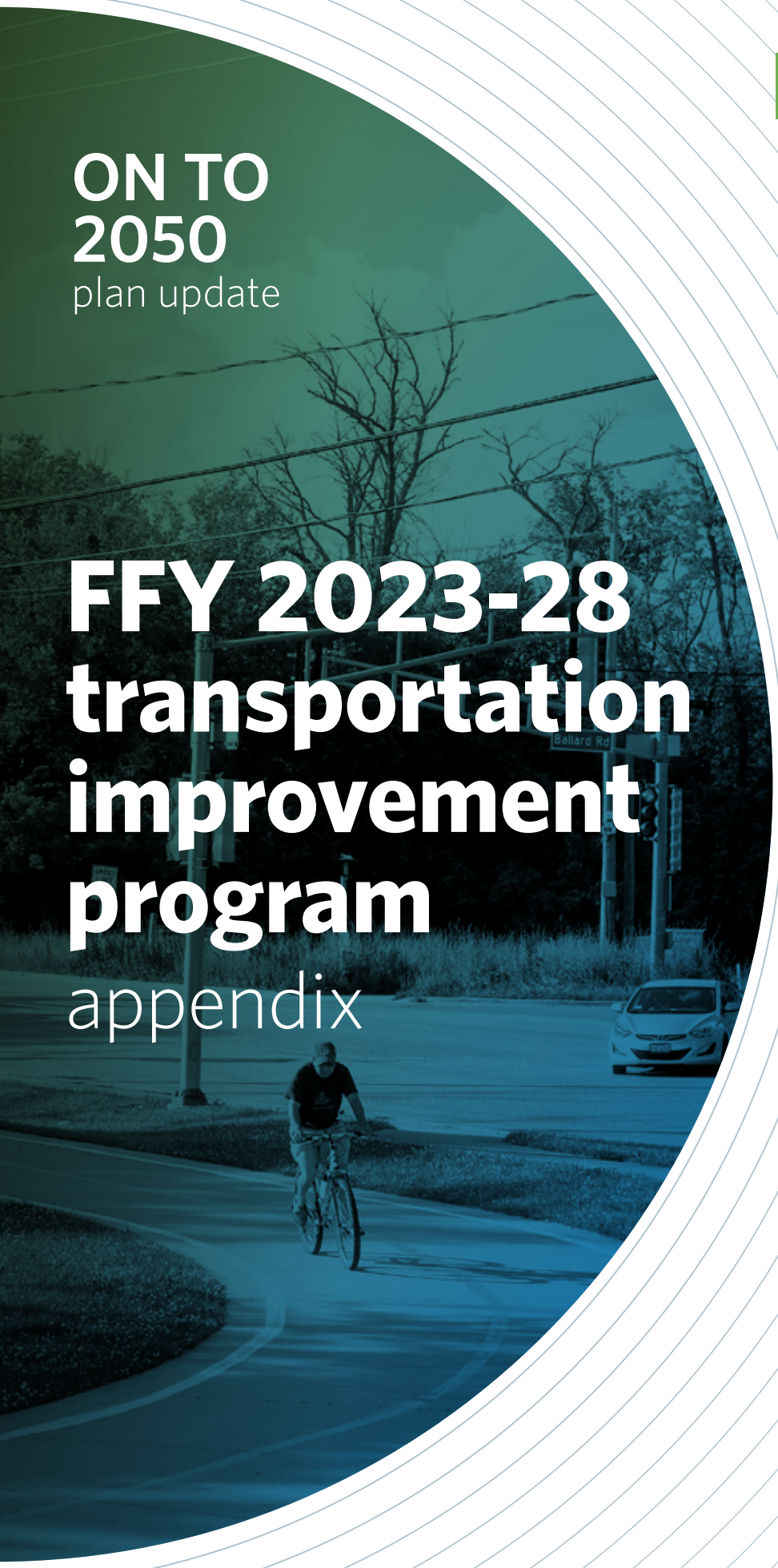
Chicago Metropolitan Agency for Planning

ON TO 2050
plan update



FFY 2023-28 transportation improvement program

appendix

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Chapter 1: Introduction

About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) MPO Policy Committee is designated by the governor of Illinois and northeastern Illinois local officials as the region's Metropolitan Planning Organization (MPO). It is the decision-making body for all regional transportation plans and programs for the northeastern Illinois Metropolitan Planning Area. The MPO Policy Committee plans, develops, and maintains an affordable, safe, and efficient transportation system for the region, providing the forum through which local decision makers develop regional plans and programs.

The CMAP Board and MPO Policy Committee have jointly adopted a memorandum of understanding that is the framework for integrating land use and transportation through CMAP's regional comprehensive planning process. It was most recently revised and reaffirmed on June 19, 2019. The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation. By adopting this agreement, the MPO Policy Committee and CMAP Board affirmed their commitment to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process.

Metropolitan Planning Area

The Metropolitan Planning Area (MPA) is the region in which the federally regulated metropolitan transportation planning process must be carried out. The MPA encompasses the Census-defined urbanized area and the contiguous geographic area(s) likely to become urbanized within the next 20 years. Portions of the Chicago, IL-IN urbanized area extend into northwest Indiana. By agreement, the Northwestern Indiana Regional Planning Commission assumes responsibility for these areas. By a similar agreement, the Southeastern Wisconsin Regional Planning Commission assumes responsibility for the portion of the Round Lake Beach-McHenry-Grayslake, IL-WI urbanized area that extends into Wisconsin.

The 2010 Census included portions of DeKalb County in northeastern Illinois' urbanized area. In March 2013 the CMAP Board and MPO Policy Committee approved expanding the MPA to include Sandwich and Somonauk townships in DeKalb County. The governor approved the expanded MPA in September 2014. Revisions to the MPA as a result of the 2020 Census are not required to be finalized until June 1, 2024, and are therefore not reflected in this document.

In addition to planning for the urbanized area, the MPO Policy Committee is responsible for transportation planning in the air quality nonattainment area. The nonattainment area includes

Goose Lake and Aux Sable Townships in Grundy County, which are outside the MPA. An agreement between Grundy County and CMAP establishes that CMAP is responsible for federally regulated transportation planning in this township. Chapter 5 includes more details regarding the non-attainment area and transportation conformity requirements.

About the TIP

The CMAP Transportation Improvement Program (TIP) consists of two parts: this document describing the metropolitan planning and programming process, and the approved list of projects for the CMAP planning area. This document is subject to the requirements described below and is updated at least every four years. In between updates, other documents and resources referenced in this document may be updated from time to time. These updates can be found on the CMAP website (www.cmap.illinois.gov), typically under the MPO Policy Committee or Transportation Improvement Program headings. CMAP makes every effort to maintain consistent URL addresses when updates are posted to the CMAP website. However, readers of this document may contact CMAP staff for assistance locating the most current version of any resource linked in this document. The approved project list is amended frequently and is managed with an online database called eTIP, described later in this chapter.

Requirements

The requirements for the development and content of the TIP are contained in Title 23 USC §450.326. The TIP is required to cover a minimum of four years, must be updated at least every four years, and must be approved by the MPO and the governor. Years beyond the required four years are considered informational by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). In nonattainment and maintenance areas, the MPO, FHWA, and FTA must make a conformity determination in accordance with the requirements of the Clean Air Act and the U.S. Environmental Protection Agency's (U.S. EPA) transportation conformity regulations (40 CFR Part 93, Subpart A). The TIP must be developed to ensure that when implemented, the projects included in the TIP will help the region to make progress toward achieving the performance targets established under Title 23 USC §450.306(d) and must include a description of the anticipated effect of the TIP toward achieving the performance targets. The projects contained within the TIP must be consistent with the goals of the metropolitan transportation plan and must be able to be implemented using the public and private resources identified in the financial plan included in the TIP. All regionally significant projects requiring an action by the FHWA or the FTA, regardless of fund source, must be included in the TIP.

Overview of the CMAP TIP

The Federal Fiscal Year (FFY) 2023-28 TIP is one of the short-term implementation tools for ON TO 2050, the region's comprehensive regional plan and federally required long-range transportation plan. The TIP is metropolitan Chicago's six-year agenda of surface transportation projects. Based on federal fiscal years that start on October 1, the TIP includes projects

expected to receive federal funding in each FFY. The TIP also includes regionally significant projects funded by non-federal sources. Non-federally funded projects that are not regionally significant are not required to be included in the TIP. Many local/municipal, township, county, state, and tollway projects fall into this category.

The TIP is a tool for communication between different levels of government and the general public. It helps the transportation community and the public track the use of local, state, and federal transportation funds. The TIP also facilitates a discussion about regional transportation needs and helps MPO members, other transportation implementers, and planning organizations establish a transportation program that implements the goals of ON TO 2050, as described in detail in Chapter 2.

Project programming is a dynamic process. Competition for the limited funds detailed in Chapter 3 arises from demands to maintain the system, make improvements to alleviate congestion, improve air quality and safety, and develop alternatives that respond to shifting travel demands and economic development opportunities. Project selection is described in Chapter 4, and conformity analysis requirements and the analysis performed by CMAP are further explained in Chapter 5. The dynamic nature of project programming and the large number of projects in the TIP result in numerous TIP revisions throughout the year. Revisions may be made to a project's scope, fund sources, cost, and/or schedule, and projects may be added to or removed from the TIP. Revisions to projects that affect air quality conformity are made semi-annually. The process for the submittal and approval of TIP revisions is detailed in Chapter 6.

The eTIP database

The most significant element of the TIP is the program of projects. The online eTIP database, described in detail in Chapter 6 and Appendix 1, is the official record of federal transportation funding and regionally significant state or locally funded projects. The database is a secure online tool for programmers to submit new projects and project changes for consideration by the CMAP Transportation Committee and MPO Policy Committee. The Federal Highway Administration and Federal Transit Administration (FTA) use the eTIP database to ensure that projects submitted for federal participation are deemed a priority for the region. The database can also be used by the public to view upcoming transportation projects in their community and the region.

The eTIP public site etip.cmap.illinois.gov displays the most recently approved program of projects. Visitors to the site can search, filter, and sort the approved TIP projects, view project details, including a history of project amendments, select and view projects by county, and locate projects on an interactive map. Project details can be printed, and project lists can be downloaded.

The secure website is used for the submittal, management, and approval of TIP amendments, verification of fiscal constraint, and tracking of FHWA obligations. The secure site is used by the more than 30 programmers that represent local, regional, state, and federal governments, and transportation providers that partner with CMAP to develop the TIP.

Partners involved in the TIP development process

Numerous partners have roles in developing the TIP and directly programming projects for implementation.

Local government

Municipalities, counties, and townships plan, design, engineer, construct, operate, and maintain local transportation facilities and services.

Municipalities

The Council of Mayors provides a conduit for communication between local elected officials and regional transportation agencies. The Council of Mayors Executive Committee was formed in 1981 and was organized to formalize and strengthen input from the region's suburban municipalities regarding regional transportation planning and programming decisions. The committee helps to develop policies to assist the region in meeting air quality and transportation planning requirements and to assure regional equity in planning and funding decisions. Each of the 11 subregional councils is represented on the Council of Mayors Executive Committee and is responsible for programming local municipal projects in the TIP. Subregional council staff also assist townships, park districts, forest preserve districts, and other local entities with programming and managing project implementation in the TIP.

The City of Chicago participates in TIP development through the Chicago Department of Transportation (CDOT) and the Chicago Department of Aviation (CDOA).

Counties

The counties plan and program transportation improvements for their jurisdictions. County staff often assist townships and forest preserve districts with programming and managing project implementation in the TIP. There is also strong programming coordination between the counties and the subregional councils, particularly for federally funded projects.

Operating agencies

State of Illinois

The state plans, programs, finances, and implements major transportation projects throughout Illinois via the Illinois Department of Transportation (IDOT).

Illinois Tollway

The Illinois State Toll Highway Authority (Tollway) operates, builds, and maintains an extensive toll highway system in northern Illinois and is responsible for programming regionally significant projects in the TIP.

Transit agencies
The region's three service boards — the Chicago Transit Authority (CTA), Metra, and Pace — operate and maintain the region's transit system, with financial oversight, funding, and regional transit planning from the Regional Transportation Authority (RTA). Each service board and the RTA are responsible for programming projects in the TIP.

Class I railroad companies
Class I railroads participate in program development through their coordination with other regional transportation agencies and their participation in CMAP's committee structure. The railroads partner with other agencies to program publicly funded projects in the TIP.

Public participation

Consistent with Title 23 USC §450.316, CMAP's Public Participation Plan was updated in June 2019 to guide CMAP's proactive public engagement of the residents and constituencies of northeastern Illinois to plan a multi-modal transportation system that meets the region's economic, development, and sustainability goals. The Public Participation Plan establishes core values for public engagement, explains how CMAP conducts meaningful and accessible public participation, and outlines strategies for broadening and deepening the agency's public engagement in its planning processes, including engagement of residents in the region's economically disconnected areas and those with limited English proficiency.

The development of ON TO 2050 was a publicly driven process and included activities such as keypad polling, workshops, topical forums, and interactive kiosks. More than 100,000 people from across the region were engaged in this process. The ON TO 2050 Update reaffirms the region's commitment to the principles, goals, and strategies developed through that collaborative process. It also refreshes the region's socioeconomic forecast, travel model, indicators and system performance, financial plan, conformity analysis, and regionally significant projects, as required quadrennially by federal law. As a result, the public participation in the update process included a series of roundtable discussions with community and government stakeholders, as well as an informational webinar and hearing for the general public. As discussed in Chapter 2, ON TO 2050 influences the investment decisions that lead to the development of the TIP and the selection of individual projects discussed in Chapter 4. The proposed 2023-28 TIP was included as part of the outreach for the ON TO 2050 Update.

The TIP program of projects is updated and amended regularly through the CMAP Transportation Committee, as described in Chapter 6. Amendments are posted on the eTIP public website, and linked within committee meeting materials that are available for public

comment one week prior to committee consideration. Major project changes with the potential to affect the region's air quality undergo a conformity analysis that is reviewed and released for a 30-day public comment period by the Transportation Committee, and is presented to the CMAP Board for a recommendation to the MPO Policy Committee for approval. The public is encouraged to attend all CMAP committee meetings, and materials for those meetings are posted to the CMAP website one week prior to committee meetings.

Title VI & environmental justice

ON TO 2050 includes inclusive growth as one of the three principles and provides the basis for analysis for environmental justice and Title VI.

As a recipient of federal funds from FHWA and FTA, CMAP complies with Title VI of the Civil Rights Act. CMAP operates its programs and services without regard to race, color, and national origin. The Title VI Program is updated periodically and was last updated in June 2017.

CMAP complies with the provisions of the Environmental Justice Executive Order 12989. The TIP is consistent with ON TO 2050 with respect to environmental justice.

Chapter 2: Relationship to ON TO 2050

ON TO 2050 is the regional comprehensive plan and long-range metropolitan transportation plan for northeastern Illinois. The development of ON TO 2050 built on three years of work, including goal setting, technical analysis, research, public engagement, and development of shared priorities. The agency's committees and many partner organizations played a significant role in developing and implementing the plan's recommended policies and investments, and will continue to play a role in the plan's ongoing implementation. The Transportation Improvement Program (TIP) is one of the plan's implementation vehicles and has a role to play in accomplishing the recommendations of the plan.

ON TO 2050 framework

The development of ON TO 2050 identified three clear, overarching principles that inform every recommendation in the plan: inclusive growth, resilience, and prioritized investment. Each principle supports the others. Resilience depends on robust investments and planning that prepare the region for future changes, both known and unknown. In turn, achieving true resilience requires inclusive growth so that the region's residents, families, and households have sufficient resources to respond when a crisis occurs and have the ability to fully participate in economic and civic life. And the need for inclusive growth likewise necessitates prioritized investment, which ensures our resources are carefully targeted to achieve local and regional goals, while broadening economic participation to increase and sustain prosperity. Together, the three principles cut across ON TO 2050's core recommendations for regional prosperity, community, environment, governance, and mobility.

ON TO 2050 Mobility principles and recommendations

The three principles of ON TO 2050 are embedded throughout the *Mobility* chapter. This chapter outlines recommendations to prioritize investment of limited resources to efficiently maintain existing infrastructure while securing new revenues for needed enhancements; improve resilience by ensuring that infrastructure can adapt to changes in climate and technology; and promote inclusive growth by improving mobility options that spur economic opportunity for low-income communities, people of color, and people with disabilities. These principles guide the below recommendations that are considered in a variety of ways when project selection is completed by each programming or implementing agency.

Harness technology to improve travel and anticipate future impacts (full recommendation)
Transportation technology is evolving rapidly, providing opportunities to more effectively manage the region's existing transportation assets and provide more seamless multimodal travel for people and goods throughout the region. There are near-term opportunities to coordinate traffic operations, invest in communications technology, and better leverage and communicate real-time data about the transportation system.

Projects in the TIP that include in their scope of work Intelligent Transportation Systems, Signal Modernization, Interconnects and Timing, Electronic Tolling, Travel Demand Management, upgrades to rail Communications, Power, and Signal (CPS) infrastructure, and other facility modernization support this recommendation. Project selection methodologies that place an emphasis on inclusion of technology solutions also support this recommendation.

Make transit more competitive (full recommendation)
The region's public transit system has long been one of Chicagoland's most critical assets. Even as travel patterns change and private transportation services proliferate, the region needs to make public transit a competitive option in order to stay competitive in the global economy. Making transit competitive requires coordinated regional action, not just by transit agencies, but also by municipalities, road agencies, and funding authorities. Transit agencies need to balance increased investment in transit's core strengths — frequent, fast, reliable service in areas of moderate and high density — with its role in providing critical access to opportunity for people with limited mobility or without access to personal vehicles. Transit agencies alone cannot increase ridership. Municipalities need to plan for transit-supportive land uses, particularly increased employment densities near transit, in order to enable future service enhancements. Road agencies can facilitate design and policy changes that improve transit service operating on their facilities. Most crucially, the region as a whole needs to commit to raising additional funding for needed transit improvements.

Projects in the TIP that include in their scope of work improvements and additions to transit facilities, operations, and assets, and projects that include improvements to bicycle and pedestrian facilities to increase access to transit support this recommendation. Project selection methodologies that place an emphasis on ensuring funded projects improve access to transit also support this recommendation.

