



Chapter 8: Funding Toolkit

Introduction

Redevelopment areas and improvement projects along the Cicero Avenue Corridor will require the use of a combination of funding tools from various levels of government. Due to the complexity and diversity of issues typically involved in the range of projects proposed in the Plan (which includes environmental, transportation, infrastructure, land acquisition/assembly, building demolition/rehabilitation, and business recruitment issues), the Conference, participating municipalities and public agencies will need a number of resources to help address these varying aspects of the Plan. However, the use and flexibility of locally-controlled funding tools cannot be overemphasized. Based on national experience, local funding tools are critical in the implementation of planning initiatives because local funding tools empower municipalities to guide project execution and provide timely assistance.

This section of the Plan summarizes the most relevant funding tools that the Conference and its members may consider to implement the Plan. Locally-controlled resources are presented first; followed by Transportation Agency focused resources; Environmental and Natural Resources agency services and programs; and finally Regional Planning Agency resources. Funding tools and programs are first presented in tabular format by issuing source, with a few key summary notes and an at-a-glance guide to the types of Plan elements to which they may apply. More detailed descriptions of those funding tools follow the tables.

Chapter 8: Funding Toolkit

Table 8.1
Locally-Controlled Sources

Funding Tool	Agency	Eligible Project								Eligible Project Activities					Eligible Application				Notes
		Roadways	Signals	Transit	Pedestrian / Sidewalks	Bicycles / Trails	Streetscape	Freight	Redevelopment	Planning / Engineering	Construction	Maintenance	Operations	Public Outreach	Land Acquisition	Municipal	County	Agency / MPO	
1	Municipal Bonds	Local	•	•		•	•	•		•	•				•	•		•	<ul style="list-style-type: none"> Debt financing for large cost projects
2	IL Motor Fuel Tax (MFT)	Local	•	•		•					•	•			•				<ul style="list-style-type: none"> Based on local population Use by local communities
3	Tax Increment Financing (TIF)	Local	•	•	•	•	•	•	•	•	•				•				<ul style="list-style-type: none"> Value capture tool Subject to eligibility of underlying area
4	Special Service Area (SSA)	Local	•			•	•	•		•	•	•	•	•			•	•	<ul style="list-style-type: none"> Subject to challenge by majority of property owners Government provides services or contracts with a service provider to provide services
5	Business District	Local	•	•	•	•	•	•	•	•	•			•	•				<ul style="list-style-type: none"> Impose increased sales tax and/or hotel tax up to 1.0% within the district Subject to eligibility of underlying area
6	Mass Transit District (MTD)	Local	•	•	•	•	•			•	•						•	•	<ul style="list-style-type: none"> Consortium of municipalities who contribute and aggregate funding for transportation capital projects
7	Transportation Enhancement Districts (TED)	Local			•	•	•			•	•	•	•		•	•	•	•	<ul style="list-style-type: none"> Potential funding for local municipal transportation improvements
8	Public-Private Partnerships	Local	•		•	•	•	•	•	•	•	•	•	•	•			•	<ul style="list-style-type: none"> Deal structures vary, from joint development, to leasing, operation and maintenance of public assets Subject to eligibility per state statutes
9	Development Agency	Local								•	•	•		•	•			•	<ul style="list-style-type: none"> Non-profit or quasi-government body that oversees development projects; powers vary according to charter
10	Revolving Loan/ Downtown Loan Fund	Local				•	•	•		•	•			•				•	<ul style="list-style-type: none"> Low-cost loan option for economic development and community improvements Must be first seeded, potentially in partnership with local banks
11	IL Dept of Commerce and Economic Opportunity	Local	•	•		•				•	•		•					•	<ul style="list-style-type: none"> Subject to eligibility of specific program

Local and State Funding Tools

Municipal Bonds

Municipal bonds may be considered for special projects during various phases of the Plan that may require more long-term financing. General obligation bonds (GOB) are supported by the full faith and credit of the municipality and typically offer the benefit of low interest rates. (Actual rates vary based upon each municipality's bond rating). Although GOBs may be fully paid off with dedicated revenues generated from a Tax Increment Financing (TIF) district, Special Service Area (SSA), Motor Fuel Tax (MFT), and hotel taxes, etc., any shortcomings in such dedicated revenue would necessarily come from the municipality's General Revenue Fund.

Revenue bonds are supported only by specifically dedicated revenues from one or more identified sources, such as TIF district incremental revenues, SSA revenues, or even by a special assessment (a localized tax increase dedicated for financing a specific project, initiated by petition or by a municipal board of local improvements, and approved by the municipal board of local improvements, subject to objections of affected property owners). Each of these revenue sources is subject to varying limitations in terms of amounts and intended uses. In the case of revenue bonds, if the dedicated revenues are insufficient to meet the debt service requirements, the municipality has no obligation to make up the difference. Due to their increased risk premium, the interest rates on revenue bonds are higher (sometimes considerably) than GOBs.

Illinois Motor Fuel Tax Revenue

About 20 percent of the State's MFT revenues are appropriated to municipalities in proportion to population. Counties, Townships, and Road Districts also receive allocations. MFT funds are collected at the sale of gasoline, on a per gallon basis. These funds can be used for infrastructure expenses in coordination with the IDOT. Typical projects include: engineering services; roadway reconstruction; sewer improvements; bicycle paths, lanes, signs, and parking facilities; pedestrian subway or overhead crossings; sidewalks; off-street parking facilities; and street lighting systems.

Tax Increment Financing

Value capture mechanisms, such as TIF, can be used to guide the types of development that might not otherwise occur in an area by encouraging developers to construct buildings or other private improvements, and/or by paying for public improvements, such as streets, sidewalks, sewer and water, and similar improvements. Optimally, TIF funds are used strategically to help provide long-term benefits to both the immediate area and to the city and county, creating an improved tax-base for when the term of the funding program expires.

TIF could be helpful in implementing the recommendations in this Plan, because it:

- Signals to the development community that the communities along the Corridor are dedicated to redeveloping opportunity sites and implementing updated infrastructure.
- Provides a source of money to conduct basic preparation activities, such as writing and adopting zoning ordinances, and marketing of redevelopment sites.
- Provides a source of money for general public infrastructure activities, such as the construction of parking spaces, streetscape improvements, and a stormwater management system, and improving the street grid system.
- Provides a source of money for project-specific development activities, such as property assembly and site preparation.