Retain the region's status as North America's freight hub (full recommendation)
The massive concentration of freight activity in northeastern Illinois provides a competitive advantage that helps to drive the regional economy. A robust freight network also ensures that residents and businesses get the goods they need in a timely manner. However, freight activity raises significant infrastructure and regulatory challenges and can have significant impacts on local quality of life. Effective policy, planning, and programming for freight across the region must involve collaboration across the public and private sectors to carefully balance economic, livability, and infrastructure funding concerns. Although the region's counties and transportation stakeholders have recently come together to improve truck permitting and implement the recommendations of the Chicago Region Environmental and Transportation Efficiency (CREATE) program, they must pursue more collaborative action on funding, policy, and project development to truly support our freight network. Local governments have important tools to support the efficient movement of freight, orderly development of freight facilities, and appropriate balance between local costs and benefits of freight activity, but need

assistance from other stakeholders to analyze and address freight issues that cross jurisdictional boundaries.

Projects in the TIP that include in their scope of work railroad grade separations, improvements to rail infrastructure, and improvements to highway facilities to accommodate trucks support this recommendation. Project selection methodologies that place an emphasis on the safe and efficient movement of freight and goods also support this recommendation.

Leverage the transportation network to promote inclusive growth (full recommendation)
Cultivating high-quality, context-sensitive transportation options that link low-income communities and people of color to jobs, training, and education improves quality of life and promotes inclusive growth, which can lead to longer and stronger periods of economic growth for the entire region. The policies and investments that created persistent patterns of exclusion and segregation have also led to excessive commute times between some marginalized communities and growing regional employment centers. As the region pursues aggressive strategies to maintain and improve the transportation system, we must do more than prevent these populations from falling further behind. We must take intentional steps to support them in catching up. This will mean focusing resources on authentic engagement, building local capacity to compete for public investments, improving commute options, and improving access to public rights of way.

Projects in the TIP that include in their scope of work improvements to multimodal access, public transit, ride-sharing, or bike-sharing service increases or improvements support this recommendation. Project selection methodologies that improve access to transportation funding for economically disadvantaged communities also advance this recommendation.

Improve travel safety (full recommendation)
Perhaps the most fundamental duty of any transportation provider is to protect the safety of those in the public right of way. Improved roads, vehicle technologies and public policies have dramatically reduced traffic injuries and fatalities over the last 40 years but have yet to eliminate driver behaviors, such as speeding and distracted driving, which are the primary causes of crashes. In fact, traffic fatality rates have been climbing in recent years, particularly for crashes involving cyclists and pedestrians. While focusing on eliminating traffic fatalities by 2050 is an aggressive goal, it is achievable through a combination of strategies, including improving roadway design and incident management, expanding use of safety data in transportation funding decisions, and improving driver training and enforcement policies. Striking the right balance among these strategies is important, particularly in communities of color that experience disproportionately high rates of serious injuries and fatalities, but also raise serious concerns around racial profiling, use of force, and disproportionate impacts of traffic fines. Nearly every TIP project that includes an infrastructure component incorporates safety improvements in support of this recommendation.

Projects funded with federal Highway Safety Improvement Program (HSIP) funds or Safe Routes to Schools (SRTS) funds are among the many projects that are primarily focused on addressing safety. Project selection methodologies that place an emphasis on ensuring funded projects improve safety for all system users also support this recommendation.

Improve resilience of the transportation network to weather events and climate change (full recommendation)
A resilient transportation network is one that can continue to provide seamless mobility, even in the face of a changing climate. Approximately half of the days in a typical year have weather conditions that affect driving and contribute to road closures, traffic slowdowns, crashes, and damage to electronic devices such as traffic lights, message signs, and cameras. Climate change is already causing more frequent road flooding, snowstorms, and heat- and cold-related pavement and communication failures. These capacity and performance issues are only expected to worsen. The region needs to anticipate worsening disruption of the transportation system caused by climate change as it invests in reconstructing and enhancing existing transportation assets. In addition, implementing the electricity and communications infrastructure that supports traffic management under normal operating conditions can enable the transportation system to respond to extreme conditions.

TIP projects that improve traveler information and incident management, and projects that address stormwater and flooding issues support this recommendation. Project selection methodologies that place an emphasis on inclusion of green infrastructure and sustainability also support this recommendation.

Fully fund the region's transportation system (full recommendation)
Northeastern Illinois needs to invest in maintaining and enhancing the transportation system to keep up with demand and promote regional economic vitality. However, traditional transportation revenue sources can no longer keep up with increasing costs, and without additional sustainable, dedicated, adequate revenue sources, the region will be unable to maintain the system in its current state of repair, let alone implement needed enhancements.

Projects selected for inclusion in the TIP are limited by the resources available. More robust programs would be possible with this recommendation.

Enhance the region's approach to transportation programming (full recommendation)
The scarcity of transportation dollars demands that they be spent wisely and transparently. In the CMAP region as well as the rest of the state, transportation funding is largely allocated via formulas set in law or simply adhered to by custom. These formulas are not responsive to changing conditions, can spread funding too thin for any individual agency to accomplish more significant projects, and can prompt decision makers to focus on the money itself rather than on how individual projects address or do not address transportation needs. Performance-based funding promises a more accountable process for programming transportation projects, using a

variety of measures to allocate scarce resources. Implementing asset management plans for roads and transit facilities can help communities maintain better infrastructure conditions over a longer term at lower costs.

The TIP is the mechanism for implementing this recommendation. The application of performance targets and project selection processes are described in greater detail throughout this document.

Build regionally significant projects (full recommendation)
Regionally significant projects (RSPs) are capital investments in the region's expressways, transit system, and arterials with impacts and benefits that are large enough to warrant additional discussion through the regional planning process. These include large reconstruction projects and additions to the system. ON TO 2050 focuses particularly on projects that reconstruct or enhance the existing network, with few expansion projects. Implementation of many of these projects will require action not only on the projects themselves, but on implementing strategies to provide additional local, regional, state, and federal transportation revenues.

The inclusion of RSPs in the TIP, as described in more detail later in this chapter, supports this recommendation.

Performance targets

One of the most significant policy changes in the federal Moving Ahead for Progress in the 21st Century (MAP-21) transportation law, enacted in 2012, was to institute a national performance measurement system for the highway and transit programs. Implementation of this system requires state DOTs, MPOs, and transit agencies to work together to set targets that define the performance they want to achieve. Select federal performance measures for infrastructure condition, safety, congestion, and emissions are closely aligned with recommendations in the ON TO 2050 *Mobility* chapter. Some of these measures are plan indicators and are described in detail in the *Indicators* appendix and the *Systems Performance Report* appendix of the plan update. Each measure includes a description, methodology, and discussion of the region's targets. As projects progress to implementation, potential impacts will be compared to actual impacts to develop strategies for focusing programming on projects that have a positive effect on the performance targets.

TIP programmers self-identify if each project has the potential to influence one of eight performance target categories: safety, pavement condition, bridge condition, travel reliability/congestion, non-single-occupant vehicle (SOV) travel, emissions reduction, transit asset condition, and transit safety based on project types, work types, and other scope elements described in these guidelines. As summarized in the table below, 93% of all TIP projects have the potential to impact one or more of the performance target categories. Projects that do not influence the targets may include transit operations, transit-support

facilities, highway drainage projects, shoulder sweeping, and other miscellaneous work. This information is analyzed in greater detail in the annual Obligations and Performance Reports.

TIP project count and cost by performance target category, as of July 29, 2022

Performance target category	Number* of projects	% of projects	Total cost of projects	% of total cost
Highway Safety	390	23%	$4,007,742,559	13%
Pavement Condition	630	37%	$4,958,747,852	16%
Bridge Condition	386	23%	$5,304,002,179	17%
Congestion Reduction	175	10%	$4,525,899,140	15%
Non-SOV Trips	273	16%	$3,273,160,734	11%
Emissions Reduction	194	11%	$2,407,615,655	8%
Transit Asset Condition	90	5%	$12,193,545,463	39%
Transit Safety	96	6%	$6,455,673,180	21%
None	104	6%	$4,171,639,291	13%
All TIP Projects**	1688	---	$30,965,728,529	---

*Note: 28% of the projects have the potential to impact multiple performance targets and are reported (number and cost) in all categories of potential influence.
**Excludes illustrative projects, many of which are ON TO 2050 RSPs that influence multiple performance target categories.

While the self-identification of projects' potential impacts on performance targets is one step toward connecting targets to actions, CMAP must also work with regional partners and programmers to develop plans, targets, and programming methodologies going forward. As implementers have been developing safety and asset management plans, CMAP works with them to understand how policies are developed and how those will impact performance measures. For example, a switch to preventative maintenance of pavement can increase short-term costs and/or potentially increase the amount of pavement in poor condition as reconstruction resources are reallocated to preventative maintenance. However, over the medium to long term, this should result in a net improvement in system condition.

The development of asset management plans for both highways and transit has also increased regional understanding of the data sets available, regional needs, and best practices in asset management. This has resulted in the use of this data both directly by CMAP and partners. CMAP is building on the work done at the state and regional level to bring these concepts to more partners. CMAP has assisted over 65 municipalities and one county in northeastern Illinois in developing pavement management plans. In addition, CMAP's Local Technical Assistance

team is now completing the first local safety plan and will incorporate lessons learned into future local safety plans, and other plans developed by the team.

CMAP has also incorporated the performance target categories into the project selection methodologies for the region's allotments of STP, CMAQ, and TAP funding – placing greater value on projects that can do more to influence the targets. The performance targets and ON TO 2050 indicators are also a significant part of the RSP project evaluation process.

Draft note: Links and data within this section are subject to change prior to final publication.

Regionally significant projects

Regionally significant projects (RSPs) are capital investments in the region's expressways, transit system, and arterials with impacts and benefits that are large enough to warrant additional discussion through the regional planning process. These include large reconstruction projects and additions to the system. The federal government requires regional planning agencies to demonstrate fiscal constraint by determining that sufficient resources will be available to construct projects recommended in the plan. Careful selection of these projects must meet the federal standard of fiscal constraint, while also helping to achieve regional goals. These constrained projects can help the region meet today's needs, adapt to changing mobility patterns for goods and people, and support economic success overall. Only constrained projects are eligible to receive federal transportation funds and obtain certain federal approvals. Investment in RSPs must balance many priorities, including carefully allocating the region's limited transportation revenues. The ON TO 2050 Update therefore includes a relatively small number of constrained RSPs as priorities and recommends further study of others that are classified as "unconstrained." The plan update focuses particularly on projects that reconstruct or enhance the existing network, with limited expansion projects. This is due in part to the plan's priorities and to fiscal constraint. Implementation of many of these projects will require action not only on the projects themselves, but on implementing additional local, regional, state, and federal transportation revenues. To identify constrained RSPs, CMAP solicited candidate projects from partner agencies and undertook an extensive evaluation of the benefits of the projects, which is documented in the *ON TO 2050 Update Regionally Significant Projects Benefits Report*. Candidate projects meet one of the following thresholds:

1. Costs at least $100 million and either (a) changes capacity on the National Highway System or is a new expressway or principal arterial, or (b) changes capacity on transit services with some separate rights of way or shared right of way where transit has priority over other traffic.

2. Costs at least $250 million and improves the state of good repair for a particular highway or transit facility.

Evaluation of each project focused on the current need, the modeled benefit with 2050 population and employment, and the degree to which the project fits with ON TO 2050 planning priorities.

Regardless of the implementation schedule for RSPs, these projects are included in the approved TIP project list and all associated conformity determinations. RSPs that will be funded, in whole or in part, in FFYs 2025-50 are considered to be illustrative. Early planning phases of RSPs that are classified as "unconstrained" may also be included in the approved TIP, but in order for funding for design, right of way acquisition, construction, or implementation of these projects to be included in the TIP, the ON TO 2050 Update would need to be amended. For the purposes of constraining RSPs in the ON TO 2050 Update, the cost of fixing existing infrastructure is accounted for separately in the financial plan forecast, and only the cost associated with new capacity requires identifying additional available resources to meet fiscal constraint. In the TIP, all project costs are accounted for, including components that are considered maintenance or system preservation in ON TO 2050.

Chapter 3: Financial plan

Project programming is a dynamic process. Competition for limited funds arises from demands to maintain the system, make improvements to alleviate congestion, improve air quality and safety, and develop alternatives that respond to shifting travel demands and economic development opportunities. The resources available for transportation projects come from a variety of federal, state, local, and private sources. The cost of projects selected for inclusion in the 2023-28 TIP cannot exceed the revenues that are reasonably expected to be available in those years, from both public and private sources.

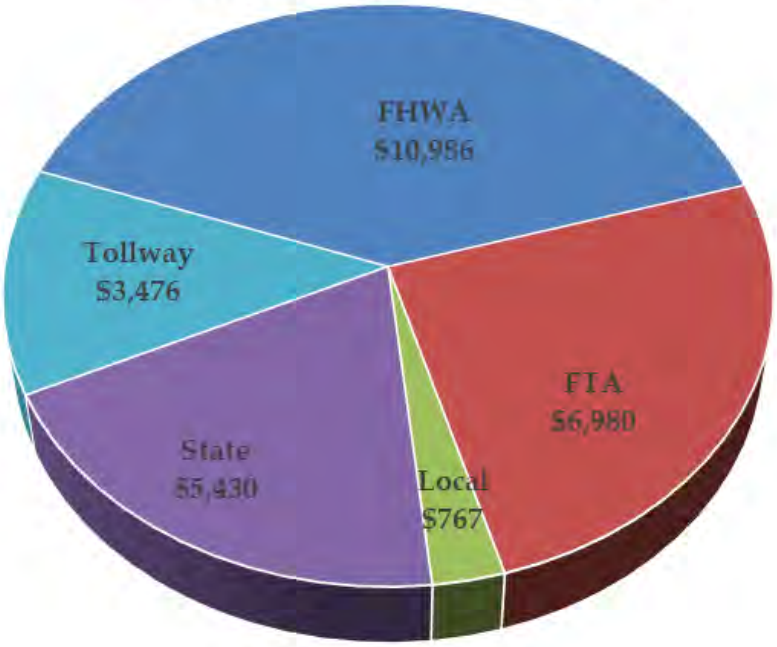
Financial resources

Projects in the TIP are funded through a combination of public and private sources. Public funding is the primary source of funding in the TIP. Public funding is a combination of federal, state, regional, and local funds. The major sources of public funds are a variety of taxes, such as motor fuel taxes (federal, state, and local), sales taxes (state and local), vehicle registration fees, and tolls (particularly from the Tollway).

Forecasting future funding levels, even in the short term, requires several assumptions to be made. The first assumption is that federal transportation programs will continue through FFY 2028 and that the modest (about 2%) annual increases identified for many programs in the IIJA will be enacted each year. In addition to the expected increases in federal funding, state and local funding levels have seen significant increases with the passage of the Rebuild Illinois Capital Plan and the Tollway's *Move Illinois: The Illinois Tollway Driving the Future* capital program. Theses revenues can reasonably be expected to be available for capital programming during FFY 2023-2028.

CMAP estimates that there will an unprecedented level of investment of $28.35 billion available to implement projects in the TIP during this six-year period, or approximately $4.7 billion annually. This is significantly more than the region has typically obligated or awarded annually. Over a four-year period (2016 - 2019) the region averaged $3.15 billion in obligations and awards. Figure 1 illustrates the estimates of public funding for capital investments that CMAP reasonably expects will be available for programming in the TIP between FFY 2023-28.

Figure 1:
Estimated FFY 2023 - 2028 Available Funding for Programing in the TIP (millions)



While federal regulations allow for the use of reasonably expected revenues in constraining the TIP, CMAP relies on a more conservative approach using actual apportionments for fund sources that are active in the baseline year of the TIP and only those slight increases that are codified in law. Further, the CMAP region is classified as a nonattainment area for Ozone and must therefore limit revenues in the first two years of the TIP to those for which funds are available or committed.

CMAP updates the baseline estimates on an annual basis by developing a state/regional resources table. The table is provided to CMAP's Transportation Committee for information and is posted on the CMAP website as part of the TIP documentation. Though it is uncommon, this table may be updated more often than annually to reflect changes to actual apportionments. The resources included in the table are reflected in the eTIP database, and funds cannot be programmed in excess of these resources. To ensure continuity in programming, when updated each year, the estimated resources are projected for the next five years, even though the final year(s) may extend beyond the period (FFY 2023-28) of this TIP document; any funds programmed in those years are considered illustrative. The sections below describe the resources included in the state/regional resources table. In addition to forecasting future federal resources, estimates of previously unobligated FHWA funds are also compiled annually.

These funds are referred to as carryover funds and are only made available to program in the TIP in current FFY. These funds are not new funds and are not included in the estimates of reasonably expected revenues shown in Figure 1.

Federal resources

Projects in the TIP make extensive use of federal transportation funding. On an annual basis, CMAP develops estimates for specific formula-based federal transportation funding programs that are available to the region.

FHWA State Resources:

FHWA State Resources are funds that are programmed by IDOT. Historically 45 percent of all of the federal resources available to IDOT statewide are obligated in northeastern Illinois, but that percentage varies considerably by individual federal fund source. Because it is impossible to predict from year to year what specific mix of federal fund sources will be utilized by IDOT on projects in the CMAP area, the current practice is for 74% of the state apportionment of FHWA sources to be made available for programming in the TIP to give IDOT maximum flexibility to program these funds as circumstances dictate. The apportionments are derived from FHWA apportionment notices and reflect apportionments as shown in the FHWA's Financial Management Information System (FMIS). It is the responsibility of IDOT to ensure that the State Transportation Improvement Program (STIP) fiscal constraint determination considers all programming of federal funds statewide.

FHWA Regional Resources:

FHWA Regional Resources are funds that are programmed by CMAP and local agencies such as the Councils of Mayors or Counties. Regional resources are based on FHWA suballocation of apportionment guidance, and IDOT memorandums and circulars pertaining to regional resource allocations for STP-Local, STP-Shared Fund, TAP-Local, STP-Bridge, and STP-County.

FTA Resources:

FTA Resources are available to the RTA and its service boards for programming. These formula funds are apportioned by urbanized area. As discussed in Chapter 1, the CMAP MPA includes two urbanized areas, both of which extend beyond state boundaries. FTA apportionments for the entire area are published in the Federal Register and are split between northeastern Illinois and northwestern Indiana, and between northeastern Illinois and southeastern Wisconsin. These urbanized area splits are negotiated annually and approved by the three MPOs. The most current resolutions documenting these splits are available on the MPO Policy Committee webpage.

After the urbanized area splits have been negotiated, the RTA suballocates these funds among the service boards. These suballocations are then used to constrain programming in the TIP by FTA fund source and transit agency.

State resources

There are a variety of state resources, including public transportation funds, state motor fuel tax, vehicle registration fees, and bonds, which are used not only to maintain, operate, and enhance the existing system, but also to provide matching funds for projects using federal funds. These funds must be appropriated by the Illinois General Assembly. The use of state funds for programming in the TIP is not constrained.

Local resources

The region has a variety of local resources that are used to maintain and operate the existing system, provide matching funds for projects using federal funds, and fund transportation improvement projects throughout the region. Local motor fuel tax, sales tax specifically collected for distribution to transit agencies, and Tax Increment Financing (TIF) district funds are examples of these fund sources. Toll revenues collected by the Tollway for exclusive use by the Tollway are also considered a local fund source. The use of local funds for programming in the TIP is not constrained.

Other reasonably expected revenues

The ON TO 2050 financial plan forecasts revenues and expenditures to maintain and operate the transportation system in northeastern Illinois. To allow for operating and maintaining the system in its current condition over the planning period, as well as system condition improvements, system enhancements, and capacity expansions to be implemented, reasonably expected revenues are considered and included in the ON TO 2050 Update financial plan revenue forecasts. In addition to the federal, state, and local revenue amounts and sources previously mentioned, ON TO 2050 anticipates that other revenues described in the *ON TO 2050 Update Financial Plan for Transportation Appendix* will become available between FFY 2023-28. Where action is needed by the federal government, State of Illinois, and municipalities to realize these revenues, CMAP does not program against them in the TIP until the necessary action is taken by these bodies.

Operations and maintenance

The *ON TO 2050 Update Financial Plan for Transportation Appendix* details the assumptions and methodologies for forecasting system-level costs and revenue sources that are reasonably expected to be available to adequately operate and maintain federal-aid highways and public transportation. Forecasts for the costs of operations and administration were estimated from historical expenditures. The forecast for maintenance costs is based on the investment needed to maintain current conditions and not increase the backlog of facilities in fair or poor condition. While more public funding is necessary to bring the transportation system into a better state of good repair, forecasted revenues are sufficient to maintain the existing road network and operate the region's transit system over the period covered by the TIP. IDOT's Multi-Year Improvement Program (MYP) for state fiscal years 2023-28 allocates 68% of the state program to maintaining roads and bridges. The *2022 RTA Operating Budget, Two-Year*

Financial Plan, and Five-Year Capital Program indicate that the region will have enough resources to adequately operate the transit system.

Demonstration of fiscal constraint

CMAP utilizes the eTIP database for ensuring fiscal constraint is maintained on a continuous basis. The revenues discussed above are input into the eTIP constraint tables by fund source and FFY, and in the case of suballocated sources, by the lead programming agency. All individual financial line items utilizing these constrained sources are summed and a report of the balance between revenues and programmed funds is provided. The report is accessible to CMAP staff, TIP programmers, IDOT, FHWA, and FTA staff, can be generated at any moment in time, and can be filtered to include in-progress, pending, and/or approved TIP changes. While the default report view provides subtotals by fund source, users can expand the report to include a list of all project line items included in those subtotals. The TIP is determined to be constrained when the balances for all fund sources are zero or positive. In the event that pending changes cause any balance to be negative, CMAP staff utilizes the project-specific information to work with individual programmers to resolve over-programming of funds. Each FFY is summed independently, and balances in any year are assumed to be carried forward to the next year.

Fiscal constraint and advance construction

Advance construction (AC) is an innovative financing tool in which FHWA allows states to accelerate transportation projects using non-federal funds while maintaining eligibility to be reimbursed with federal funds at a later date. AC is not a funding category and does not provide additional federal funding. As no federal funds are actually obligated when in AC status, these funds are not subtracted from available revenues when determining constraint. When IDOT is ready to seek federal reimbursement of these funds, typically upon receiving an invoice for work completed, a conversion from AC to federal obligation is requested. These conversions are indicated as “ACC,” or Advance Construction Conversion, in the TIP. Once converted to ACC, funds are again subject to fiscal constraint. IDOT utilizes an automated system to notify programmers of both AC and ACC actions on a weekly basis, so that these actions are accurately represented in the TIP programming information and fiscal constraint determination.

Chapter 4: Project selection

The programming process in northeastern Illinois is complex and is carried out by a number of partner agencies. Programming begins with the selection of projects, and the authority to make those selections varies primarily by fund source. While all project selection processes consider the priorities of ON TO 2050, many processes include additional considerations, as described in this chapter. While the authority to select projects varies, the region collaborates on project selection and program development through committees such as CMAP's STP Project Selection Committee and CMAQ Project Selection Committee, and through a variety of cooperative agreements and the implementation of Unified Work Program projects and studies.

Projects selected by CMAP and Subregional Councils

The Infrastructure Investment and Jobs Act (IIJA) apportions certain federal funds to urbanized areas and non-attainment areas and delegates project selection authority to the MPO. The methodologies used by CMAP to select projects that will utilize these funds are described below.

CMAQ and TAP-L

The federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program provides funding to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide, or particulate matter. Eligible activities include public transit, bicycle and pedestrian facilities, travel demand management strategies, alternative fuel vehicles and facilities serving these vehicles, diesel retrofits and replacements, shared micromobility, and other projects likely to contribute to the attainment of maintenance of a national ambient air quality standard. The federal Transportation Alternatives Program (TAP) is funded with a set-aside of Surface Transportation Block Grant (STBG) funding for smaller-scale projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The portion of the set-aside that is programmed by the MPO is referred to locally as TAP–Local or TAP-L.

CMAP utilizes a competitive process to select projects for inclusion in the CMAQ and TAP-L programs. The program development and management is overseen by the CMAQ and TAP Project Selection Committee (CMAQ PSC). Application requirements, scoring criteria, and other elements of project selection are reviewed by the CMAQ PSC prior to each call for projects, which generally occur every two years and are documented in a Program Application Booklet. The most recent call for projects occurred in 2021, and the next call is anticipated in 2023. Information on the most recent call for projects and historic programs is available on the CMAQ/TAP-L Program Development webpage.

The primary consideration for CMAQ project selection is the cost-effectiveness of projects' air emissions reductions. Additional Transportation Impact Criteria are evaluated and used as a secondary scoring measure. Completion of the Regional Greenways and Trail Plan is the primary focus of the TAP-L program.

STP

Federal Surface Transportation Block Grant (STBG) funding, programmed by CMAP as STP-Local and STP-Shared, provides a suballocation of funding to the urbanized area from funds apportioned to the state for a broad range of eligible transportation projects. Due in part to the broad project eligibilities, historic practices, and differing subregional emphasis on the individual priorities of ON TO 2050, a portion of the STP programming authority is delegated to the regional Councils of Mayors and City of Chicago by the MPO Policy Committee. The distribution of funding and programming procedures are outlined in an agreement between the Council of Mayors and City of Chicago.

Regional Shared Fund (STP-Shared)

The shared fund was established for the purpose of supporting larger-scale regional projects that address regional performance measures and the goals of ON TO 2050. The programming authority distributed to the shared fund is derived from a set-aside of the region's annual allotment of STP funds. Project selection is a region-wide competitive process overseen by the STP Project Selection Committee (STP PSC).

Project eligibility is focused on projects of significant cost and multi-jurisdictional projects in eight categories that address federal performance measures and priorities of ON TO 2050: road reconstructions, transit station rehabilitation or reconstructions, bridge rehabilitation or reconstructions, highway/rail grade crossing improvements, road expansions, bus speed improvements, corridor or small area safety improvements, and truck route improvements.

Projects are selected for funding from applications submitted during calls for projects, which generally occur every two years. The most recent call for projects occurred in 2021, and the next call is anticipated in 2023. Applications are evaluated using the criteria set forth by the STP PSC prior to each call for projects. These criteria emphasize the desire to bring projects to completion, address needs with cost effective improvements, and implement planning factors that are an integral part of ON TO 2050, while also considering local preferences at the subregional level. Information on the most recent call for projects and historic programs is available on the regional transportation call for projects webpage

Local Programs (STP-L)

After the shared fund set-aside, the amount of programming authority distributed to each council and the City of Chicago is calculated via a performance-based formula that determines each subregion's proportional share of the following performance measures on the local jurisdiction system of roadways that are federal-aid eligible:

1. Pavement Condition. To be measured as lane-miles in poor condition as defined in 23 CFR 490.
2. Bridge Condition. To be measured as square feet of deck area in poor condition as defined in 23 CFR 490.
3. Congestion. To be measured as congested centerline miles, until such time as data is available to calculate peak hour excess delay as defined in 23 CFR 490.
4. Safety. To be measured as the number of annual serious injuries and fatalities for the most recent year from IDOT's annual crash data extract.
5. SOV travel. To be measured as the total number of single occupant vehicle (SOV) commuters based on the most recent American Community Survey.

Beginning in 2025, and every five years thereafter, the subregional distribution of programming authority will also include an assessment of improvements made in each subregion since the prior proportional calculation. Up to 10% of the overall regional apportionment will be allocated based on each subregion's proportional share of improvements to the performance measures.

The development of local programs is a transparent, competitive process, subject to public engagement at several steps in the process. Each subregional council of mayors issues a call for projects every two years, on a consistent schedule region wide. The most recent calls for projects were conducted in 2022. Each council uses a published points-based methodology to evaluate and select projects for funding. Likewise, while the City of Chicago does not issue a traditional call for projects, projects proposed from within the Chicago Department of Transportation (CDOT) are evaluated using a points-based methodology. Each individual subregional council and the City establishes its own points-based methodology for selecting projects, and a minimum of 25 percent of those points are allocated to regional priorities that support ON TO 2050. Recommended programs of projects are subject to public comment prior to being adopted by each council or the City, and also undergo public comment as part of the TIP approval and amendment process.

Projects selected by IDOT

The State of Illinois, through IDOT, directly selects projects for implementation with certain federal fund sources and state fund sources. Some selection processes are competitive and open to local agencies, while others are internal to IDOT.

Competitive Programs for Local Agencies

The IDOT Local Programming Matrix provides a high-level overview of funds available to local agencies. Regular calls for projects are held for the Highway Safety Improvement Program, Safe Routes to School (SRTS), and Illinois Transportation Enhancement Program (ITEP), funded in part with the Transportation Alternatives set-aside of STBG funds, the Economic Development

Program (EDP), and the Truck Access Route Program (TARP). Historically, IDOT has held regular calls for their Rail-Highway Grade Crossing Safety Program, funded with the federal Railway-Highway Crossings Program (RHCP). See Appendix 2 for the TIP programming codes for these fund sources. The selection criteria for these competitive programs are published in Notices of Funding Opportunities (NOFOs) through Illinois' Grant Accountability and Transparency Act (GATA) portal and through IDOT issued Circular Letters. CMAP generally has an advisory role in the selection of projects under these IDOT programs.

With the enactment of the IIJA, IDOT is likely to revise the Illinois Special Bridge Program (formerly known as the Major Bridge Program) for State Fiscal Year (SFY) 2024 and beyond to utilize Bridge Formula Program funds. IDOT is also evaluating new IIJA programs such as the National Electric Vehicle Infrastructure (NEVI) Formula Program, the Carbon Reduction Program, and the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program, which may lead to additional state and local programming as implementation decisions are made.

Other IDOT programs

Each year, IDOT develops a multi-year, multimodal program of projects utilizing a variety of state and federal fund sources, known as the Multi-Year Highway Improvement Program (MYP). The priorities of the FY 2023 – 2028 program are to maintain and preserve existing roads and bridges, with a special emphasis on the National Highway System (NHS) and structurally deficient bridges on the NHS. IDOT uses a data-driven decision process and policies of the state's Transportation Asset Management Plan (TAMP) to prioritize capacity projects and develop the program. IDOT seeks partner and public input in program development though online surveys, open houses, workshops, and hearings.

Projects selected by transit providers

Guided by the Regional Transit Strategic Plan, the RTA's three service boards operate and maintain the region's transit system utilizing federal, state, and local fund sources. Information on their programming and project selection processes is available on their websites (CTA, Metra, and Pace). The RTA also conducts a competitive process for funding projects under the FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program.

Projects selected by others

United States Department of Transportation (US DOT)

The US DOT conducts several competitive programs nationwide, including the Bridge Investment Program, PROTECT Grants, Charging and Fueling Infrastructure, Congestion Relief Program, National Infrastructure Project Assistance Program ("Mega-projects"), RAISE, INFRA, Railroad Crossing Elimination Grants, All Stations Accessibility Program, and others. The selection criteria for these programs are established and announced by US DOT. Projects within the CMAP MPA selected to receive these fund sources are included in the TIP.

Illinois Tollway
The Illinois Tollway selects and programs projects to utilize toll revenues on their system within the region. These projects may be included in the TIP.

Counties and Townships
IDOT allots some federal fund sources by formula or agreement to other entities for project selection. Township Road Districts receive an annual allocation of funding for the Township Bridge Program. In northeastern Illinois, STBG funds reserved for rural projects, programmed as STP-Counties (a.k.a. STP-C) are allocated to Lake, McHenry, Kane, and Will counties. The counties work together to identify projects to utilize these funds through the District 1 branch of the Illinois Association of County Engineers. Rural STBG funds allocated to Kendall County and portions of DeKalb and Grundy counties that are within the CMAP MPA are programmed by those counties, in coordination with IDOT, as STP-State Programmed Rural (a.k.a. STP-R). Counties may also program non-federal fund sources, such as Motor Fuel Tax and RTA Sales Tax, in the TIP. The counties rely heavily on the priorities within their Long Range Transportation Plans and Capital Improvement Programs when selecting projects to be funded.

Municipalities
Although it is rare, projects selected by municipalities to be funded with local fund sources such as Motor Fuel Tax, may be included in the TIP. Municipalities use a variety of methods to select these projects, including their Capital Improvement Programs.

Changes to major projects from the 2019–24 TIP

ON TO 2050 included 46 fiscally constrained Regionally Significant Projects (RSPs) that were included in the 2019-24 TIP. Four projects were amended into ON TO 2050 and the 2019-24 TIP. While some stages of RSPs have been completed, including the Pace Milwaukee Avenue PULSE service (TIP ID 17-14-0003) which is a part of the "Pulse Near Term" RSP project (RSP ID 102A), none of the ON TO 2050 RSPs have been fully completed. As part of the ON TO 2050 Update, five RSPs have been removed from ON TO 2050 and the 2023-28 TIP, and the rest (45) remain RSPs in the ON TO 2050 Update and are included in the 2023-28 TIP.

TIP ID(s)	Project	Status
ON TO 2050 RSPs continuing in the ON TO 2050 Update		
01-02-9009	Chicago Union Station Master Plan Implementation Phase I - RSP 85	Engineering underway
01-02-9018	Metra Rock Island Improvements - RSP 70 - Future Project	Engineering underway
01-06-0051	CREATE - Central Av at BRC RR (GS-02) - RSP 151	Phase 1 notice to proceed issued
01-06-0052	IL 43 (Harlem Avenue) at 65th Street / BRC RR - RSP 109	Phase 2 Engineering scheduled to being in FFY 2022

TIP ID(s)	Project	Status
01-07-0001	Southwest Service Improvements / 0186 Major - CREATE 75th Street Corridor Improvement Project - RSP 67	Construction underway
01-12-0019	I-90 I-94 Circle Interchange from I-290 Congress Parkway to Adams Street (Circle Interchange Reconstruction), Under Van Buren St. - RSP 33	Construction in progress
01-13-0012	US 12 US 20 at Stony Island Ave - RSP 112	Phase 2 Engineering underway
01-17-0025	Roadway Improvements to Support the Update to the South Lakefront Framework Plan: RSP -A2	Construction Package 1 began in FFY 2021; Construction Package 2 scheduled to begin in FFY 2022
01-18-0011	South Lakefront-Museum Campus Access Improvements RSP-104 - Future Project	Project Scoping
01-18-0012	North Lake Shore Drive Improvements - RSP 89	Phase 1 Engineering began in FFY 2019
01-19-0024	I-90 / I-94 Kennedy and Dan Ryan Expressway Reconstruction (Hubbard Street to 31st Street) RSP -136 - Future Project	No project activity
01-19-0025	I-90 Kennedy Expressway RSP -138 - Future Project	No project activity
01-19-0026	I-94 Edens Expressway Reconstruction RSP -139 - Future Project	No project activity
01-19-0027	I-90/I-94 Kennedy Expressway Reconstruction (Edens Junction to Hubbard Street) RSP -140 - Future Project	No project activity
01-94-0006	254.001 Red Line Extension from US 12 US 20 95th St to 130th - RSP 57	Engineering continuing; Construction scheduled to begin in FFY 2022
01-98-0114	I-190 O'Hare Access Rds from Bessie Coleman Dr. to Cumberland Ave I-190 Access and Capacity Improvements (I-190 Access Improvements) - RSP 32	Phase 2 Engineering for Bessie Coleman Dr in FFY 2022; Construction of various stages scheduled beginning in FFY 2023
03-18-0006	I-90 WB Improvements from IL 43 to I-190 - RSP 32	Construction to be completed in FFY 2022
03-18-0017	I-290/IL 53 Interchange Improvement - RSP 21 - Future Project	No project activity
03-96-0021	Elgin-O'Hare East Extension from Gary Road to O'Hare West Bypass Elgin O'Hare Western Access (Elgin-	Multi-stage project. Construction underway and completed on several stages, with south leg stages to begin in FFY 2022 and beyond

TIP ID(s)	Project	Status
	O'Hare East Extension & Add Lanes, Western O'Hare Bypass) - RSP 20	
04-00-0023	I-290 Eisenhower Expy from US 12/45/20 Mannheim Rd to Racine Ave - RSP 30	Pump station construction completed; Land acquisition for mainline reconstruction underway
06-19-0011	I-55 Stevenson/Barack Obama Presidential Expressway Reconstruction (US-41 Lake Shore Dr to I-80) RSP -137 - Future Project	No project activity
07-94-0008	I-294 Tri-state Tollway at I-57 Interchange Addition - RSP 22	Ongoing engineering, land acquisition, and construction
08-19-0040	I-290/IL-53 Reconstruction (Lake-Cook Road to I-88) RSP -141 - Future Project	No project activity
08-95-0024	IL 83 Kingery Hwy from 31st St to N of 55th St, 63rd St (south of) to Central Avenue - RSP 111 - Future Project	No project activity
09-10-0030	US 20 Lake St from W of Randall Rd to E of Shales Parkway - RSP 113	Phase 2 engineering in progress
09-12-0036	I-80 Reconstruction from Ridge Rd to US 30 Lincoln Hwy, Long Term - RSP 36	Bridge expansion underway; Mainline reconstruction engineering underway
10-02-0013	US 45/IL 83 (Old Half Day Rd.) from IL 60 Townline Rd to Ill 22 (Half Day Rd) - RSP 114	Phase 2 engineering and land acquisition underway
10-07-0001	IL 60/IL 83 from IL 176 to Townline Rd (IL 60) - RSP 10	Phase 2 engineering underway
10-09-0024	IL 131 Green Bay Road from Russell Road to Sunset Avenue - RSP 14	Phase 2 engineering underway
10-09-0147	IL 83 Milwaukee Ave from Petite Lake Rd to IL 120 - RSP 13	Phase 1 engineering underway
10-09-0149	IL 173 Rosecrans Rd from IL 59 to US 41 (Skokie Hwy) - RSP 15	Phase 2 engineering underway
11-00-0001	IL 31 Front St from S of IL 120 Belvidere Rd to N of IL 176 (Terra Cotta Ave) (HPP1457) & Drainage Ditch 4 miles S of US 12 - RSP 6	Phase 2 engineering and land acquisition underway
11-06-0018	IL 47 from Charles Rd to US 14 - RSP 110	Phase 2 engineering authorized to begin in FFY 2022
11-07-0014	IL 47 Eastwood Drive from US 14 Northwest Hwy to Reed Road - RSP 110	Construction underway @ Kishwaukee River; Phase 2 engineering continues on additional stages
11-16-0008	IL 62 (Algonquin Rd), IL 25 (JF Kennedy Memorial Dr.) to IL 68 (Dundee Rd.) - RSP 11	Phase 1 engineering in progress
12-02-9034	I-55 from I-80 to Coal City Rd - RSP 34 - Future Project	No project activity
12-06-0041	I-55 from Weber Road to US 30; I-55 At Airport/Lockport Rd & At Ill 126 - RSP A3	Phase 2 engineering scheduled to begin in FFY 2022