TIF works by capturing new property tax revenues within a specific area and reinvesting them in that area for a period of 23 years. When a TIF is established, the value of all the property in the TIF is examined to determine the Base Equalized Assessed Value, or Base EAV. The property taxes generated annually by the frozen Base EAV are distributed to all taxing districts on a prorated basis. The property taxes generated by growth in EAV above the Base EAV are distributed to the municipality's TIF fund. The growth in EAV occurs as a result of private investment in new development, rehabilitation of existing development, as well as growth in property values through reassessment. TIF districts are currently established

Chapter 8: Funding Toolkit

in Illinois on the basis of detailed eligibility criteria reflecting conditions of economic stagnation and blight, but other states and communities are exploring utilization of TIF districts on a voluntary basis to capture the value from improvement projects in a non-blighted area, such as new transit infrastructure, which would be channeled back to pay for capital or operating costs.

Special Service Areas

Special Service Areas (SSA) can be used as a funding tool available for financing public-facing projects whose benefits can be appreciated by the Corridor as a whole. SSAs, also known as Business Improvement Districts (BIDs) and Special Improvement Districts (SIDs), are a useful tool for improving, managing, and maintaining a defined district.

SSAs are used in downtowns, business districts, neighborhoods, parks, and industrial areas to provide funding for infrastructure, maintenance, programs, and other business-related activities. A SSA can be used in conjunction with a TIF, but involves fewer setup and maintenance processes. It is an extra property tax on a defined set of properties (called the "service area") that reinvests 100% of that tax revenue back into the service area. The SSA budget is typically administered by the municipality which could contract with a service provider such as a Chamber of Commerce or business association.

SSA funds may be used within the service area boundaries for a variety of activities. These include:

- Maintenance and beautification;
- Security services, including, but not limited to, the development of safety programs;
- Recruitment and promotion of new businesses and retention and promotion of existing businesses within the service area;
- Coordinated marketing and promotional activities;
- Strategic planning for the general development of the service area;
- Financing of storefront façade improvements;

- Other technical assistance activities to promote commercial and economic development including, but not limited to, streetscape improvements, strategic transit/parking improvements including parking management studies, and enhanced land use oversight and control initiatives.

SSAs help to increase options for development and redevelopment. Specific benefits include: control and dispose of property; secure bond financing for public improvements and development; enter into contracts with any public or private agency; and, exercise the use of eminent domain for property acquisition for redevelopment purposes.

SSAs are authorized through State law (Illinois Compiled Statutes, Revenue, and Property Tax Code 35 ILCS 200). To create an SSA, first the boundaries and service area are established. The budget for the service area is created by multiplying the total of equalized assessed property values (EAV) for the properties in the service area by a selected SSA tax rate, usually less than, or near, 1% of the EAV. A public hearing on the proposed SSA is conducted in accordance with State statutes. Unless the majority of the property owners of record in the service area object to the SSA, an ordinance is established defining the duration of the SSA.

Business District

Business Districts provide a flexible financing tool for public and private property improvements within a district. The establishment of a Business District (BD) requires several findings be documented in a plan, including at least one eligibility factor and a finding that the district as a whole has not been subject to growth and development through private investment, or would not reasonably be anticipated to be developed without establishment of the BD. Establishing a BD allows a home rule or non-home rule municipality to levy an increased sales tax and/or hotel tax in 0.25% increments up to 1.0% within the district for up to 23 years. The additional sales tax revenue is collected from businesses by the Illinois Department of Revenue and then distributed monthly (with a three-month lag) to the municipality to fund projects within the district. BD funds can be used within the district for a variety of activities, including:



- Studies, surveys and plans;
- Professional services (architectural, engineering, legal, financial, marketing, planning);
- Property assembly;
- Site preparation, including demolition and clearing and grading of land;
- Public infrastructure, including the installation, repair, construction or relocation of public utilities, streets and site improvements;
- Rehabilitation or renovation of existing buildings in the district;
- Construction or installation of new buildings, streets, equipment, fixtures or utilities;
- Financing costs, including costs of issuance and interest; and
- Relocation costs.

Business Districts are administered by the municipality, and are primarily used to enhance commercial areas by funding public and private improvements. Because the revenue is related to sales and hotel taxes, BDs are most effective in retail and commercial districts with sales tax generating uses. Business Districts can provide a more flexible source of funding private projects than TIF districts, and establishment is often quicker and simpler than TIF districts or SSAs. Business Districts can help to strengthen local commercial tax bases and attract sound and stable commercial growth in the district.

Mass Transit District

Corridor municipalities could work cooperatively with the RTA, Metra, Pace, IDOT, and the Conference to create a Mass Transit District (MTD) covering or including the Study Area from Cicero Avenue Corridor Study. A MTD, which would need to be formed under Illinois State statutes, would allow participating jurisdictions to collect funds in support of capital investment or improvement of transit services within the MTD boundaries. Funding mechanisms to satisfy the contribution commitments of member jurisdictions within the MTD could vary according to local preferences, and

could include the funding tools described above, such as allocations from capital budgets, local tax revenues, MFT revenues, or from value capture tools such as TIF and SSA. The funds raised could be used to supplement capital investments made by the local transit operators to fulfill local preferences for service and amenities. There are a number of MTDs in northeast Illinois, each of which are governed by a board of representatives of member jurisdictions. A broader vision of this funding tool would be establishment of a Mass Transportation District, which could enable contribution to non-transit transportation modes in the district. A local example of a MTD is The West Suburban Mass Transit District which consists of ten representatives from local municipalities that are located along the Burlington Northern Railroad line.

Transportation Enhancement District

Corridor municipalities may create a Transportation Enhancement Districts (TED), also known as a Parking Improvement District (PID) within a single municipality or collaboratively with multiple municipalities. A TED is a local development tool that helps communities better manage parking resources while supporting both economic development and mobility. Parking TEDs charge market rates for parking on the street or in off-street public spaces and use part of the increased revenue to make the area more accessible. Other TEDS may fund bicycle and pedestrian infrastructure, or more general transportation improvements and amenities. TEDs are managed like an SSA. These districts can be used to make the area more pedestrian-oriented and connected to the larger neighborhood, improve transit connections, invite more bicycling, and revitalize the streetscape to reflect the character of the neighborhood, and provide a degree of local control over transportation amenities that reflect local priorities.