TIP ID(s)	Project	Status
12-10-9001	I-55 Managed Lane from I-355 to I-90 I-94 (I-55 Stevenson Express Toll Lanes) - RSP 146	Phase 2 engineering scheduled to begin in FFY 2022
12-12-0037	I-80 U.S. 30 to I-294 - RSP 37 - Future Project	No project activity
12-13-0004	CH 74 Laraway Road from US 52 to IL 43 Harlem Ave - RSP 55	Phase 2 engineering and land acquisition underway; Construction scheduled to begin in FFY 2022 for Nelson to Cedar stage.
12-16-0027	I-55 @ Ill 129, Ill 129 to Lorenzo Rd, I-55 Frontage Rds: Kavanaugh Rd to Lorenzo Rd & at Lorenzo Rd. - RSP 34	Phase 2 engineering in progress
12-18-0019	I-55 - I-80 to US 52 (Jefferson St) and @ ILL 59; US 52 Jefferson St - River Rd to Houbolt Rd - RSP A4	Phase 2 engineering and land acquisition underway; Construction scheduled in FFY 2022 for I-80 to US 52 at IL 59 stage; Construction underway for I-55 at IL 59 stage
13-16-0009	I-294 Central Tri-State Reconstruction and Mobility Improvements - RSP 23	Construction underway; scheduled to continue beyond FFY 2025
13-18-0005	I-290/I-88/I-294 Interchange Improvement - RSP 24	Phase 1 underway
13-19-0016	I-94 Bishop Ford Expressway Reconstruction RSP-135 - Future Project	No project activity
13-19-0017	I-57 Reconstruction (I-94 to I-80, I-80 to Will / Kankakee border) RSP -35 - Future Project	No project activity
16-10-9001	304.004 CTA: North Red/Purple Line Modernization from Howard Station to Belmont Station CTA North Red/Purple Line Modernization - RSP 58A	Implementation underway with construction funding extending beyond FFY 2024
16-13-0005	Ashland Avenue from Irving Park Road to 95th Street (CTA 045.015 - Ashland BRT) - RSP 106	Construction and implementation underway
16-18-0002	South Halsted BRT - RSP 108 - Future Project	No project activity
16-18-0003	Blue Line Capacity Project - RSP 147	Engineering underway
16-18-0004	Red Purple Modernization Future Phases - RSP 58B - Future Project	Project scoping
16-19-0039	CTA Blue Line Forest Park Reconstruction, RSP -93	Implementation underway
17-18-0001	Pulse Dempster Line - RSP 102A	Engineering underway
17-18-0002	Pulse 95th Street Line - RSP 102A - Future Project	No project activity
17-18-0003	Pulse Halsted Street - RSP 102A - Future Project	No project activity
17-18-0004	Pulse Harlem Ave - RSP 102A - Future Project	No project activity
17-18-0005	Pulse Oak Brook: Cermak Road - RSP 102A - Future Project	No project activity

TIP ID(s)	Project	Status
18-07-0669	UP West Line - New Start (3869) - RSP 69	No project activity
18-07-0670	UP NW Line New Start (3870) - RSP 66	No project activity
18-10-9001	Metra UP North Improvements - RSP 68 - Future Project	No project activity
18-18-0008	BNSF Improvements - RSP 72 - Future Project	No project activity
18-18-0009	Milwaukee District West Improvements - RSP 79 - Future Project	No project activity
18-18-0010	A-2 Crossing Rebuild RSP - 98 - Future Project	No project activity
ON TO 2050 RSPs not continuing in the ON TO 2050 Update		
01-19-0009	O'Hare Express Service: RSP - A1	No project activity
07-14-0003	CH B66 FAU 1629 Vollmer Road from CH W46 FAU 2831 Kedzie Avenue to FAU 2845 Western Avenue - RSP 145	Phase 1 engineering nearing completion.
09-18-0015	Randall Road from North County Line Road to Orchard Road - RSP 46 - Future Project	No project activity
12-18-0021	Wilmington-Peotone Road: IL Route 53 to Drecksler Road - RSP 56 - Future Project	No project activity

Chapter 5: Conformity analysis

Northeastern Illinois does not attain national ambient air quality standards (NAAQS) for ozone. It is classified as a marginal non-attainment area for the 2015 8-hour ozone standard, serious non-attainment area for the 2008 8-hour ozone standard, and attainment (maintenance) for the 1997 8-hour ozone standard. Federal register notices have been published (March and April 2022), which if approved as a final rule will have the region redesignated as attainment of the 2008 ozone NAAQS and reclassified as Moderate for the 2015 ozone NAAQS. As a nonattainment area the region must implement a transportation program that will help to reduce levels of pollutants that contribute to ground level Ozone, specifically Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx), to national standards.

Nonattainment areas are designated by the U.S. EPA based, in part, on recommendations from the Illinois Environmental Protection Agency (IEPA). IEPA's recommendation follows U.S. EPA guidelines for identifying nonattainment areas. This includes not just monitor data, but also emissions data, urbanization patterns, meteorology, and so on. Technical information on this process can be found on the IEPA website. CMAP and the IEPA have established an Intergovernmental Agreement for Coordination of Air Quality Related Transportation Planning.

Nonattainment areas are established independent of metropolitan planning organization or MPA boundaries and are distinct for each standard. The northeastern Illinois nonattainment area under the 2008 and 2015 8-hour ozone standard includes Cook, DuPage, Kane, Lake (IL), McHenry, and Will counties, Aux Sable and Goose Lake Townships in Grundy County and Oswego Township in Kendall County. The nonattainment area also includes Lake and Porter counties in northwest Indiana, and a portion of Kenosha County in southeast Wisconsin. The Northwestern Indiana Regional Planning Commission and Southeastern Wisconsin Regional Planning Commission handle conformity requirements for those two areas. An agreement between Grundy County and CMAP establishes that CMAP is responsible for federally regulated transportation planning in Aux Sable and Goose Lake townships. Also, while only Oswego Township in Kendall County is within the nonattainment area, because the entire county is within the CMAP MPA, all projects within the county are subject to CMAP's modeling and conformity.

As part of the transportation planning and programming process, CMAP staff evaluates the impact of proposed transportation activities will have on VOC and NOx mobile source emissions within the region. The conformity analysis must demonstrate that the mobile source emissions resulting from the plan and TIP meet the requirements of (i.e., "conform to") the Motor Vehicle Emissions Budget (MVEB) for the region and that the transportation conformity rules and regulations are being followed.

Interagency consultation is required under the transportation conformity rule, as described in 40 CFR 51.402. In the northeastern Illinois region, these procedures are addressed through the

Tier II Consultation process. Decisions made through this interagency consultation process guide the MPO in making conformity determinations.

Conformity procedures, documentation, and frequently asked questions (FAQs) are documented and updated as needed on the Conformity Analysis page of the CMAP website.

Current conformity analysis

The current conformity analysis for the ON TO 2050 Update and the FFY 2023-28 TIP consists of these documents:

ON TO 2050 Update Air Quality Conformity Analysis Appendix
ON TO 2050 Update Socioeconomic Forecast Appendix
ON TO 2050 Update Travel Demand Model Documentation Appendix

Conformity amendments

The conformity analysis is updated at least semi-annually. Updates are initiated with the submittal of TIP changes by project sponsors. The staff analysis of the requested changes is reviewed by the Transportation Committee and released for a 30-day public comment period. Comments are addressed and reviewed by the Transportation Committee and approved by the MPO Policy Committee. U.S. DOT and IDOT provide final approval of the amendments.

All federally funded projects with Not Exempt work types must be modeled and included in the conformed TIP in order to receive federal funding. A list of all work types and their exempt status can be found in Appendix 2. Updates to the work types can be found on the TIP Programmer Resources web page. RSPs included in ON TO 2050 are conformed, regardless of funding status, due to their regional significance and scope. Other RSPs are required to be conformed as well, whether or not they will utilize federal funding. Projects designated as unconstrained in ON TO 2050 cannot be conformed without a plan amendment.

To be conformed, projects must have funding identified for Phase 2 Engineering, Right of Way, Construction, or Implementation included in the active years (the current federal fiscal year plus the four subsequent federal fiscal years) of the TIP. Project location, description, and scope (work types) must be defined and model information, including a completion year, must be provided in the eTIP database. Unless they are subject to hot spot analysis, projects are not individually conformed. A project is said to be conformed if that project is included in the most recently conformed TIP.

Chapter 6: TIP amendment procedures

The CMAP TIP is regularly amended by updating the details of the approved project list to reflect changes in project scope, schedule, and funding status. Amendments may be administrative in nature or may be formal amendments requiring a variety of agency and public review and approval by the MPO Policy Committee, or their designee. Amendments to CMAP's TIP must be approved by the State of Illinois for incorporation into the STIP. The TIP and STIP changes must be approved by FHWA and FTA, certifying that all federal transportation planning requirements were met. TIP amendments are completed and documented within the eTIP database.

Types of amendments

There are three categories of TIP amendments. The TIP Change Quick Reference document is a resource for determining the type of amendment that is the result of a particular change to a project's information.

Administrative

Administrative amendments are those which do not require public review and comment, demonstration of fiscal constraint, or a conformity determination. Changes to exempt work types, schedule changes within the active years of the TIP, and changes to non-federal funding are administrative. Certain financial changes, such as placing a phase in Advance Construction status or changes below the formal amendment thresholds described below, may also be administrative. Changes to illustrative projects, except ON TO 2050 regionally significant projects, are administrative. Administrative amendments submitted in eTIP take effect immediately when reviewed and accepted by CMAP staff.

Transit projects obligated through the FTA are not subject to the same schedule as those obligated by FHWA through the IDOT process. Therefore, to facilitate transit project phases moving forward in a timely manner, separate administrative amendments may be created for projects obligated through FTA and those obligated through FHWA.

Formal

Formal amendments are significant changes to the scope, schedule, or limits of a project, or financial changes within the active years of the TIP that exceed the thresholds described below. The addition of federal funds to a project previously funded with only state/local funds or the deletion of all federal funds from a project is a formal amendment. The introduction or removal of a project phase within the active years of the TIP, regardless of the fund source, is a formal amendment.

A cost change is a formal amendment if the percent change (positive or negative) within the active years of the TIP exceeds the percent shown in the table below, based the federal project cost before the change.

Federal Project Cost Before Change	Percent Change (±)
$0 - $999,000	100%
$1,000,000 - $4,999,000	50%
$5,000,000 - $9,999,000	25%
≥ $10,000,000	20%, up to a max. of ± $10,000,000

Formal amendments require seven days public comment and approval by the Transportation Committee.

Conformity

Conformity amendments are formal amendments that can affect air quality conformity in the region. Scope and limit changes, project schedule changes, and adding/deleting not exempt work types are the most common conformity amendments. Conformity amendments require transportation and air quality modeling. The modeling results and the details of the TIP changes are subject to a minimum of 30 days of public comment. Following the comment period, the MPO Policy Committee considers approval.

Schedule

The majority of highway, bicycle, and pedestrian projects contained in the CMAP TIP are accomplished through the IDOT state letting process. As such, the regular schedule for amending the TIP is derived to meet deadlines associated with the state's letting schedule. The state letting schedule, a master schedule of meetings and due dates, and a calendar of TIP amendment actions for each FFY are available on the TIP Programmer Resources page of the CMAP website.

Each formal amendment period requires the submittal of new TIP projects and changes to existing projects 10 days prior to CMAP's Transportation Committee. Submittals are reviewed by CMAP staff and are posted for public comment on the eTIP website and as part of the Transportation Committee meeting materials. TIP changes associated with the semi-annual conformity determination are due a minimum of three months prior to the MPO Policy Committee meeting at which approval will be sought. Submittals are reviewed by staff for travel demand and air quality modeling. The staff analysis is presented for Transportation Committee review and is released for a 30-day public comment period. Comments are addressed and reviewed by the Transportation Committee and are recommended to the MPO Policy Committee for approval.

Submittal and approval

Project sponsors submit amendment requests for CMAP staff review through the eTIP website. For changes to existing projects, staff confirms the type of amendment (administrative or formal) being proposed and verifies that the change description is adequate to summarize the action being taken. If the scope of the project is being changed, staff confirms that there is no change to the exempt status of the project, no change to the project's potential to influence performance targets, and that any accompanying cost changes are reasonable for the revised scope. If the cost of a project is being changed, staff verifies that change has been approved by the entity responsible for programming the fund source(s) that is changing and that the financial change is reasonable based on any other changes, such as scope or schedule, that are proposed. Staff is not obligated to approve any changes administratively and may elevate any submittal to a formal amendment for public comment and committee approval.

When new projects are submitted, a more rigorous staff review occurs to ensure the project supports the implementation of ON TO 2050, that the information provided is logical and accurate, and that the proposed funding is available within the region. In particular, staff verifies that the project location information provided in the project title or description aligns with the project location information, eTIP map, and any attached documents. Staff also reviews the project description and attached documents, and if necessary, discusses the project with the programmer to verify that the selected work types accurately reflect the scope of the project and that the programmer's indicated expectations for the project's potential to influence performance targets are reasonable. When reviewing the scope, staff verifies the exempt status of the project, considers if the project meets the RSP thresholds, and considers if the project supports ON TO 2050. Except for projects funded with sources programmed directly by CMAP, staff does not have the authority to force project sponsors to include certain scope elements, such as sidewalks or bicycle accommodations, in projects. Although ON TO 2050 encourages a focus on maintenance and modernization of the existing system, it does not explicitly prohibit any project scope or type, therefore staff does not have the authority to deny implementation of any project that meets the eligibility criteria of the fund source(s) being used for the project. For projects that are entering the TIP prior to the completion of phase 1 engineering alternatives analysis, the scope may be less developed than for projects that have undergone appropriate NEPA actions to determine a preferred alternative. Finally, staff confirms that adequate funding is available in the region in the FFYs indicated in the submission, that the implementation and funding schedule is reasonable, and, if any of the proposed funding sources are competitive, that the project as described in the TIP submission was selected by the appropriate selecting body.

During the change review process, staff may make minor corrections to information provided by the programmer prior to accepting the change. Staff may also deny a submittal to allow programmers to provide additional information, make any major corrections, and resubmit their request. Administrative changes accepted by CMAP staff immediately become a part of the approved TIP project list and are posted to the eTIP public website. Formal and conformity

amendments accepted by CMAP staff are held until the amendment period is closed and are compiled into a draft amendment report. The amendment report displays the updated project information and provides a before-and-after summary of the scope, schedule, financial, and other changes made for each project. Once reviewed by the public and approved by either the Transportation Committee or MPO Policy Committee, the approval is entered into the eTIP database, and IDOT, FHWA, and FTA are notified of the availability of the amendment for State review. If satisfied with the amendment, IDOT will enter their approval in the eTIP database certifying that approval and incorporation of the amendments into the STIP and requesting Federal review. Upon FHWA and FTA approval in eTIP, all reviewing parties and CMAP receive this notice:

> Chicago Metropolitan Agency for Planning (CMAP) Formal Amendment [number] and the corresponding amendment to the [current] Statewide Transportation Improvement Program (STIP) has been approved by [name] on [date]. Based on the FHWA, Illinois Division and FTA Region 5 ongoing oversight of the planning activities for the Chicago MPO-CMAP, the federal agencies find that the transportation planning process of the region substantially meets the planning requirements described in 23 CFR 450. The public transportation projects listed in the TIP amendment report and amended to the STIP are eligible for project authorization requests.

These federal approvals establish the new approved TIP project list. The approval dates for all amendments are reported on the Amendments tab of the eTIP public website. Notes from reviewers may also be displayed.

Program & project versions

The eTIP database is workflow based with each program of projects referred to as a "TIP Document" or "TIP Action." Each program corresponds to the starting FFY and amendment number. Each project within the TIP also has sequential versions, with each amendment to the project adding a new project version. The below terms and definitions from the eTIP Fact Sheet: Project Versions and Status explain the eTIP workflow.

TIP Document: The TIP Document (or TIP) is the approved *program* of projects, as amended throughout the federal fiscal year (FFY). A new TIP program is started each FFY (starting October 1) and is made up of the projects and line items that have funding in the starting FFY, plus the next four years. Illustrative projects, with all funding in prior years and/or future years, may also be included in the TIP document; however, illustrative projects cannot receive federal funding authorizations.

TIP documents are numbered sequentially by FFY. Using FFY 2017 as an example, the numbering is as follows:

17-00: The starting document for the FFY, created via an adoption. TIP years are 2017-21.

17-01: The first formal amendment to projects contained in the 17-00 TIP.
17-01.1: The first administrative amendment to projects contained in the 17-00 TIP, corresponding to formal amendment 17-01.
17-01.2: The second administrative amendment to projects contained in the 17-00 TIP, corresponding to formal amendment 17-01.
17-02: The second formal amendment to projects contained in the 17-00 TIP. Changes may be cumulative.
17-02.1: The first administrative amendment to projects contained in the 17-00 TIP, corresponding to formal amendment 17-02.
17-xx: Other amendments as needed throughout the year, including conformity amendments.
18-00: The starting document for FFY 2018. TIP years are 2018-22.

Adoption: Changes made to carry projects forward into the new TIP program at the beginning of each FFY are called an adoption in the eTIP workflow process. Only administrative changes are made during the adoption.

Administrative amendment: Changes that are below the financial thresholds for a formal amendment or that do not otherwise require Transportation Committee or MPO approval are administrative amendments and are typically indicated by a decimal point in the TIP Document number. For example, 17-01**.1**, 17-01**.2**, 17-02**.1**.

Formal amendment: Changes that exceed financial thresholds, or significantly change the scope or schedule of projects and require Transportation Committee or MPO Policy Committee approval are formal amendments, and typically do *not* have a decimal point in the TIP Document number. For example, 17-**02**, 17-**03**. Conformity amendments are a type of formal amendment.

Version: Project versions increase sequentially with each administrative or formal amendment submitted for a project, regardless of the TIP Document(s) containing the project.

Status: A project version either is the "Approved" version, or is a proposed amendment to the approved version, that is "In Progress" ( ), "In Denied" ( ), "Pending" ( ), or "Accepted" ( ).

In Progress: A user has saved a change to a project, but has not submitted the change to CMAP. Additional changes may be made by the user.
In Denied: CMAP staff reviewed a change, but cannot accept the change until corrections are made.
Pending: A user has submitted a change for CMAP staff review. CMAP staff has neither accepted nor denied. Only CMAP staff can make additional changes;

users can “unsubmit” to make changes, putting the project back into “In Progress.”

Accepted: CMAP staff has accepted a submitted change. Accepted administrative changes are immediately posted to the eTIP public site. Accepted formal changes are held for Transportation Committee or MPO Policy Committee approval and are not posted to the eTIP public site until approved (See eTIP Fact Sheet - Amendment Approval Flow Chart).

Appendix 1: eTIP database overview

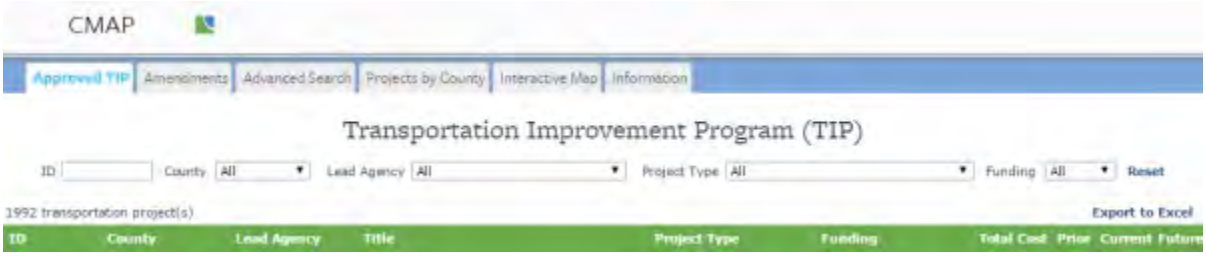
The online eTIP database is the official record of federal transportation funding and regionally significant state or locally funded projects. The database is a tool for programmers to submit new projects and project changes for consideration by the CMAP Transportation Committee and MPO Policy Committee. The FHWA and FTA utilize the eTIP database to ensure that projects submitted for federal participation are deemed a priority for the region and can be accomplished using the region's reasonably expected revenues. As performance-based programming evolves at the national, state, and regional levels, the eTIP database will also be used to collect additional project data and analyze how funded projects in the region meet performance targets to inform future programming decisions.

eTIP public website

The below sections of this appendix, also available on the eTIP Help webpage, describe individual pages within the eTIP public website. A 26-minute training presentation is also available to view or download (.mp4, 55.4 MB).

Navigating eTIP

eTIP has six distinct parts: the Approved TIP, Amendments, Advanced Search, Projects by County, an Interactive Map, and detailed project information. The eTIP home page is the Approved TIP tab.



- The Approved TIP tab is a list of projects, sorted by TIP ID, that make up the currently approved TIP, including administrative changes that have been accepted by CMAP staff.
- The Amendments tab displays an overview of actions taken or in progress to modify the scope, schedule, financial, or other project information.
- The Advanced Search tab provides visitors a means to locate project information by title, description, location, lead agency, project type, or specific federal fund source.
- The Projects by County tab provides a summary of the number, type, cost, and available funding for projects within selected counties.
- The Interactive Map allows visitors to search by a specific address or zoom in to an area to view programmed projects.

- Detailed project information can be obtained by selecting a specific project on any of these tabs.

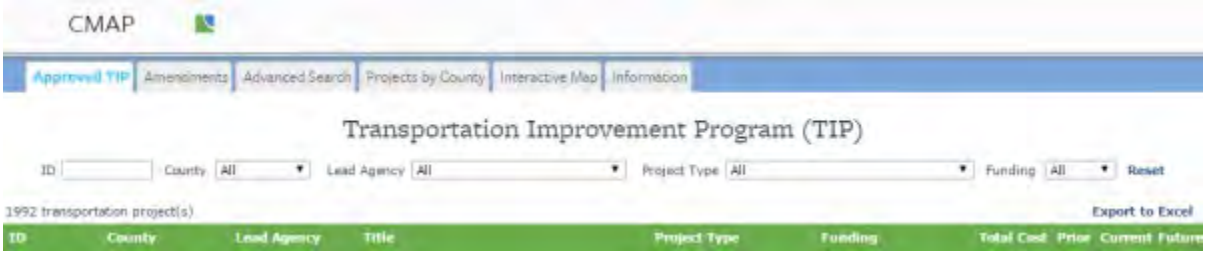
Project lists on every tab can be sorted by clicking on the column title, and project lists can be exported to Microsoft Excel.

Approved TIP

The TIP is a five-year program of surface transportation projects throughout northeastern Illinois. Based on federal fiscal years which start on October 1, the TIP includes projects expected to receive federal funding. The TIP also includes regionally significant projects funded by state and local sources. The Approved TIP tab is a list of projects, sorted by TIP ID, that make up the currently approved TIP, including administrative changes that have been accepted by CMAP staff.

The approved TIP may also include projects that are illustrative, which are included in the multi-year B-list (MYB). These projects are planned to be completed when funding becomes available. Most major capital projects fall into this category. These projects are labeled as "FUTURE PROJECT" in the Approve TIP. Projects with funds both in prior and future years, but no funds in the current TIP years are also included as future projects.

Projects with funding in past years may also be included in the Approved TIP listing if they are in progress and could still have cost changes. Projects that are not expected to experience any cost changes are designated as "COMPLETED."



The Approved TIP listing contains the following fields:

ID

The TIP ID is the unique identification number for the project within the TIP database. The ID is based on the Lead Agency and location of the project, plus the year in which the project was first included in the TIP database.

County

"County" is the county in which the project is wholly or partially located. Projects that benefit the entire region, or are not location-based, are considered to be "Region-wide" projects. A quick search of projects by county can be completed at any time using the County drop-down list at the top of the page.

Lead agency
The lead agency is the organization responsible for programming and managing project funding in the CMAP TIP. The lead agency may differ from the agency responsible for implementing the project. For example, projects using state and federal funds that are implemented by municipalities are typically programmed and managed in the CMAP TIP by one of the 11 subregional Councils of Mayors. A quick search of projects by lead agency can be completed at any time using the Lead Agency drop-down list.

Title
Project titles typically include the location of projects and may also describe the type of work being done. If a project does not yet have any funding programmed in the TIP, the title indicates that it is a "Future Project." The title also indicates when projects are "Completed."

Project type
A project's type helps to classify the major purpose of the project, and is helpful when analyzing performance goals included in GO TO 2040. A quick search of projects by type can be completed at any time using the Project Type drop-down list.

Funding
A quick search of projects by funding can be completed at any time using the Funding drop-down list.

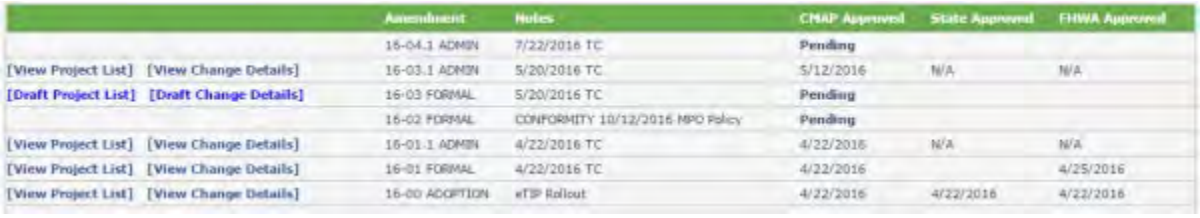
Federal	Indicates that federal funds are being used for the project. Federally funded projects typically also include state, local, and/or other funds.
State	Indicates that state funds are being used for the project. No federal funds are included. Local and/or other funds may be included.
Local	Indicates local funds are being used for the project. No federal or state funds are included.
Other	Indicates that funds other than federal, state, or local are being used for the project.

Total Cost and percentages
Total Cost includes the cost for all phases of a project, regardless of the source, timing, or availability of funds. The percentages following the Total Cost reflect the portion of the project's total cost programmed in years prior to the current TIP years (prior), the percentage of that cost currently programmed (current), and the percentage of that cost which is not yet available for programming in the TIP (future).

Amendments
TIP amendments are significant changes to the scope, schedule or limits of a project or significant financial changes. There are three types of amendments: Administrative (Admin)

amendments are minor changes that are accepted by CMAP staff. Formal Amendments are more significant scope, schedule, or financial changes which require seven days public comment and approval by the Transportation Committee. Formal Conformity Amendments are significant changes to scope or schedule for capacity related projects that may affect the region's ability to meet air quality standards. Conformity amendments require 30 days public comment and approval by the MPO Policy Committee. Amendments to CMAP's TIP must be approved by the state of Illinois for incorporation into the State Transportation Improvement Program (STIP). The TIP and STIP changes must be approved by FHWA and FTA, certifying that all federal transportation planning requirements were met. The formal amendment which occurs at the start of each federal fiscal year (FFY) is referred to as an Adoption. The annual adoption removes the just-completed FFY from the TIP, brings the illustrative year into the TIP, and adds a new illustrative year.

The Amendments tab contains the following information:



	Amendment	Notes	CMAP Approved	State Approved	FHWA Approved
	16-04.1 ADMIN	7/22/2016 TC	Pending		
[View Project List] [View Change Details]	16-03.1 ADMIN	5/20/2016 TC	5/12/2016	N/A	N/A
[Draft Project List] [Draft Change Details]	16-03 FORMAL	5/20/2016 TC	Pending		
	16-02 FORMAL	CONFORMITY 10/12/2016 MPO Policy	Pending		
[View Project List] [View Change Details]	16-01.1 ADMIN	4/22/2016 TC	4/22/2016	N/A	N/A
[View Project List] [View Change Details]	16-01 FORMAL	4/22/2016 TC	4/22/2016		4/25/2016
[View Project List] [View Change Details]	16-00 ADOPTION	eTIP Rollout	4/22/2016	4/22/2016	4/22/2016

[View Project List] link
Click on this link to view the projects included in the listed Amendment.

[View Change Details] link
Click on this link to view a report containing the details of changes included in the listed Amendment.

[Draft Project List] link
Click on this link to view projects pending committee, state, and federal approval in the listed Amendment.

[Draft Change Details] link
Click on this link to view a report containing the details of changes pending committee, state, and federal approval in the listed Amendment.

Amendment
The sequential title and type of the TIP amendment.

Notes
The date of the CMAP committee meeting, either the Transportation Committee (TC) or MPO Policy Committee, at which the amendment was, or will be, considered.

CMAP Approved
The date on which the amendment was or will be approved by either the Transportation (TC) or MPO Policy Committee.

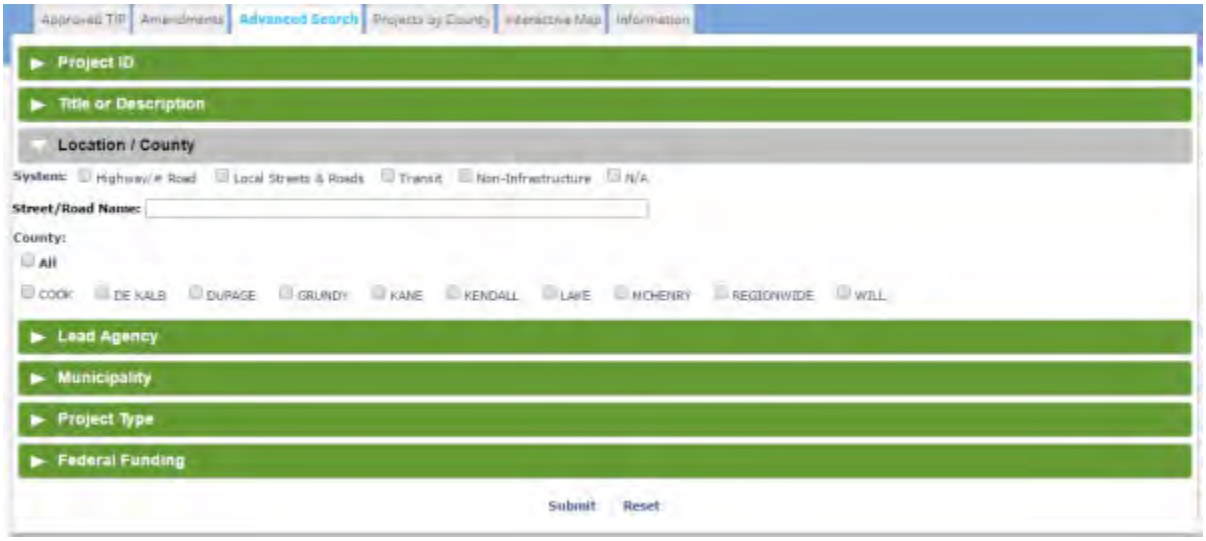
State Approved
The date on which the amendment was approved by the Illinois Department of Transportation for incorporation into the STIP.

Federal Approved
The date on which the amendment was approved by the Federal Highway Administration (FHWA).

Advanced search

The Advanced Search page allows users to locate project details using filters when the TIP ID is not known or multiple results are needed. Users can search using one or more fields on the search form. The more fields that are used, the narrower the results will be. Due to the unpredictable nature of the data entered, it is best to start with a broad search, using one or two fields, then add other fields to narrow down the results.

Search criteria are grouped into six themes: Project ID, Title or Description, Location/County, Lead Agency, Project Type, and Federal Funding. Each theme contains different search criteria described below. Groups can be revealed/hidden by clicking on the arrow next to the theme name. Criteria can be selected from multiple groups. Hiding a group does not clear the selections within that group. After selecting and entering the desired search criteria, click the Submit button at the bottom of the form. To modify search results, change the desired criteria and click the Submit button again. To clear all search criteria, click the Reset button.



Project ID
An advanced search by TIP ID can be completed using the Project ID search.

Title or description
Users may search for projects based on project title or description by entering any keyword that may be contained in any of the project title, description, project location or limits fields.

Location/county
Users may search for projects based on location in three different ways: By System, Street/Road Name, and/or by County.

Highway/#Road	Any road or street that is numbered, such as an interstate (I-90), US highway (US 14), state route (IL 59), or County Highway (CH 11)
Local Streets & Roads	Streets and roads that are not numbered (Main Street, First Avenue, etc.). Local streets also include off-road trails (e.g., Illinois Prairie Path)
Transit	Includes bus and train routes, stops, stations, yards, etc. as well as freight rail corridors (such as CREATE) and facilities. Public transit operations and support are also included.
Non-Infrastructure	Includes educational, marketing, direct emissions reduction, and other projects that do not directly involve improvements to the transportation network.
N/A	Projects that are not location-based or are at locations, such as schools or parks, that are not included above

Street/road name: Can be searched by entering any keyword that may be contained in any of the project location or limits fields, including the County, Municipality and Other Project Location Information fields. Keywords entered are searched as phrases. For example, entering First Street will not return results for projects on First Av, 1st St , First St., First North Street, etc. Only projects that contain the exact phrase "First Street" will be returned. Municipalities, counties and numbered routes (I-90, US 14, CH 7, IL 62, etc.) can also be entered in this field.

County: Users can check the appropriate box(es) to search for projects wholly or partially within one, multiple, or all counties.

Municipality
Users may select one of more municipalities, townships, or other agencies from the list by checking the appropriate box(es). Note that selecting "County-wide" or "Region-wide" will not return all projects in the county/region, only those for which the lead agency selected these values for the project.

Lead agency

Users may select one or more lead programming agency from the list by checking the appropriate box(es). The lead agency can be related to the combination of the project's geography, fund sources and work types. Typical programming responsibilities are:

Councils of Mayors	Program federal and some state fund sources when a local government is the implementing agency. The Councils represent local governments within a collar county (DuPage, Lake, etc.) or portion of Cook County (Central, Northwest, South, etc.)
Counties	Program federal and local funds when the county is the implementing agency.
CDOA	Programs aviation projects at Chicago's airports.
CDOT	Programs all projects within the city of Chicago, except some CMAQ or state funded projects.
CMAP	Programs CMAQ projects that are not programmed by Councils of Mayors, IDOT, or CDOT. Also programs Major Capital Projects, Constrained, and Unconstrained projects included in GO TO 2040.
CTA	Programs all CTA sponsored projects, except some CMAQ projects.
FHWA	Programs projects located within federal lands
IDOT	Programs most state-funded projects, by district, bureau and division.
ISTHA	Programs projects on Illinois tollways.
Metra	Programs all Metra-sponsored projects, except some CMAQ projects.
Pace	Programs all Pace-sponsored projects, except some CMAQ projects.
RTA	Programs all RTA-sponsored projects, except some CMAQ projects.

Project type
Users may select one or more project types from the list by checking the appropriate box(es).

Federal funding
Users may select one or more federal fund sources from the list by checking the appropriate box(es). Any project that contains any financial line (including future lines) with the selected fund source will be returned. A description of current fund sources, including how they are distributed, who is responsible for programming and whether they are federal, state or local, is available on the TIP Programmer Resources page of the CMAP website.