Public-Private Partnerships/Developer Contributions

“Public-private partnerships” is an umbrella term that describes collaborative investment between the public and private sector. Examples range from simple joint development of facilities to highly complex deals for leasing, operating and maintaining public assets. Eligible activities are governed by state statute. When there is a



Chapter 8: Funding Toolkit

direct link to a specific improvement (intersection improvement, turn lanes, sidewalks, etc.) developers are typically required to contribute funding for the improvement.

Public-private partnerships may also include: acquisition and site preparation assistance; density bonuses to improve the economic potential of a development site; expedited permits and reduced fees to reduce development costs; and direct financial incentives in the form of economic incentive agreements/sales tax revenue sharing and/or other revenue-sharing agreements. Economic incentive agreements can be an effective tool to incentivize private property owners to invest in improvements (e.g., shopping center parking surface and landscaping improvements), or attract new tenants to existing properties.

Development Agency

Formation of a local development agency can facilitate community economic development by overseeing general development goals or specific development projects. Such an agency can be constituted in several formats, with varying degrees of complexity, tax implications, and legal and financing powers. A community development corporation (CDC) is a not-for-profit entity that typically executes development projects and can engage in financial transactions such as obtaining loans and paying for project costs; these are generally established as 501(c)3 entities for tax purposes. Redevelopment Authorities (RDA) have greater legal and financial powers, such as ability to issue bonds and condemn property, and are considered government or quasi-government entities. As such, these are constituted under Illinois State statutes for the purpose of accomplishing specific redevelopment goals, and are accountable to the State, with an appointed executive director and management staff.

Revolving Loan/Downtown Loan Fund

A revolving/downtown loan program is another funding option that would further the regeneration the Corridor. Many communities have used downtown loan programs to reduce investment risk and increase building values. Such a program might be used for buying commercial property which creates or retains jobs. It might also be used for purchasing, constructing, and rehabilitating a commercial building for business use. Funds typically target both new and expanding businesses for such redevelopment activities as interior improvements, façade and exterior improvements, building additions, site improvements, etc. Some state and federal small business assistance programs are structured to work in combination these types of loan programs.

Typically, the managing entity (usually a municipality or a local non-profit organization) facilitates a revolving loan fund or a community lending pool capitalized by commitments from local financial institutions to provide low-interest/low-cost loans. For example, the managing entity could fund 40% out of the loan pool at a low interest rate. A consortium of private local banks could contribute to the loan fund at prime +1%. Often, to qualify for a loan, jobs must be created or retained and made available to a low/moderate income person. Some residents in parts of the Corridor are considered low / moderate income and could be potential employees at local businesses.

Illinois Community Development Assistance Program

The Department of Commerce and Economic Opportunity (DCEO) is designated as the agency with direct oversight and administration of the Community Development Block Grant Small Cities Program. The program is currently titled the Illinois Community Development



Assistance Program (CDAP). The mission of this program is to assist Illinois communities in meeting their greatest economic and community development needs, with an emphasis on helping communities with substantial low to moderate-income populations. CDAP consists of the following components:

- **Design Engineering** – Through the Design Engineering grant opportunity, local governments may request a maximum of \$150,000 in grant funds for final design engineering of large-scale construction projects for new or expanding water or sewer systems.
- **Economic Development** – Through the Economic Development grant opportunity, local governments may request a maximum of \$750,000 for gap financing to assist businesses locating or expanding in the community. Funds may be used for machinery and equipment, working capital, building construction and renovation. Applications may be submitted at any time.
- **Public Infrastructure** – Through the Public Infrastructure component, local governments needing to improve public infrastructure and eliminate conditions detrimental to public health, safety, and public welfare may request a maximum of \$450,000 for Public Infrastructure funds to undertake projects designed to alleviate these conditions.
- **Emergency Public Infrastructure** – When emergencies strike, communities may apply for a maximum of \$200,000 in emergency funding to undertake projects that address an emergency or a particular urgency requiring immediate public infrastructure assistance to eliminate conditions detrimental to health, safety, and public welfare. Applications may be submitted at any time.

Website: <http://www.illinois.gov/dceo/CommunityServices/>



Chapter 8: Funding Toolkit

Table 8.2
Transportation Agency Sources

Funding Tool	Agency	Eligible Project								Eligible Project Activities					Eligible Application				Notes
		Roadways	Signals	Transit	Pedestrian / Sidewalks	Bicycles / Trails	Streetscape	Freight	Redevelopment	Planning / Engineering	Construction	Maintenance	Operations	Public Outreach	Land Acquisition	Municipal	County	Agency / MPO	
1A	Transportation Alternatives Program – IL Transportation Enhancement Program	IDOT			•	•	•	•		•	•			•	•				<ul style="list-style-type: none"> • 20% local match (50% for street lighting and land acquisition); • Applications typically due in fall
1B	Transportation Alternatives Program – Safe Routes to School	IDOT	•	•		•	•	•		•	•		•		•	•	•	•	<ul style="list-style-type: none"> • IL School Travel Plan required; 20% match required; • Applications are closed for 2014, but may reopen in spring of 2015
2	Surface Transportation Program (STP)	USDOT	•	•	•	•	•	•		•	•	•			•		•	•	<ul style="list-style-type: none"> • 20% local match
3	Congestion Mitigation Air Quality (CMAQ)	USDOT	•	•	•	•	•	•		•	•	•			•	•			<ul style="list-style-type: none"> • 20% local match; • 2013 apps were due to COG Planning Liaison by mid-Jan. • Agency/MPO applications are eligible
4	IL Strategic Highway Safety Improvements Program (SHSP)	USDOT	•	•				•		•	•			•	•	•			<ul style="list-style-type: none"> • 10% match; • Applications due to Bureau of Local Roads by April 15
5	National Highway Performance Program	USDOT	•	•	•	•					•	•			•	•	•		<ul style="list-style-type: none"> • Projects will typically require 20% match, but could be lower depending on the specific project; • Must be an "eligible facility" includes only those facilities located on the NHS; • Must be included in TIP and included in State Long Range Transportation Plan
6	TIGER Grants (Transp. Investment Generating Economic Recovery)	USDOT	•		•			•		•	•				•	•	•		<ul style="list-style-type: none"> • 20% match required but priority given to projects with greater local contribution; Grants should be between \$10-\$200 million; • Final applications were due 04/2014; • New funding undetermined; • No state may receive more than 25% of total appropriation; Projects must be in TIP
7	FTA New Starts / Small Starts / Very Small Starts	USDOT			•					•	•						•		<ul style="list-style-type: none"> • Competitive pool; • Local match required; • Alternatives; • Analysis required
8	Truck Access Route Program (TARP)	IDOT	•	•				•			•			•	•				<ul style="list-style-type: none"> • 50% local match; • \$900K mal limit; • Applications accepted each fall
9	Pedestrian and Bicycle funding programs	USDOT				•	•			•	•			•	•	•			<ul style="list-style-type: none"> • Requirements vary by source