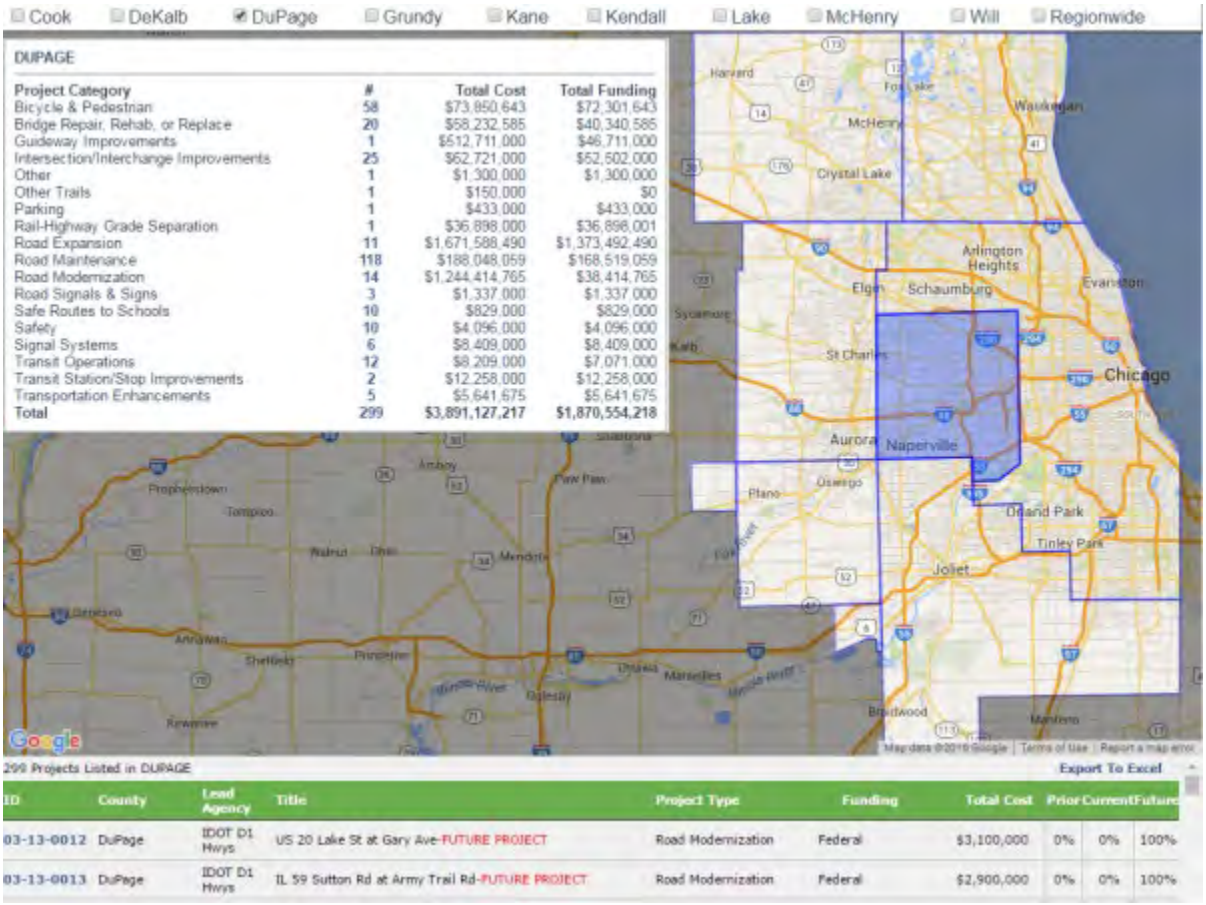
When using Advanced Search it is important to consider that search results depend entirely on the data entered in the TIP database by programmers. For example, if the programmer did not include the marked state route number in the project description, searching by state route will not return any results. Roadway name abbreviations, such as Ave or Av, Blv or Blvd, etc. are inconsistently entered in the TIP database; omitting them from searches will produce better

results. Finally, if a programmer misspelled anything when entering the project in the TIP database, the project will not be found unless the misspelling is duplicated in the search criteria.

Projects by County

The Projects by County tab allows users to view a regional map, select a county, and view a summary of the type, cost, and funding for transportation projects in the selected county. The selected county is highlighted on the map and a complete list of projects within the county is displayed below the map. The results are purely geographical and do not take lead agency into account. Region-wide projects are those that are not location specific and/or provide benefits to the entire region. Multiple counties may be selected at the same time. Grand totals for the entire region can be viewed by selecting every category.

The summary table displays the project categories that are included in the selected location(s). The "#" column is the number of projects in each category. "Total Cost" is the total estimated cost to complete the projects, from preliminary engineering through construction. "Total Funding" is the portion of that cost that has been expended or is currently programmed in the TIP. By clicking a number in the "#" column, the list of projects below the map will be filtered by the selected project category. Users may export the data they've selected on the map at any time by clicking "Export to Excel" below the map.

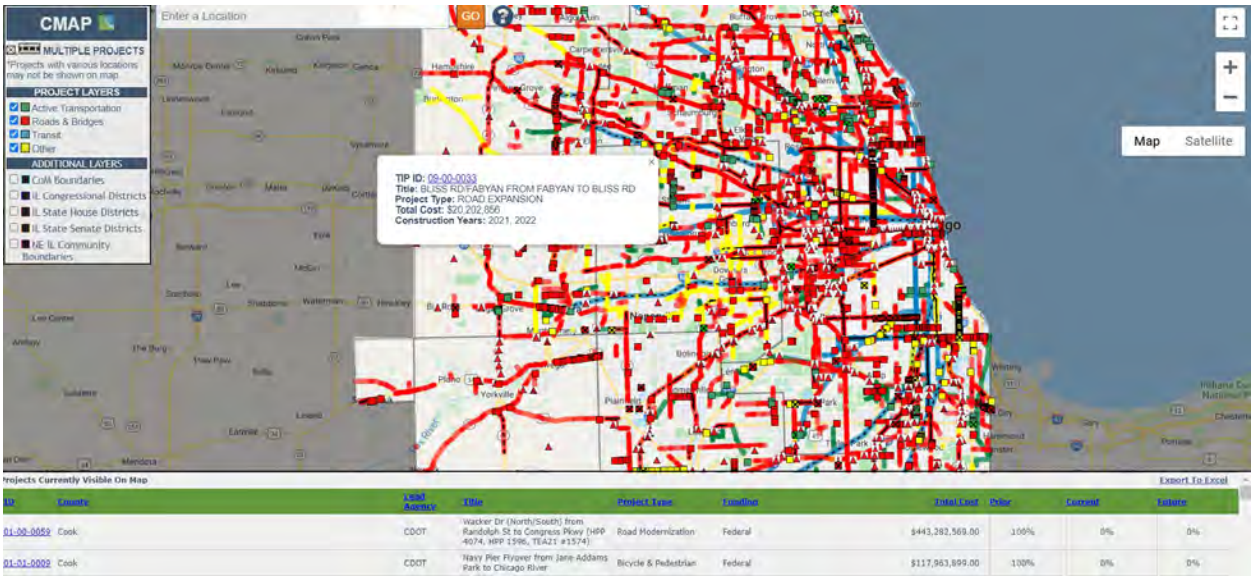


Interactive Map

The Interactive Map tab is a Google map; all standard Google Maps search and navigation methods apply. Users may also select a satellite view or street view. To return to the Approved TIP tab from the interactive map, click on the “Back to Approved TIP” link in the legend.

Projects contained in the TIP database that can be represented on a map can be found on the Interactive TIP Map by entering the address or intersection at which the project is located, then zooming in or out and clicking on the project line or point. Users may turn project type layers on and off by checking or unchecking the appropriate boxes in the top left corner of the map. All projects that are visible on the map’s current extent are listed below the map. Users may export the data they’ve selected on the map at any time by clicking “Export to Excel” below the map.

The project information that is displayed contains a link (on the TIP ID) to the project overview page within the TIP database in addition to the project title, type, total cost, and construction years. Projects such as “Various resurfacing in Cook County” or “Purchase Buses” cannot be represented on the map and should be located using the Advanced Search page.

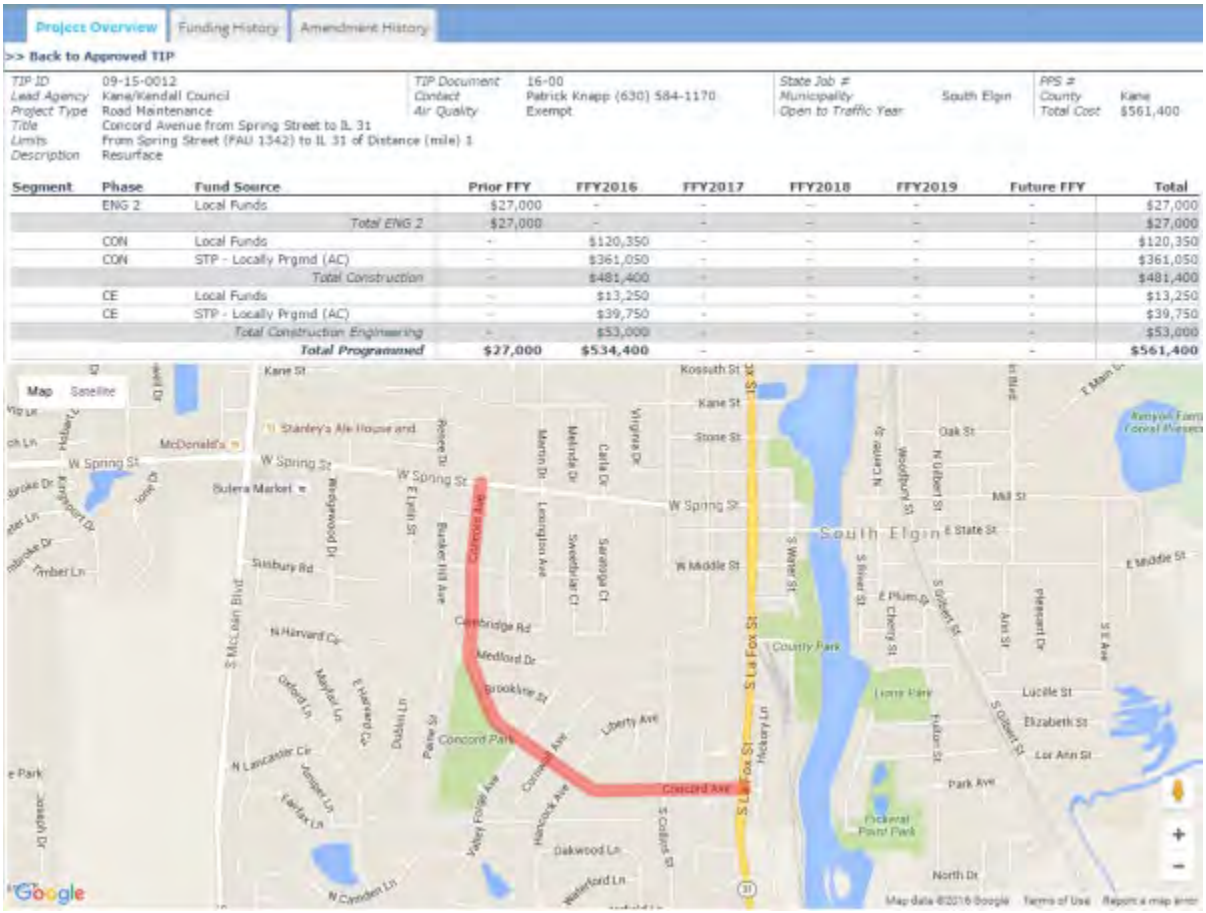


Project details

By clicking on the ID, users can access details of a project. The detail page displays the details of each individual project, as currently adopted, including a Project Overview, Funding History, and Amendment History. To return to the Approved TIP tab from any project details page, click on the “Back to Approved TIP” link.

Project Overview

In addition to the basic information displayed in list view, the Project Overview page provides more detailed project information including a description of work, contact information, funding details, and a project location map.

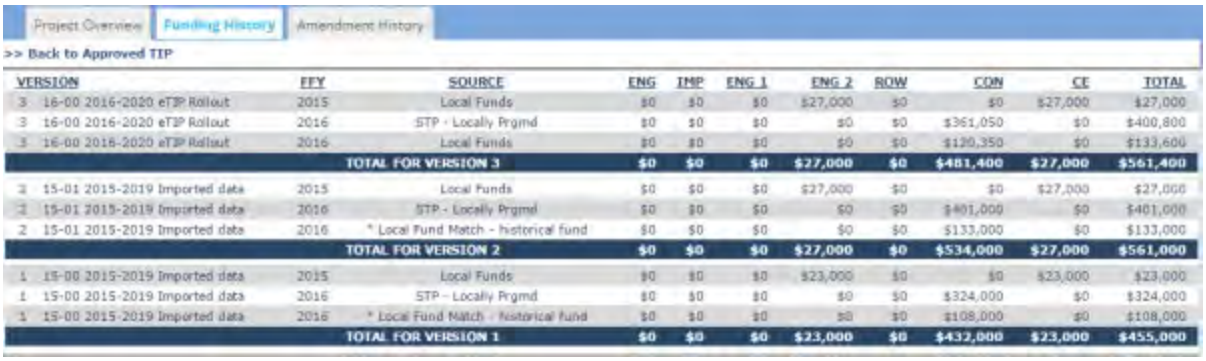


TIP ID	The unique identification number for the project within the TIP database
Lead Agency	The organization responsible for programming and managing the project in the CMAP TIP
Project Type	The category of the project, based on the primary type(s) of work being done
Title	The Lead Agency's project title, which typically includes the location and/or type of work being accomplished. If a project does not yet have any funding programmed in the TIP, the title indicates that it is a "Future Project." Once a project is substantially complete, and is not expected to experience any cost changes, the title indicates it is "Completed."
Limits	Indicates the primary location of the project
Description	A brief narrative description of the project
TIP Document	The most recently approved adoption or amendment in which the project is included
Contact	The name and phone number of the lead agency staff person that can answer questions about the project.
Air Quality	Indicates the exempt status of a project (whether the project and any subsequent changes are subject to air quality conformity analysis) and, if appropriate, the conformity status of the project.

State Job #	The State Job Number assigned to the project phase by IDOT (state Job Numbers are unique to each phase of the project)
PPS #	The Annual Program Number assigned to the project by IDOT (PPS Numbers are unique to each phase of the project)
Municipality	The municipality(ies) in which the project is located
County	The county(ies) in which the project is located
Open to Traffic Year	The calendar year in which the project is expected to be substantially complete, and open for public use. Note that most projects do not fully "close" during implementation.
Total Cost	The total cost of all phases of the project, whether included in the TIP or not.
Segment	Larger, more complex projects may be broken down into logical segments for implementation. The segments that contribute to the funding displayed for each phase and fund source are listed.
Phase	Indicates the phase funded from listed fund source. Phases are described in more detail below.
Fund Source	The source of funds for the line item. A description of current fund sources, including how they are distributed, who is responsible for programming and whether they are federal, state or local, is available on the TIP Programmer Resources page of the CMAP website.
FFY	The federal fiscal year (FFY) in which funds for the line item will be authorized (for federal fund sources) or expended (for state or local fund sources). The federal fiscal year is from October 1 to September 30. "Prior" indicates funds were applied prior to the current TIP years; "Future" indicates funds will be applied after the current TIP years.
Total (column)	The total column is the sum of funding, by phase and fund source.
Total <phase> (row)	The total <phase> row is the sum of funding for the listed phase, in each FFY.
Total Programmed (row)	The total funding programmed in each FFY.
Map	If the project can be represented on a map, the map displayed below the project overview presents the project location. Standard Google Maps navigation applies, including zooming in/out, satellite view and street view.

Funding History

The Funding History page allows users to view the federal fiscal year, fund source, project phase, and total funding programmed for the project in each project version. The most recent programming is shown at the top of the list.



VERSION	FFY	SOURCE	ENG	IMP	ENG 1	ENG 2	ROW	CON	CE	TOTAL
3 16-00 2016-2020 eTIP Rollout	2015	Local Funds	$0	$0	$0	$27,000	$0	$0	$27,000	$27,000
3 16-00 2016-2020 eTIP Rollout	2016	STP - Locally Prgmd	$0	$0	$0	$0	$0	$361,050	$0	$400,800
3 16-00 2016-2020 eTIP Rollout	2016	Local Funds	$0	$0	$0	$0	$0	$120,350	$0	$133,600
TOTAL FOR VERSION 3			$0	$0	$0	$27,000	$0	$481,400	$27,000	$561,400
3 15-01 2015-2019 Imported data	2015	Local Funds	$0	$0	$0	$27,000	$0	$0	$27,000	$27,000
2 15-01 2015-2019 Imported data	2016	STP - Locally Prgmd	$0	$0	$0	$0	$0	$401,000	$0	$401,000
2 15-01 2015-2019 Imported data	2016	* Local Fund Match - historical fund	$0	$0	$0	$0	$0	$133,000	$0	$133,000
TOTAL FOR VERSION 2			$0	$0	$0	$27,000	$0	$534,000	$27,000	$561,000
1 15-00 2015-2019 Imported data	2015	Local Funds	$0	$0	$0	$23,000	$0	$0	$23,000	$23,000
1 15-00 2015-2019 Imported data	2016	STP - Locally Prgmd	$0	$0	$0	$0	$0	$324,000	$0	$324,000
1 15-00 2015-2019 Imported data	2016	* Local Fund Match - historical fund	$0	$0	$0	$0	$0	$108,000	$0	$108,000
TOTAL FOR VERSION 1			$0	$0	$0	$23,000	$0	$432,000	$23,000	$455,000

Version	The history of changes to projects is controlled and documented using "versions." The version number and adoption or amendment during which the version was approved is indicated.
FFY	The federal fiscal year in which the funding was programmed for that version.
Source	The source of funds of the amounts that follow.
ENG	The amount of funding for general engineering from the specified source.
IMP	The amount of funding for implementation from the specified source.
ENG 1	The amount of funding for Phase 1 Preliminary Engineering from the specified source.
ENG 2	The amount of funding for Phase 2 Design Engineering from the specified source.
ROW	The amount of funding for right-of-way from the specified source.
CON	The amount of funding for construction from the specified source.
CE	The amount of funding for Phase 3 Construction Engineering from the specified source.
Total	The total amount of funding from the specified source.
Total for Version #	The total amount of funding, by phase, for the listed version of the project.

Amendment History

The Amendment History provides a list of each Adoption or Amendment that included the project.



VERSION		PROJECT TITLE	STATUS	APPROVAL DATE
3	16-00 2016-2020 TIP	CONCORD AVENUE FROM SPRING STREET TO IL 31	PROGRAMMED	04/22/2016
2	15-01 2015-2019 ADMIN	CONCORD AVENUE FROM SPRING STREET TO IL 31	PROGRAMMED	N/A
1	15-00 2015-2019 TIP	FAU 1680 CONCORD AVENUE FROM FAU 1342 SPRING STREET TO IL 31	PROGRAMMED	6/29/2015

Version	The history of changes to projects is controlled and documented using "versions." The adopted version will always be the version of the

	project that is presented. A listing of all project versions since the roll-out of eTIP is available on the Amendment History tab.
Project Title	Reflects abbreviated location data and programming agency project name data.
Status	Indicates the status of the project in the eTIP database – either "Programmed" or "Completed."
Approval Date	The date on which CMAP approved the amendment.

Tools for programmers

eTIP is a "workflow" driven system that allows users to take more control over the management of project changes. Users submit administrative modifications, amendments, and conformity changes separately, preventing minor changes from being held up awaiting committee approval. Users are able to validate data entry, receive clear notification of errors, and save changes in progress at any time, with full control over when to make the final submission of saved changes to CMAP.

Individual projects

A project's database page has multiple tabs for programming information, obligation and amendment history, location maps, documents, and associated project identifiers.

Project information

The project information area of the project form contains basic project information including the project title and description, project type and specific work types, contact information, and location information. All of the programmed funding for the project and the project's total cost is displayed in the programming information area. A series of questions about the project provide information about federal performance measures and project elements that are important to the implementation of ON TO 2050.

Project location

Programmers are responsible for mapping project locations, with assistance, review, and correction by CMAP staff. Project mapping capabilities are included for roads, on-street bicycle and pedestrian facilities, and transit rail lines. Users are also able to view and/or export GIS shapefiles and associated project data, such as pavement condition, traffic volumes, structural ratings, and more.

Project IDs

The Project IDs tab provides a simple method of entering various ID numbers associated with the project, all of which are searchable.

Project Documents

The Documents page contains associated project file links attached by the individual programmer or CMAP staff. Programmers are encouraged to include project information forms, funding agreements and applications, project photos, design approval letters, media coverage, public involvement notifications, and more. CMAP and reviewing agencies are also encouraged to attach relevant documents, such as funding program award letters and cost change approvals. Establishing a central location for complete project information.

Project amendment history

The history of changes to projects is controlled and documented using "versions." The Amendment History tab displays a log of versions from project creation within eTIP to completion. Each project version in the log indicates the version number, TIP document, project title, programming status, and dates of CMAP, state, and federal approval.

Reports

eTIP gives users the ability to customize reports utilizing the sort and filter functions. While filtering varies slightly by the type of report, in general users can select the starting TIP document, any amendments to the document (approved or pending), and the type of changes (in progress, pending, or accepted) to include. Reports can also generally be filtered by project type, lead agency, county, and major implementation group. Select reports also contain a filter for funding type(s).

Amendment reports

The Amendment Summary report displays the pending TIP changes for the TIP Action(s) and project status selected. This report indicates each project's conformity designation, the year the project is expected to be open to traffic, the project's lead programming agency, project title, project cost information (before and after revisions), a reason for the change, and a narrative of the revisions listing the specific project changes. This report is used by CMAP staff to produce the amendment summary memo presented to the Transportation Committee.

Similar to the Amendment Summary report, the Amendment Narrative report displays the projects and the change reasons for the selected TIP Action(s) and project status. This report indicates the year the project is expected to be open to traffic, project title, project cost information (before and after revisions), and a narrative of the revisions listing the specific project changes.

Grouped reports

Five pre-formatted reports, grouped by County, Lead Agency, Major Implementation Group, Municipality, or Project Type, and sorted for user convenience are available.

Conformity reports

The Conformity Network report is used by CMAP staff to monitor and export changes of *Not Exempt* and *Exempt Tested* projects included in the travel demand model for the semi-annual conformity determination.

The Conformed Projects report is a listing of all *Not Exempt* and *Exempt Tested* projects included in the travel demand model grouped by scenario year. The report includes each project's lead agency, project type, major implementation group and a detailed project description.

Financial reports

The Line Items Report allows users to create a project listing report with the most granular details. For each project, this report lists the federal fiscal year in which funding is programmed, detailing the fund source, amount programmed by phase, total cost of the phase, as well as all identification numbers associated with each phase of the project.

The Agency Financial Constraint and Financial Constraint reports are used to monitor fiscal constraint. Federal fund sources are subject to fiscal constraint by federal fiscal year (FFY). Some sources are constrained region-wide, and others are constrained by programming agency. The Financial Constraint reports display the constraint applied to federal fund sources by fund source and year for the entire region. For sources such as locally programmed STP or FTA 5307 funds that are constrained by agency, the Agency Financial Constraints report shows the constraint by agency, fund source, and year. The financial constraint reports are customizable to be filtered by project status and type, lead agency, and county and to include or exclude revenue, balance detail, and all funds.

The $ Programmed By Fund report allows users used to drill down to the specific projects that contain line items with selected fund sources. It can also be used to display a selection of projects for which users have edit or read-only rights of a specific type, for a specific lead agency, and/or a specific geographic area.

Obligation reports

The Obligation by Fund Category report provides an at-a-glance summary of the federal obligations contained in the FHWA FMIS database in the CMAP area through the prior day for the selected FFY. Obligations are grouped by funding category and tabulated by federal program code. Users can drill-down to the individual TIP projects included in each program code or funding category. All individual line items, with TIP ID, federal program code, the date of the last obligation action, and the obligation amount can also be viewed by clicking on the "ALL" link in this report.

The Obligation Balance report provides a listing of individual federal project number obligations alongside corresponding TIP programming information. This report is primarily a worksheet for CMAP staff use in identifying differences between programming and obligations, and to identify

obligations that have been downloaded from FMIS that are not able to be matched to an existing TIP project. However, it can be filtered by an individual lead agency, programmed or obligated fund source and can be used as a tool to quickly identify TIP projects that have potential to be obligated in the selected FFY and TIP projects that do not have a federal project number included in the project information.

The Obligation Project Mapping Report identifies mismatches in federal project and state job numbers in the TIP and in FHWA's FMIS database. This report also provides a link to allow an immediate update of the FMIS data contained in eTIP, which is auto-updated nightly.

Data exports
TIP users can export a variety of data for use in other applications. The Funding Info download contains individual financial line items. The Project Info download contains basic information for every version of each project. The GIS shapefile download contains the line and point files that make up the map of TIP projects.

Other reports
The majority of the other reports are intended for CMAP staff use in modifying the valid values for the drop-down lists contained in eTIP. However, a few of these reports may also provide value to users.

Fund Name Report
Lists all of the fund sources within eTIP and indicates if they are current or historic, subject to fiscal constraint, eligible for Advance Construction, and, for federal sources, what the minimum state or local match percentage is.

Scheduled Projects
Provides the project schedule information for each project or segment of a project. When exported to Excel, this report can be used to sort or filter projects by target obligation or letting dates.

Project Questions Report
Provides basic project identification information and the answers to all project questions. When exported to Excel, this report can be used to generate lists of projects with specific answers, such as all projects that include a freight or ITS component, or all projects that address each performance target.

Obligation tracking

A nightly upload of transactions from FHWA's Financial Management Information System (FMIS) database is summarized within the Obligation tab of each project by federal fiscal year and by project. Using federal and state project IDs for matching, obligations are compared to

programmed data to display a projects' unobligated balance. Funds in Advance Construction (AC) and expenditures against obligations are also displayed. Detailed transaction data and historical data transferred from the previous database to eTIP may also be viewed.

Tools for state and federal partners

Financial Constraint

Federal fund sources are subject to fiscal constraint by federal fiscal year (FFY). Some sources are constrained region-wide and others are constrained by programming agency. The sum of all line items of each fund source within each FFY in the TIP database is compared to the funds available for that source, in that FFY and if applicable, by that programming agency. The sum programmed, including any pending TIP changes (increases and decreases in funding), must be less than or equal to the funds available. Funds available can be found by running a Financial Constraint report for the fund source in question, with pending TIP actions included. If the balance available is less than the amount programmed on a project that is being changed, other TIP changes must be made to decrease programming in order for the current change to be accepted.

The Financial Constraints report displays the constraint applied to federal fund sources by fund source and year for the entire region. For sources such as locally programmed STP or FTA 5307 funds that are constrained by agency, the Agency Financial Constraints report shows the constraint by agency, fund source, and year. The financial constraint reports are customizable to be filtered by project status and type, lead agency, and county and to include or exclude revenue, balance detail, and all funds.

TIP action approvals

State and Federal users designated by their agencies as having the authority to approve CMAP TIP amendments are provided with an approval interface when logging in to eTIP. Any amendments that have been approved by CMAP, through either the Transportation Committee or MPO Policy Committee, are presented for state and federal action.

Reviewers can open a list of projects included in each amendment and can view the individual project details by selecting the TIP ID of interest. Reviewers can also view the full amendment report that provides the updated project information and a summary of changes included in the amendment. When their review is complete, reviewers can open an approval window where they enter the date of approval and select the name of the person approving the amendment.

Calls for projects

The eTIP system is also used for calls for projects for CMAP's funding programs. Basic project and applicant information, including scope, location, contact, and requested funding, is entered directly into the database. Applicants use the eTIP mapping tool to "draw" their project (where applicable), and required and supplemental forms are attached to the project within the

database. Projects selected for funding are then easily transferred from the CFP module to the active TIP after public comment periods and committee approvals.

Appendix 2 – Fund sources

TIP projects receive federal funding through several sources administered by the U.S. DOT through the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Multiple non-federal programs, including state and local programs, also provide funding for TIP projects. All TIP fund sources are described below, with abbreviations used in the eTIP database and information about the agencies that select projects, program projects in the TIP, and implement projects. For federal fund sources, information about the level of fiscal constraint applied to the fund source in the TIP is also provided. Historical funds are fund sources that are still tracked in eTIP but are no longer actively being added to projects. The list of fund sources with descriptions is regularly updated and available on the TIP Programmer Resources web page. Additional information about federal funding programs are also available in FTA Program Fact Sheets and FHWA Fact Sheets.

Draft note: As guidance is issued for new Infrastructure Investment and Jobs Act (IIJA) programs, this appendix will be updated.

Active Federal Funds

All Stations Accessibility Program (ASAP)
Programmed as: All Stations Accessibility Program
Competitive grants to assist transit providers in financing capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities by increasing the number of existing stations or facilities for passenger use that meet or exceed the new construction standards of Title II of the Americans with Disabilities Act of 1990. Not fiscally constrained.

Bridge Formula Program
Programmed as: I Bridge – State Prgmd and Bridge – Local Prgmd
New formula program under the Infrastructure Investment and Jobs Act to replace, rehabilitate, preserve, protect, and construct highway bridges. Unless project selection authority is delegated to the MPO, projects are selected by IDOT, then programmed and implemented by the subregional councils, counties, CDOT, and major implementing agencies. Fiscally constrained at the regional level.

Bridge Investment Program
Programmed as: Bridge Investment Pgm – Pln, Bridge Investment Pgm – Proj, and Bridge Investment Pgm – Lg Proj
New discretionary program to improve bridge and culvert condition, safety, efficiency, and reliability. Eligible projects include those to replace, rehabilitate, preserve or protect bridges on the National Bridge Inventory and those to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species. Projects are selected by U.S. DOT and programmed by implementing agencies. Fiscally constrained at the regional level.

Carbon Reduction Program
Programmed as: Carbon Reduction Pgm
New formula program for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road sources. Projects are expected to be selected by IDOT, in consultation with CMAP, then programmed and implemented by the subregional councils, counties, CDOT, and major implementing agencies. Fiscal constraint is anticipated at the regional level.

Congestion Mitigation & Air Quality Improvement Program
Programmed as: CMAQ and CMAQ PM2.5
Federal formula funds for projects that will contribute to improving air quality and mitigate traffic congestion in areas that do not meet the National Ambient Air Quality Standards (NAAQS). Projects are selected by the CMAP Board and MPO Policy Committee, then programmed and implemented by the subregional councils and major implementing agencies. Fiscally constrained at the regional level.

Congestion Relief Grant Program
Programmed as: Congestion Relief Grant Pgm
Federal funds to advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas. Projects are selected by FHWA and programmed by implementing agencies. Not fiscally constrained.

Consolidated Rail Infrastructure and Safety Improvements (CRISI)
Programmed as: Consolid Rail Infra and Safety Imps
Federal funds for projects that reduce congestion, improve short-line and regional railroad infrastructure, relocate rail lines, enhance multi-modal connections and facilitate service integration between rail and other modes such as at ports or intermodal facilities. Projects are selected by U.S. DOT and programmed by implementing agencies. Not fiscally constrained.

Coronavirus Response and Relief Supplemental Appropriations Act Funds
Programmed as: CRRSAA-Bridge, CRRSAA-County, CRRSAA-Local, CRRSAA-Shared Fund, CRRSAA-State, and CRRSSA-5307
Federal formula funds through Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021. Projects selected by CMAP's STP Project Selection Committee (CRRSAA-Shared Fund), subregional councils (CRRSAA-Local), local governments (CRRSAA-County), IDOT (CRRSAA-State and CRRSAA-Bridge), and the transit service boards (CRRSAA-5307). CRRSAA-Shared Fund and CRRSAA-Local projects were selected from the five-year STP-Shared Fund and STP-Local active and contingency programs. Projects that promote innovation, equity, and/or safety that were ready for implementation within the current federal fiscal year were targeted for these funds. Projects are programmed and implemented by the subregional councils and major implementing agencies. Fiscally constrained at the regional, subregional (CRRSAA-Local), and implementing agency (CRRSAA-5307) level.

FTA 5307 Urbanized Formula
Programmed as: FTA 5307 Urban Formula
Federal formula funds for capital improvements to transit systems in all urbanized areas of the country. Funds are allocated to the service boards by the RTA, and projects are selected, programmed, and implemented by the service boards. Fiscally constrained at the agency level.

FTA 5309 Capital Investment Grants

Programmed as: FTA 5309 Core Capacity, FTA 5309 (CIG - New Starts), and FTA 5309 (CIG – Small Starts)

Federal funds for projects that are substantial corridor-based capital investments in existing fixed guideway systems, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit, that increase capacity by at least 10 percent in corridors that are at capacity today or will be in five years. Projects are selected by FTA and programmed and implemented by the service boards. Not fiscally constrained.

FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

Programmed as: FTA 5310 Elderly/Disabled

Federal formula funds to improve the transportation needs of seniors and persons with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects are selected and programmed by IDOT's Office of Intermodal Project Implementation and the RTA. Not fiscally constrained.

FTA 5312 Public Transportation Innovation

Programmed as: FTA 5312 Research

Competitive federal funds to advance innovative public transportation research and development. Projects are selected by FTA and are programmed and implemented by the recipient service boards. Not fiscally constrained.

FTA 5337 State of Good Repair

Programmed as: FTA 5337 Good Repair

Federal formula funds to provide capital assistance for the maintenance, replacement, and rehabilitation of rail fixed guideway and high-intensity motorbus systems to maintain a state of good repair or to develop and implement Transit Asset Management plans. Funds are allocated to the service boards by the RTA and projects are selected, programmed, and implemented by the service boards. Fiscally constrained at the agency level.

FTA 5337 Rail Vehicle Replacement

Programmed as: FTA 5337 Rail Vehicle Repl (Comp)

Competitive program to provided capital assistance for the preplacement of rail rolling stock. Projects are selected by the FTA and programmed and implemented by the service boards. Not fiscally constrained.

FTA 5339 Bus and Bus Facilities

Programmed as: FTA 5339A Bus (Formula) and FTA 5339B Bus (Comp)

Federal formula and discretionary funds to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Formula-funded projects are selected, programmed, and implemented by the service boards. Discretionary projects are selected by the FTA and are programmed and implemented by the service boards. Formula funds are constrained at the agency level. Competitive funds are not fiscally constrained.

FTA 5339C Low- or No-Emission Bus

Programmed as: FTA 5339C Low or No Emission Bus
Competitive funding for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Projects are selected by the FTA and programmed and implemented by the recipient service boards. Not fiscally constrained.

High-Speed Intercity Passenger Rail Program
Programmed as: High Speed Rail
Federal funds to build new high-speed rail corridors, upgrade existing intercity passenger rail corridors, and lay the groundwork for future high-speed rail services through corridor and state panning efforts. Projects are selected by U.S. DOT and programmed by implementing agencies. Not fiscally constrained.

Highway Safety Improvement Program
Programmed as: Hwy Safety Improve Pgm
Federal formula funds for highway safety improvement projects on any public road, which includes projects that protect pedestrians and bicyclists. Projects are selected by IDOT and programmed and implemented by the subregional councils and major implementing agencies. Fiscally constrained at the regional level.

Homeland Security
Programmed as: Homeland Security
Federal grant funds for planning, equipment, training, and exercise needs that assist in the preparation, prevention, and response to terrorist attacks and other disasters. Projects are selected by the Department of Homeland Security and programmed by the recipient agency. Not fiscally constrained.

Intelligent Transportation Systems Program
Programmed as: Intelligent Transportation Pgm
Federal funds for the research, development, and operational testing of Intelligent Transportation Systems (ITS) aimed at solving congestion and safety problems, improving operating efficiencies in transit and commercial vehicles, and reducing the environmental impact of growing travel demand. Projects are selected by U.S. DOT and programmed by implementing agencies. Not fiscally constrained.

National Electric Vehicle Infrastructure (NEVI) Program
Programmed as: Natl Electric Vehicle Infra, EV Infrastructure – Corridor, EV Infrastructure - Community
Federal formula funds to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collections, access, and reliability along designated alternative fuel corridors identified in the state's Electric Vehicle Infrastructure Deployment Plan. Project selection, programming, and implementation is TBD. Fiscal constraint is anticipated at the regional level.

National Highway Performance Program
Programmed as: NHPP and NHPP – Bridge Penalty
Federal formula funds for projects on National Highway System (NHS) bridges and roadways. These consist of interstate highways and other principal arterials that support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS. Projects are selected and programmed by IDOT. Fiscally constrained at the regional level.

National Highway Freight Program
Programmed as: Natl Hwy Freight Pgm
Federal formula funds for states to improve the efficient movement of freight on the National Highway Freight Network. Projects are selected by IDOT through a competitive annual program and programmed by implementing agencies. Fiscally constrained at the regional level.

National Infrastructure Project Assistance Program (Mega)
Programmed as: Mega Grant Prgm
Federal funds to support large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits, including highway and bridge projects on the National Multimodal Freight Network, the National Highway Freight Network, or the National Highway System, freight intermodal or rail projects that provide a public benefit, rail-highway grade separation or elimination, and intercity passenger rail projects. Projects are selected by U.S. DOT. Programming and implementation is TBD. Not fiscally constrained.

Nationally Significant Multimodal Freight & Highway Projects (INFRA)
Programmed as: INFRA
Federal funding for multimodal freight and highway projects of national and regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Other – Federal
Programmed as: Other - Federal
Other federal funds that are not frequently utilized in the northeastern Illinois region. Not fiscally constrained.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)
Programmed as: PROTECT (Formula) and PROTECT (Discretionary)
Federal formula and discretionary funds to increase the resilience of the transportation system. Project selection, programming, and implementation is TBD. Fiscal constraint is anticipated at the regional level.

Rail-Highway Safety
Programmed as: Rail-Hwy Safety
Federal formula funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Projects are selected by IDOT and programmed and implemented by IDOT, subregional councils and major implementing agencies. Not fiscally constrained.