External Funding Sources

In the following tables, we have identified local, state and federal tools and incentives that can assist the Conference and its municipal and agency partners in implementing the Plan over the multiple phases. Application processes and timelines vary, so the Conference and its partners should start evaluating tools of interest shortly upon completion of this Plan.

Transportation Agency Sources

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) was authorized under Moving Ahead for Progress in the 21st Century Act (MAP-21). The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

At present, details and guidance for Illinois' implementation and administration funding programs created under the federal transportation bill, MAP-21, are still being worked out. Especially important will be programming procedures for the TAP, which will combine into one program three different SAFETEA-LU programs: Transportation Enhancements, Safe Routes to School, and Recreational Trails program.

Website: <http://www.cmap.illinois.gov/mobility/walking-and-bicycling/funding-sources>

Illinois Transportation Enhancement Program

Website
http://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/Itep
http://saferoutespartnership.org/state/srts-in-your-state/illinois ; http://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/safe-routes-to-school/indel
http://www.cmap.illinois.gov/council-of-mayors
http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq
http://www.idot.illinois.gov/transportation-system/transportation-management/planning/SHSP
http://www.fhwa.dot.gov/map21/guidance/guidenhpp.cfm
http://www.dot.gov/tiger/
http://www.fta.dot.gov/planning/planning_environment_5221.html
http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/truck-access-route-program
http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

Chapter 8: Funding Toolkit

The ITEP program is designed to promote alternative transportation options, including bike and pedestrian travel, along with streetscape beautification. The federal funds are awarded competitively, and any local or state government is eligible to apply. Local matching funds are required, and work must begin on the projects within three years. For the current round of funding, the IDOT received 232 applications requesting ITEP federal funding totaling nearly \$260.5 million. A project must fall into one of the eligible categories listed within the ITEP Guidelines Manual and also must relate to surface transportation in order to qualify.

Landscaping and other scenic beautification are allowed as a part of the construction of a Federal-Aid highway project or in conjunction with a TAP funded project. Landscape/streetscape projects are no longer eligible as a stand-alone project. Funding will be provided for up to 80% of the project costs. The remaining 20% is the responsibility of the program sponsor with the exception of street lighting and land acquisition which is funded at 50% for projects selected under the program.

Webpage: <http://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP>

Safe Routes to School

From 2005 to 2012, Safe Routes to School initiatives were funded through a standalone federal Safe Routes to school program. This program provided more than \$1 billion in funding in all states to support infrastructure improvements and programming to make it safer for children to walk and bicycle to and from school. In June 2012, Congress passed a new transportation bill, MAP-21. This legislation made significant changes to funding for bicycling, walking and Safe Routes to School. The federal Safe Routes to School program has now been combined with other bicycling and walking programs into a new program called Transportation Alternatives. Safe Routes to School projects are called out as being eligible for Transportation Alternatives, but no minimum funding level is required.

The purposes of the program and funding are:

1. To enable and encourage children, including those with disabilities, to walk and bicycle to school;
2. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
3. To facilitate the planning, development, and Implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, air pollution in the vicinity of schools.

State DOTs may make grants to state, local, and regional agencies, including nonprofit organizations, to implement Safe Routes to School programs. Eligible activities for funding under Safe Routes to School include both infrastructure projects and non-infrastructure related activities. States were to spend 70-90% of their funding on infrastructure projects that improve safety for children walking and bicycling to school. All improvements had to be made within a two-mile radius of school.

Illinois has funded more than \$43 million in local Safe Routes to School projects. All applications require an approved Illinois School Travel Plan. Illinois has a state advisory committee. The IL SRTS program is funded through the Transportation Alternatives Program and requires a 20% local matching. The last round of applications were due on January 31, 2014. Municipalities, counties, townships, or park districts could apply for up to \$200,000 for infrastructure projects (items like sidewalk upgrades, crosswalks, flashing beacons, bikeways, and parking racks) and up to \$24,000 in non-infrastructure projects.

Websites: <http://saferoutespartnership.org/state/srts-in-your-state/illinois>;

<http://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/safe-routes-to-school/index>

Surface Transportation Program

The Surface Transportation Program (STP) provides flexible funding that is used by states and localities on any Federal-aid highway,



bridge projects on any public road, transit capital projects, and bus terminals and facilities. The federal share for the program generally is 80%. Each of the region's 11 Councils of Mayors are allocated STP funding on the basis of population. Each Council oversees the planning and programming of these STP funds within their own region, and has developed their own set of project selection guidelines. The Southwest Conference of Mayors (SWC) is the lead agency for programming STP funds in the southwest suburbs. All selected projects must be submitted to CMAP for inclusion in the region's Transportation Improvement Program (TIP).

CMAP Council of Mayors website: <http://www.cmap.illinois.gov/council-of-mayors>

Congestion Mitigation Air Quality

Congestion Mitigation and Air Quality (CMAQ) is a federally funded program part of the surface transportation improvements designed to improve air quality and to mitigate congestion. Eligible projects may include transit improvements, commuter parking, traffic flow improvements (that do not add lanes), access to transit, and bicycle enhancements. Projects are submitted for northeastern Illinois through the Chicago Metropolitan Agency for Planning (CMAP). CMAQ grants are awarded each fiscal year dependent on available funding from the Congressional appropriation of funds. The recently passed federal transportation authorization legislation, Moving Ahead for Progress in the 21st Century (MAP-21), does not extend the authority to fund CMAQ projects at 100% federal in FFY 2013 and beyond. CMAQ funded phases will require a minimum of 20% local match.

Starting with the FY 2014-2018 program development, Phase I engineering is no longer a CMAQ eligible phase for funding. Projects that require Phase I engineering must fund that phase with non-CMAQ funds. Project proposals are required to demonstrate that Phase I engineering has been initiated prior to the Project Selection Committee releasing a draft program recommendation to be considered for inclusion in the program. Changes have been made to eligibility of engineering phase for transit projects (now

greater than 50%) from the current cap of 50% federal funding under the CMAQ program.

Project proposals from the public and private sector are welcome. Projects not submitted by a state agency or local government must have an appropriate sponsor. A sponsor is any state agency or unit of government having the authority to levy taxes and those agencies authorized to receive FTA Section 5307 funding. Sponsors can include, but are not limited to counties, municipalities, townships, park districts, forest preserve districts, and library districts. Project applications submitted by local sponsor agencies are required to be reviewed by their subregional planning area staff (Council of Mayors' Planning Liaisons). The sponsor must have already committed matching funds when the project is submitted to CMAP. Proposals which indicate that the sponsor will pay more than the minimum local match will be identified for the CMAQ Project Selection Committee and may be given extra consideration.

Local match is a minimum of 20% of the total CMAQ funds being requested (some exceptions may apply for a few project types). The local match does not necessarily have to be provided by the sponsor. Several avenues exist through which other funding may be available, but it must be a non-federal source to qualify as match. A firm deadline of two years past the programmed year will be instituted for the accomplishment of each phase. If the phase is not completed on time, regardless of the reasons, the funding for remaining phases will be removed and that work placed on a deferred project list.

Projects are evaluated primarily on cost-effectiveness of air quality improvements, but also on their ability to help implement the goals and objectives of the region's adopted comprehensive plan, GO TO 2040.

Website: <http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq>

Illinois Strategic Highway Safety Improvement Program

The goal of the Illinois Strategic Highway Safety Improvement Program (SHSP) program is to significantly reduce traffic fatalities



Chapter 8: Funding Toolkit

and severe injuries. Funds are used to make safety improvements to locations where there has been an historical occurrence of crashes. Illinois' SHSP is a core federal program (intended to produce a measurable and significant reduction in fatalities and serious injuries resulting from traffic related crashes on all public roads. HSIP is a data-driven, strategic approach program for infrastructure improvements administered by the Federal Highway Administration (FHWA). Emphasis is placed on performance. States are required to set performance measures and targets for reductions in the number of fatalities and serious injuries and the reduction in the rate of fatalities and serious injuries per million vehicle miles traveled. In addition, ensuring there are reductions in fatalities and serious injuries on rural major and minor collector roads and rural local roads as well as with older (>65 years old) drivers and pedestrians is a priority.

Website: <http://www.idot.illinois.gov/transportation-system/transportation-management/planning/SHSP>

National Highway Performance Program

The purposes of the National Highway Performance Program (NHPP) are (1) to provide support for the condition and performance of the National Highway System (NHS); (2) to provide support for the construction of new facilities on the NHS; and (3) to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

NHPP funds may be obligated only for a project on an "eligible facility" that is a project, part of a program of projects, or an eligible activity supporting progress toward the achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS and is consistent with the planning requirements of Sections 134 and 135. Projects must be identified in the STIP/TIP and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s).

Typical Eligible Activities (see website for full list):

- Construction, reconstruction, resurfacing, restoration, rehabilitation, preservation, or operational improvement of segments of the NHS, bridges/tunnels on the NHS.
- Construction, reconstruction, resurfacing, restoration, rehabilitation, and preservation of, and operational improvements for, a Federal-aid highway not on the NHS, and construction of a transit project eligible for assistance under chapter 53 of title 49.
- Bicycle transportation and pedestrian walkways in accordance with section 217. The project or activity must be associated with an NHS facility.
- Highway safety improvements for segments of the NHS.
- Capital and operating costs for traffic and traveler information monitoring, management, and control facilities and programs. The project or activity must be associated with an NHS facility.
- Construction of publicly owned intracity or intercity bus terminals servicing the NHS.

The following activities were eligible under the NHS program prior to enactment of MAP-21 but were not carried forward into the NHPP. These continue to be eligible under the NHS program.

- Transportation planning
- Highway research and planning
- Highway-related technology transfer activities
- Carpool and vanpool projects

Website: <http://www.fhwa.dot.gov/map21/guidance/guidenhpp.cfm>

Transportation Investment Generating Economic Recovery Grants

Transportation Investment Generating Economic Recovery (TIGER) grants invest in road, rail, transit, and port projects to preserve and create jobs, promote economic recovery, invest in transportation infrastructure to provide long-term economic benefits, and assist those areas most affected by the economic downturn. Projects



can include highway or bridge rehabilitation, interchange reconstruction, road realignments, public transportation projects (including projects in the New Starts or Small Starts programs), passenger rail projects, and freight rail projects. Since 2009, Congress has dedicated more than \$4.1 billion for six rounds to fund projects that have a significant impact on the Nation, a region or a metropolitan area. Application for sixth round of TIGER grants in 2014 totaled \$9.5 billion, 15 times the \$600 million set aside for the program, demonstrating the continued need for transportation investment nationwide. The USDOT received 797 eligible applications, compared to 585 in 2013, from 49 states, U.S. territories and the District of Columbia.

The criteria for the TIGER Discretionary Grant program were announced in the notice of funding availability in the Federal Register. Final applications for 2014 were to be submitted through Grants.gov by April 28, 2014. "Eligible Applicants" for TIGER Discretionary Grants are State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, metropolitan planning organizations (MPOs), other political subdivisions of State or local governments, and multi-State or multi-jurisdictional groups applying through a single lead applicant. Projects are eligible for TIGER Discretionary Grants under:

- Highway or bridge projects eligible under title 23, United States Code;
- Public transportation projects eligible under chapter 53 of title 49, United States Code;
- Freight rail projects;
- High speed and intercity passenger rail projects; and
- Port infrastructure investments.

The FY 2014 Consolidated Appropriations Act specifies that TIGER Discretionary Grants may be not less than \$10 million (except in rural areas) and not greater than \$200 million. Pursuant to the FY 2014 Consolidated Appropriations Act, no more than 25 percent of the funds made available for TIGER Discretionary Grants (or \$150 million) may be awarded to projects in a single State. There is no minimum request for planning, but there is a \$3 million maximum.

In the past, the US DOT has awarded grantees as little as \$85,000 for a small project in planning.

For capital grants, the minimum request for a project in an urbanized area is \$10 million. While the statutory maximum for any TIGER Grant is \$200 million, awards have averaged around \$10 million per grant. Planning grants are subject to the same requirements for match as capital grants; namely, a minimum of 20% match for urban areas.

Website: <http://www.dot.gov/tiger>

New Starts /Small Starts/Very Small Starts

The Federal Transit Administration (FTA) provides funding for major new capital investments. A new capital investment program category – Small Starts was added to create a simplified process for smaller projects (projects with total project cost of less than \$250 million and requesting less than \$75 million grant funding). This extends eligibility to include bus corridor improvement projects such as Bus Rapid Transit (BRT). Small Starts projects must: a) meet the definition of a fixed guideway for at least 50% of the project length in the peak period; b) be a new fixed guideway project; or c) be a new corridor-based bus project with defined BRT elements.

Additionally, the FTA has also defined a class of projects that are very simple, low-cost, and demonstrably effective called Very Small Starts within the Small Starts program. Very Small Starts projects are bus or rail projects with elements similar to Small Starts, but have other attributes that distinguish them from Small Starts. Bus projects must include defined BRT elements.

Website: http://www.fta.dot.gov/12304_2608.html

Truck Access Route Program (TARP)

The purpose of TARP is to help local governments upgrade roads to accommodate 80,000 pound truck loads. Every fall IDOT solicits local projects that can be constructed during the upcoming fiscal year. They encourage applicants to submit their inquiries and requests for assistance to the district Local Roads and Streets office



Chapter 8: Funding Toolkit

Table 8.3
Environmental and Natural Agency Sources

Funding Tool	Agency	Eligible Project								Eligible Project Activities					Eligible Application				Notes
		Roadways	Signals	Transit	Pedestrian / Sidewalks	Bicycles / Trails	Streetscape	Freight	Redevelopment	Planning / Engineering	Construction	Maintenance	Operations	Public Outreach	Land Acquisition	Municipal	County	Agency / MPO	
1 Illinois Green Infrastructure Grant (IGIG)	ILEPA	•						•	•	•					•	•	•	•	<ul style="list-style-type: none"> • 25% local match for stormwater retention and Green Infrastructure small projects; • 15% local match for combined sewer overflow; • 20% of grant can be used for design • 2014 applications under review
2A IDNR Bicycle Path Program	IDNR					•			•	•				•	•	•	•	•	<ul style="list-style-type: none"> • 50% local match; \$200K Max limit; • Applications due each March
2B IDNR Recreational Trails Program	IDNR				•	•			•	•				•	•	•	•	•	<ul style="list-style-type: none"> • 20% local match; \$200K Max limit; • Applications due each March
2C IDNR Open Space Lands Acquisition & Development (OSLAD)	IDNR				•	•			•	•				•	•	•	•	•	<ul style="list-style-type: none"> • Could fund parks/trails as part of TOD; • 50% local match; \$400K Max; • Applications accepted May-July each year
3 Rivers, Trails & Conservation Assist. (RTCA)	NPS					•			•	•				•	•	•	•	•	<ul style="list-style-type: none"> • National Park Service community assistance program; • Applications due August 1
4A USEPA Brownfields Areawide Planning Program	USEPA							•	•				•	•	•	•	•	•	<ul style="list-style-type: none"> • Applicant can be local government or development authority; • Applications due June 1; \$175K Max
4B USEPA Brownfields Program - Assessment Grant	USEPA							•	•				•	•	•	•	•	•	<ul style="list-style-type: none"> • Applicant can be local government or development authority; • Applications due each year in November; \$400K Max
4C USEPA Brownfields Program - Cleanup Grant	USEPA							•	•	•	•	•		•	•				<ul style="list-style-type: none"> • Applicant must be property owner (not private property); • Applications due each year in Nov; • 20% match; \$200k Max per site

Website

<http://www.epa.state.il.us/water/financial-assistance/igig.html>

<http://www.dnr.state.il.us/ocd/newbike2.htm>

<http://www.dnr.state.il.us/ocd/newrtp2.htm>

<http://www.dnr.state.il.us/ocd/newoslad1.htm>

<http://www.nps.gov/ncrc/programs/rtca/>

http://epa.gov/brownfields/areawide_grants.htm

http://epa.gov/brownfields/assessment_grants.htm

http://epa.gov/brownfields/cleanup_grants.htm

that serves your county. The TARP program will provide \$45,000 per lane mile and \$22,000 per eligible intersection for selected projects. The state participation will not exceed 50% of the total construction costs or \$900,000, whichever is less.

Website: <http://www.idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/truck-access-route-program>

Pedestrian and Bicycle Funding Programs

FHWA has published a listing of funding sources for pedestrian and bicycle projects – Bicycle and Pedestrian Funding Opportunities: Federal Transit and Federal Highway Funds, revised August 13, 2014, to incorporate programs authorized under the MAP-21. This website presents a table indicating potential eligibility for pedestrian and bicycle projects under Federal Transit and Federal Highway programs.

Website: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.cfm

Environmental and Natural Resources Agencies

Illinois Environmental Protection Agency

Illinois Green Infrastructure Grants

Under this program run by the Illinois Environmental Protection Agency (ILEPA), Illinois Green Infrastructure Grants (IGIG) are available to install green infrastructure best management practices (BMPs) to control stormwater runoff for water quality protection. Three categories of grants are available: combined sewer overflow rehabilitation projects that will reduce the number and volume of overflow incidents; stormwater retention and infiltration projects that improve water quality; and green infrastructure small projects that demonstrate best practices in a highly visible setting. Maximum grant amounts vary among these three categories from \$75,000 to \$3,000,000; local match requirement minimums are 15%-25%. Winning projects in the 2011 program included (among others) green pavement and alleys, riparian zone restorations,

Chapter 8: Funding Toolkit

rain gardens, and campus and neighborhood improvements. "Shovel ready" projects are favored over general concept studies, and administration, education and monitoring activities are not eligible. Applications, submitted for the FY 14 grant cycle deadline (December 15, 2013), are currently under review for funding.

Website: <http://www.epa.state.il.us/water/financial-assistance/igig.html>

Illinois Department of Natural Resources

The Illinois Department of Natural Resources (IDNR) administers several outdoor recreation grant programs that may be applicable to the Plan.

Bicycle Path Program

The IDNR Bicycle Path Program helps with the acquisition, construction and rehabilitation of public, non-motorized bicycle paths and directly related support facilities. Applications must be received by IDNR by March 1 of each calendar year. Applications are evaluated on a competitive basis according to criteria set by the Department. Grant awards are generally announced within six months following the application deadline date. Eligible project costs include:

- Linear corridor land acquisition costs, including associated appraisal fees; and
- Bicycle path development or renovation including site clearing and grading, drainage, surfacing, bridging, fencing, signage, and directly related support facilities such as potable water and restroom facilities.

Financial assistance up to 50% of approved project costs is available through the program. Maximum grant awards for development projects are limited to \$200,000 per annual request; no maximum exists for acquisition projects.

Website: <http://dnr.state.il.us/ocd/newbike2.htm>.

Recreational Trails Program

The IDNR Recreational Trails Program (RTP) program can provide up to 80% federal funding on approved projects and requires a minimum 20% non-federal funding match. Applications for grant assistance must be received by IDNR no later than March 1 of each calendar year. Awards are generally announced within 180 days following the application deadline date.

Examples of eligible project activities include:

- Trail construction and rehabilitation;
- Restoration of areas adjacent to trails damaged by unauthorized trail uses;
- Construction of trail-related support facilities and amenities; and
- Acquisition from willing sellers of trail corridors through easements or fee simple title

Website: <http://dnr.state.il.us/ocd/newrtp2.htm>

Open Space Lands Acquisition and Development

The IDNR Open Space Lands Acquisition and Development program (OSLAD) assists local government agencies in the acquisition and development of land for public parks and open space. This program has been used to fund bicycle/multi-use trail development. The OSLAD program is state financed and grants of up to 50% may be obtained. Acquisition grants are limited to \$750,000 and park development grants are limited to \$400,000. Applications are accepted between May 1 and July 1 of the calendar year.

Examples of eligible projects include:

Acquisition of land for new park sites or park expansion, water frontage, nature study, natural resource preservation, and Development/renovation of:



- Picnic and playground facilities
- Outdoor nature interpretive facilities
- Sports courts and play fields
- Swimming pools, beaches and bathhouses
- Campgrounds and fishing piers
- Winter sports facilities
- Park roads and paths, parking, utilities and restrooms
- Architectural/engineering (a/e) services necessary for proper design and construction of approved project components

Website: <http://dnr.state.il.us/ocd/newoslad1.htm>.

Rivers, Trails, and Conservation Assistance

The Rivers, Trails, and Conservation Assistance (RTCA) program is the community assistance arm of the National Park Service (NPS). RTCA staff provides technical assistance to communities to conserve rivers, preserve open space, and develop trails and greenways. RTCA staff assists communities with natural resource conservation and outdoor recreation projects including multi-use trail, single-purpose trails, greenways, river corridor conservations, land protection, and park planning. August 1 is the deadline each year for the next round of assistance. Applicants are strongly encouraged to discuss project ideas with RTCA staff before submitting an application.

Website: <http://www.nps.gov/orgs/rtca/index.htm>

USEPA

The US Environmental Protection Agency (USEPA) provides technical and financial assistance for brownfields activities, supporting revitalization efforts through environmental assessments, cleanup, and job training.

Brownfields Area-wide Planning Program

The Brownfields Area-wide Planning Program provides funding to eligible entities who wish to develop an area-wide plan for brownfields assessment, cleanup, and subsequent reuse. This funding is for research, technical assistance, and/or training

activities directed to one or more brownfield site(s) located in a specific area (such as a neighborhood, district, local commercial corridor, community waterfront or city block). Each project funded under this grant must result in an area-wide plan which includes specific plan strategies for assessing, cleaning up, and reusing the brownfields site(s) as well as related brownfields and project area revitalization strategies. EPA anticipates awarding approximately 20 projects in total, funded at up to \$200,000 each.

Website: http://www.epa.gov/brownfields/areawide_grants.htm

Assessment Grants

Assessment grants provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfields sites. An eligible entity may apply for up to \$200,000 to assess a site contaminated by hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum) and up to \$200,000 to address a site contaminated by petroleum. A coalition of three or more eligible applicants can submit one grant proposal under the name of one of the coalition members for up to \$1,000,000. The performance period for these grants is three years.

Website: http://www.epa.gov/brownfields/assessment_grants.htm

Cleanup Grants

Cleanup grants provide funding for a grant recipient to carry out cleanup activities at brownfield sites. An eligible entity may apply for up to \$200,000 per site. Due to budget limitations, no entity can apply for funding cleanup activities at more than three



Chapter 8: Funding Toolkit

Table 8.4
Regional Planning Agency Sources

Funding Tool	Agency	Eligible Project								Eligible Project Activities					Eligible Application				Notes
		Roadways	Signals	Transit	Pedestrian / Sidewalks	Bicycles / Trails	Streetscape	Freight	Redevelopment	Planning / Engineering	Construction	Maintenance	Operations	Public Outreach	Land Acquisition	Municipal	County	Agency / MPO	
1 CMAP Local Technical Assistance Program	CMAP			•	•	•	•	•	•							•	•	•	<ul style="list-style-type: none"> • Technical assistance to implement GOT02040, funded by HUD grant; • No local match; • Oak Lawn, Orland Park, Palos Park submitted applications and ranked by CMAP as "higher priority projects"
2A RTA - Community Planning	RTA	•	•	•	•	•	•		•						•	•		<ul style="list-style-type: none"> • 20% local match; • Call for Projects each Spring; • Joint review program with CMAP 	
2B RTA - Section 5310	RTA			•					•		•				•	•		<ul style="list-style-type: none"> • 20% local match; • Call for Projects each Spring 	

Website
http://www.cmap.illinois.gov/programs-and-resources/lta
http://www.rtachicago.com/community-planning/community-planning.html
http://www.rtachicago.com/section-5310/section-5310.html

sites. These funds may be used to address sites contaminated by petroleum and hazardous substances, pollutants, or contaminants (including hazardous substances co-mingled with petroleum). Cleanup grants require a 20% cost share, which may be in the form of a contribution of money, labor, material, or services, and must be for eligible and allowable costs (the match must equal 20% of the amount of funding provided by EPA and cannot include administrative costs). A cleanup grant applicant may request a waiver of the 20% cost share requirement based on hardship. An applicant must own the site for which it is requesting funding at time of application. The performance period for these grants is three years.

Website: http://www.epa.gov/brownfields/cleanup_grants.htm

Regional Planning Agencies

Chicago Metropolitan Agency for Planning

Local Technical Assistance Program

CMAQ offers technical assistance to advance components of the Plan, GO TO 2040. The program is primarily focused on providing technical assistance with a small amount of grant funding available. Typical projects include local comprehensive plans, zoning ordinance updates, subarea plans, and projects related to sustainability and the natural environment. With funding from a Sustainable Communities Regional Planning grant by the U.S. Department of Housing and Urban Development (HUD), CMAQ initiated the Local Technical Assistance (LTA) program in 2010. The program involves providing assistance to communities across the Chicago metropolitan region to undertake planning projects that advance the principles of GO TO 2040. It is currently funded by the FHWA, HUD, Economic Development Administration (EDA), IDOT, Illinois Attorney General, Illinois Environmental Protection Agency (IEPA), IDNR, and Chicago Community Trust (CCT).

Website: <http://www.cmap.illinois.gov/programs-and-resources/lta>

Chapter 8: Funding Toolkit

Regional Transportation Authority

The Regional Transportation Authority (RTA) has funding programs to provide planning, operating, and capital funds for transit-related projects.

Community Planning

This collaborative program between the RTA and CMAP provides funding and planning assistance to communities for planning projects that benefit local communities and the regional transportation system. Projects can include the creation of transit-oriented development plans, local transit improvement plans for bus and rail, and integrated transportation and land use plans.

The Community Planning program provides funding and planning assistance to applicants for implementation and planning projects that benefit the community and the regional transit system. Eligible implementation projects include zoning code updates, TOD developer discussion panels, pedestrian access improvement plans, and other innovative Implementation approaches. Eligible planning projects include TOD plans, and corridor, subregional or local access improvement plans. The Community Planning program strives to not just plan for the future, but to provide assistance that achieves results. While the RTA and CMAP (through its Local Technical Assistance Program) both have separate technical assistance programs, applicants are able to apply for both programs by using one application. Through this coordination, the RTA and CMAP are able to offer planning and implementation assistance to an expanded base of eligible applicants, align all efforts with the GO TO 2040 Plan and provide interagency expertise, technical assistance and capacity.

Municipalities, counties, townships, councils of government / municipal associations, groups of two or more municipalities, and the RTA Service Boards (Chicago Transit Authority, Metra and Pace) located within the RTA's six-county service region (Cook, DuPage, Kane, Lake, McHenry and Will Counties) are eligible to apply to the Community Planning Program. Nongovernmental organizations

must partner with a governmental organization to submit the application. A local funding match is not required for small scale Community Planning projects. Larger transit-focused Community Planning projects may require a local match. Applicants will be notified if a local match will be needed prior to project approval. Individual "not to exceed" project budgets are set by the RTA during the project development process. Project budgets should not be included as part of the application submittal.

Website: <http://www.rtachicago.com/community-planning/community-planning.html>

Section 5310

The Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, funded by the Federal Transit Administration, is a program designed to improve mobility for seniors and individuals with disabilities throughout the country, by removing barriers to transportation services and expanding the transportation mobility options available. Eligible projects include those that are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. It may also be used for public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990 as amended (ADA) that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit, and for alternatives to public transportation that assist seniors and individuals with disabilities. For a project to be considered eligible for MAP-21 Section 5310 funding, it must be derived, as defined by FTA, from a locally developed Coordinated Public Transit- Human Services Coordinated Plan (HSTP).

Website: <http://www.rtachicago.com/section-5310/section-5310.html>



Other Initiatives

The RTA also has other initiatives specifically to offer guidance in support of Transit Oriented Development projects.

- **Municipal Funding Opportunities for Transit-Oriented Development**, prepared and maintained by a group of regional government and non-profit agencies (Regional TOD Working Group), is available on the RTA's website.
- **Making Way: Access to Transit Guide** was developed to encourage and empower municipalities to implement small scale capital access improvements such as the installation of sidewalks and crosswalks near existing transit facilities. Such improvements promote pedestrian mobility and provide added access to transit. By following the steps outlined in the guide, communities can improve their local built environment while providing viable connections to existing bus and train facilities that can increase transit ridership.
- **Setting the Stage for Transit Guide** – Local communities can be proactive in creating an environment conducive to transit by conducting transit supportive planning and considering local financial investments to transit service. To be more competitive for increased transit service, communities are encouraged to plan for transit by supporting development that has sufficient densities, mix of land uses and available land for transit facilities. The RTA created the Setting the Stage for Transit guide as a resource for municipal officials looking to make their communities more transit-friendly.

Website: <http://www.rtachicago.com/initiatives/land-use-transit-oriented-development.html>

Foundations and Private Grants

The successful Implementation of this Plan requires realization of projects that range in scale and scope. Foundation grants are funding sources that become increasingly significant when issue-specific projects or programs (tourism, performing arts, historic preservation, small business assistance, etc.) are considered.

The Conference may wish to monitor and explore foundation grants as funding tools. An example of a service successfully used by many cities and counties is the eCivis Grants Locator (<http://www.eCivis.com>), which is a service provider that matches local government needs with grant types.