Railroad Crossing Elimination Progarm
Programmed As: Railroad Xing Elim Pgm
Federal funds for projects that create grade separations – such as overpasses and underpasses – as well as closures, track relocations, and improvement or installation of warning devices at crossings if related to a separation or relocation project. Projects are selected by the Federal Railroad Administration and programmed by implementing agencies. Not fiscally constrained.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Programmed as: RAISE
Federal funds to support projects that will have a significant impact on the nation, a metropolitan area, or a region. Projects are selected by U.S. DOT and programmed and implemented by subregional councils and major implementing agencies. Not fiscally constrained.

Recreational Trails Program
Programmed as: Rec Trails
Federal formula funds set aside from the Transportation Alternatives Set-Aside for the development and maintenance of recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Projects are selected by the Illinois Department of Natural Resources (IDNR) and programmed by the subregional councils and major implementing agencies. Not fiscally constrained.

Reduction of Truck Emissions at Ports
Programmed As: Reduction of Truck Emissions at Ports
Federal funds to reduce truck idling and emissions at ports, including through the advancement of port electrification. Projects are selected by U.S. DOT. Programming and implementation is TBD. Not fiscally constrained.

Safe Routes to School
Programmed as: Safe Routes to School
Federal formula funds for projects that enable and encourage primary and secondary school children to walk and bicycle to school. Projects are selected by IDOT and programmed and implemented by the subregional councils and major implementing agencies. New allotments of these funds were discontinued in MAP-21. However, these projects and programs remain eligible under STBG and the Transportation Alternatives Set-Aside and will continue to be selected and programmed under this heading. Fiscally constrained at the regional level.

Safe Streets and Roads for All
Programmed as: Safe Streets and Roads for All
Federal funds to develop and implement Comprehensive Safety Action Plans to prevent roadway deaths and serious injuries. Projects are selected by U.S. DOT. Programming and implementation are TBD. Not fiscally constrained.

Surface Transportation Block Grant
Programmed as: STP-County, STP-Locally Prgmd, STP-Shared Fund, STP-State Prgmd Rural, STP-State Prgmd Urban
Federal formula funds to preserve and improve the condition and performance of federal-aid eligible highways, public bridges, tunnels, pedestrian and bicycle infrastructure, and transit capital projects. Projects are selected and programmed by CMAP (STP-Shared Fund), subregional councils (STP-Locally Prgmd), local governments (STP-County), and IDOT (STP-State Prgmd Rural, STP-State Prgmd Urban). Fiscally constrained at the subregional level (STP-County and STP-Locally Prgmd) and regional level.

Transportation Alternatives Set-Aside
Programmed as: TAP – Locally Prgmd, TAP - State Prgmd

Federal formula funds set-aside from the Surface Transportation Block Grant (STBG) program for the development and maintenance of smaller scale but critically important multimodal projects such as pedestrian and bicycle facilities, historic preservation, vegetation management, environmental mitigation related to stormwater and habitat connectivity, recreational trails, safe routes to school, and vulnerable road user safety assessments. Project selection is by IDOT (TAP – State Prgmd) under the Illinois Transportation Enhancement Program (ITEP) and CMAP (TAP – Locally Prgmd).
Projects are programmed and implemented by subregional councils and major implementing agencies. Fiscally constrained at the regional level.

Transportation Infrastructure Finance and Innovation Act (TIFIA)
Not a federal fund source per se, TIFIA provides federal credit assistance to public agencies for transportation projects of national and regional significance. Projects are selected by U.S. DOT and programmed by the recipient agency. Not fiscally constrained.

State Funds

Consolidated County
Programmed as: Consolidated County
State formula funds distributed to all counties, excluding Cook. Projects are selected and programmed by the implementing agency.

Economic Development
Programmed as: Econ Dev Pgm
State funds used to provide assistance in improving highway access to new or expanding industrial, distribution, or tourism developments with a focus on the retention and creation of permanent full-time jobs. Projects are selected by IDOT and programmed by the implementing agency.

Emergency Repair
Programmed as: Emergency Repair
State funds to assist with the expense of repairing serious damage to Federal-aid highways after the FHWA has determined that natural disasters or catastrophic failures have occurred.

Grade Crossing Protection Fund
Programmed as: Grade Xing Protection
State discretionary funds for safety improvements at rail-highway crossings. Projects are selected by IDOT and programmed by the subregional councils and major implementing agencies.

High Growth Cities
Programmed as: High Growth Cities
State formula funds distributed to municipalities with populations over 5,000 and experiencing above normal growth. Projects are selected and programmed by the implementing agency.

Illinois Commerce Commission Grade Crossing Protection Fund
Programmed as: ICC- RR Safety

State funds to assist local highway agencies and railroads with the cost of making safety improvements at public highway-rail crossings on local roads and streets. Projects are selected and programmed by IDOT.

Illinois Funds
Programmed as: IL Funds and IL Funds – Transit
State funds used for highway and/or transit projects. Projects are selected and programmed by IDOT.

Needy Township
Programmed as: Needy Township
State formula funding program to assist townships and road districts that do not meet minimum revenue requirements for maintaining local roads. Projects are selected and programmed by the implementing agency.

Rebuild Illinois
Programmed as: Rebuild Illinois
State funds generated from the sale of bonds for infrastructure improvements that include investments in roads, bridges, public transit, and railroads. A portion of the funds are distributed to municipalities for projects they select, with IDOT approval, and are programmed by the subregional councils. Another portion is distributed to the transit service boards for projects they select and program. IDOT may also select and program projects to utilize a portion of the funds not distributed to other entities.

State Match – Chicago
Programmed as: *State Match – Chicago*
State funds used to match federal funds for projects in the City of Chicago. Projects selected and programmed by CDOT are reviewed by IDOT for state participation.

State Matching Assistance
Programmed as: *State Matching Assistance*
State funds used to assist counties in matching federal funds. Projects selected and programmed by counties are reviewed by IDOT for state participation.

Township Bridge Program
Programmed as: *Township Bridge Prgm*
State formula funds distributed to townships and road districts for the construction of bridges. Projects are selected and programmed by the subregional councils and major implementing agencies.

Truck Access Route Program (TARP)
Programmed as: *Truck Access Rt Prgm*
Competitive program to assist local governments with upgrading roads to accommodate 80,000-pound truck loads. Projects are selected by IDOT and programmed by the subregional councils and major implementing agencies.

Local Funds

Chicago Transit TIF
Programmed as: *Transit TIF – Chicago*
The City of Chicago's transit tax increment financing district funds used to match federal funds used for transit projects. Projects are selected by the City of Chicago and programmed by CTA.

Federal Flexible Match
Programmed as: *Fed Flex Match*
Matching funds through the Federal Flexible Match Program that allows a variety of public and private contributions to be counted toward the non-Federal match (local match) for federally funded projects. Projects selected and programmed by implementing agencies are reviewed by IDOT for eligibility and use of flexible match.

Ground Transportation Tax
Programmed as: Ground Transportation Tax
Funds generated through fees imposed by the City of Chicago on businesses providing vehicles for hire in Chicago. Projects selected and programmed by CDOT.

Invest in Cook
Programmed as: *Invest in Cook*
Cook County discretionary Motor Fuel Tax funds used for projects that implement Cook County's long-range transportation plan, Connecting Cook County. Projects are selected by Cook County and programmed by the subregional councils and major implementing agencies.

Local Funds
Programmed as: *Local Funds*
Funds from local jurisdictions' general revenue. Projects are selected and programmed by the implementing agency.

Motor Fuel Tax
Programmed as: *MFT-Local, MFT-State Allocation*
Funds from taxes on fuel collected either by local jurisdictions (MFT-Local) or by the state and allocated to local jurisdictions (MFT-State Allocation) for the purpose of improving, maintaining, repairing, and constructing highways. Projects are selected and programmed by the implementing agency.

RTA Bonds
Programmed as: *RTA Bonds*
Revenue bonds issued by the RTA with debt service paid using RTA revenues. Projects are selected and programmed by the implementing agency.

RTA Sales Tax
Programmed as: *RTA Sales Tax and RTA Tax – Collar Counties*
Funds collected through sales tax in the six-county RTA service area, distributed to the counties and service boards. Projects are selected and programmed by the implementing agency.

Service Board Funds
Programmed as: *Service Board Funds*

State formula funds from the Illinois state sales tax collected in the six-county RTA service area distributed to CTA, Metra and Pace. Projects are selected and programmed by the service boards.

Tollway Funds
Programmed as: *Tollway Funds*
Funds collected by the Illinois State Toll Highway Authority (Tollway) for exclusive use on the tollway system. Projects are selected and programmed by the Tollway.

Tollway - Move Illinois
Programmed as: Tollway – Move IL
Illinois Tollway capital program funds. Projects are selected and programmed by the Tollway.

Transportation Development Credits
Programmed as: Trans Credit – Local/State Hwy, Trans Credit – Transit)
Toll revenue capital expenditures used as credit toward the non-federal matching share of eligible highway programs and transit projects. Projects are selected and programmed by the implementing agency after requesting and receiving approval from IDOT for the use of credits.

Other Funds

Local
Programmed as: *Other - Local*
Other local funds such as special assessments over and above the standard property tax rate and/or special taxing districts designed to finance local governments' infrastructure improvements. Projects are selected and programmed by the implementing agency.

Private Funds
Funds from private entities. Projects are selected and programmed by the implementing agency.

U.S. EPA Clean Diesel
United States Environmental Protection Agency discretionary funding for projects that reduce diesel emissions from existing engines. Projects are selected by U.S. EPA and programmed by implementing agencies.

Historic Funds

American Recovery and Reinvestment Act (ARRA)
Programmed as: ARRA – Local, ARRA – State/Highway
Federal formula funds through the American Recovery and Reinvestment Act of 2009. Projects selected by subregional councils (ARRA-Local) and IDOT (ARRA-State/Highway). Projects were programmed and implemented by the subregional councils and major implementing agencies.

Bridge Discretionary Program
Programmed as: Bridge Discretionary Program
Federal discretionary program in FFY 2005 to improve the condition of highway bridges through

replacement, rehabilitation, and system preventative maintenance. Projects were selected by U.S. DOT and programmed and implemented by major implementing agencies.

Equity Bonus
Programmed as: Equity Bonus
Funding utilized to ensure each state's annual federal apportionment will be at least a specified percentage of that state's contributions to the highway Account of the Highway Trust Fund. Assigned to projects by IDOT in coordination with FHWA.

FTA 5316 Job Access and Reverse Commute (JARC) Program
Programmed as: FTA 5316 JARC
Federal formula funds for capital, planning, and operating expenses for projects that transport low-income individuals to and from jobs and activities related to employment, and for reverse commute projects. Projects were selected, programmed, and implemented by the service boards.

FTA 5317 New Freedom
Programmed as: FTA 5317 New Freedom
Federal formula funds to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA of 1990. Projects were selected, programmed, and implemented by the service boards.

High Priority Projects
Programmed as: HPP, HPP SAFETEA-LU, HPP TEA-21, Sec 117 Earmark, and Sec 125 Earmark
Federal funds for specific High Priority Projects earmarked by Congress. Projects were selected by Congress and programmed and implemented by the subregional councils and major implementing agencies.

High-Speed Rail Hazard Elimination
Programmed as: HSR Hazard Elim
Federal discretionary funding for safety improvements at highway-rail grade crossings along federally designated high-speed rail corridors. Projects were selected by the Federal Railroad Administration and FHWA and programmed and implemented by major implementing agencies.

Illinois Jobs Now!
Programmed as: Illinois Jobs Now
State funds from the 2014 state capital construction program, "Illinois Jobs Now!" Projects are selected and programmed by IDOT.

Interstate Maintenance
Programmed as: Interstate Maintenance
Federal formula and discretionary funding for resurfacing, restoring, rehabilitating and reconstructing routes on the Interstate System. Projects were selected by IDOT (formula) and U.S. DOT (discretionary) and programmed and implemented by IDOT.

National Corridor Infrastructure Improvement Program
Programmed as: Natl Corridor Inf. Imp

Provided competitive funding for highway projects in corridors of national significance to promote economic growth and international or interregional trade. Projects were selected by the U.S. DOT and programmed and implemented by IDOT.

National Highway System Program
Programmed as: NHS
Federal formula funds for projects on the National Highway System. Projects were selected and programmed by IDOT. MAP-21 replaced the NHS program with the NHPP program.

Projects of National and Regional Significance
Programmed as: Natl/Reg Significance
Competitive program under MAP-21 to improve the safe, secure, and efficient movement of people and goods to improve the national economy. Projects were selected by U.S. DOT and programmed by IDOT. Not fiscally constrained.

Rail Line Relocation & Improvement Capital Grant Program
Programmed as: Rail Reloc & Imp
Federal funds for local rail line relocation and improvement projects that improve rail traffic safety, motor vehicle traffic flow, community quality of life, or economic development, or involve relocation of any portion of the rail line. Projects were selected and programmed by IDOT.

Repurposed Earmarks
Programmed as: Repurposed Earmarks
Reprogrammed funds that were originally earmarked for specific projects and were not obligated for those projects. Projects receiving repurposed earmarks were selected by IDOT, in consultation with affected programmers and implementers. Not fiscally constrained.

Surface Transportation Program (STP) Bridge
Programmed as: STP-Bridge
Federal formula funds set aside from STBG for the rehabilitation, replacement, preservation, and protection of bridges and tunnels. Projects were selected by IDOT and programmed and implemented by subregional councils and major implementing agencies. This fund source was replaced by the Bridge Formula Program; however, a balance of funds remains available for programming and this fund code (STP-Bridge) may be utilized for programming FFY 2022 and FFY 2023 Bridge Formula Program and Bridge Investment Program funds. Fiscally constrained at the regional level.

Surface Transportation Program (STP) – Enhancements
Programmed as: STP-Enhancements
Federal formula funds for projects such as bicycle and pedestrian facilities, historic preservation and others that enhance the transportation system. Projects were selected by IDOT and programmed by subregional councils, CMAP and IDOT. This fund source was replaced by the Transportation Alternatives Program under MAP-21, however a balance of funds remains available for programming. Fiscally constrained at the regional level.

Transportation Investment Generation Economic Recovery

Programmed as: TIGER
Federal funds to support projects that will have a significant impact on the nation, a metropolitan area, or a region. Projects were selected by U.S. DOT and programmed by subregional councils and major implementing agencies. Not fiscally constrained.

Transportation, Community, and System Preservation Program
Programmed as: TCSP
Federal discretionary planning, implementation, and research grants to investigate and address the relationships among transportation, community, and system preservation plans and practices.

Transit Investment in Greenhouse Gas & Energy Reduction (Tigger)
Programmed as: Tigger
Federal discretionary program for capital investments that assist in reducing the energy consumption or greenhouse gas emissions of a transit agency. Projects were selected by FTA and programmed and implemented by the service boards.

Appendix 3 – Work Types

All work types are listed below, with codes and names used in the eTIP database, exempt status, and descriptions. This listing is grouped by project type and classification.

Work types included in the scope of a project determine whether the project is subject to travel demand modeling or air quality conformity. If any Not Exempt work type is included in the project scope, the overall project is considered to be Not Exempt and the project must be included in the travel demand model and conformed. If no Not Exempt work types are included in the project scope, but any Exempt Tested work types are, the overall project is considered to be Exempt Tested. Exempt Tested projects are included in the travel demand model, but do not require conformity analysis. Projects that do not include any Not Exempt or Exempt Tested work types in their scope are considered Exempt and are not included in the travel demand model and are not subject to conformity analysis.

Work types also determine if a project is classified as maintenance, modernization, or expansion. If a project includes any expansion work types, the overall project is typically considered to be an expansion project. Projects that are not expansion projects but include any modernization work type are typically considered to be modernization projects. Projects that contain only maintenance work types are considered to be maintenance projects. Some exceptions to these typical classifications exist. For example, when expanding or modernizing bicycle, pedestrian, or ADA facilities as part of a roadway maintenance project, the overall project will be classified as modernization.

CMAP may update the work types in eTIP from time to time. The most current list of work types can be found on the TIP Programmer Resources web page.

Work Type Code	Work Type Name	Exempt Status	Description
Bicycle and Pedestrian - Maintenance			
E-SharedMaint	Maintain Shared Path Facility	Exempt	Maintain Existing Shared Path Facility
E-ADAMAINT	Maintain/Repair ADA Infrastructure	Exempt	Maintain or Repair Existing ADA Infrastructure (Roadways)
E-BIKEMAINT	Maintain Bicycle Facility	Exempt	Maintain Existing Bicycle Facility
E-PEDMAINT	Maintain Pedestrian Facility	Exempt	Maintain Existing Pedestrian Facility
Bicycle and Pedestrian - Modernization			
E-ADAIMP	Improve ADA Infrastructure	Exempt	Improve Existing ADA Infrastructure (Roadways)
E-ADANEW	New ADA Infrastructure	Exempt	Install New ADA Infrastructure (Roadways)
E-BIKEIMP	Improve Bicycle Facility	Exempt	Improve Existing Bicycle Facility
E-BIKEPARK	Bicycle Parking	Exempt	Install New Bicycle Parking
E-PEDIMP	Improve Pedestrian Facility	Exempt	Improve Existing Pedestrian Facility
E-SharedModern	Improve Shared Path Facility	Exempt	Improve Existing Shared Path Facility
E-SRTS	Safe Routes to School	Exempt	Provide Safe Routes to School

Work Type Code	Work Type Name	Exempt Status	Description
Bicycle and Pedestrian - Expansion			
E-BIKENEW	New Bicycle Facility	Exempt	Build New Bicycle Facility
E-PEDNEW	New Pedestrian Facility	Exempt	Build New Pedestrian Facility
E-SharedNew	New Shared Use Path	Exempt	Build New Shared Use Path
Bridge - Maintenance			
B-DECK	Bridge Deck - Repair/Rehab	Exempt	Repair or Rehabilitate Bridge Deck
B-HYD	Bridge Deck - Hydro-Demolition	Exempt	Rehabilitate Bridge Deck Using Hydro-Demolition
B-OVR	Bridge Deck - Overlay	Exempt	Overlay Bridge Deck
B-PCHF	Bridge Deck - Full Depth Patching	Exempt	Complete Full Depth Patching on Bridge Deck
B-PCHP	Bridge Deck - Partial Depth Patching	Exempt	Complete Partial Depth Patching on Bridge Deck
B-PNT	Bridge/Structure - Paint	Exempt	Paint Bridge
B-REPAIR	Bridge/Structure - Reconst/Rehab No Chng In #, Wdth, of Lane	Exempt	Reconstruct/Repair Bridge
B-SUB	Bridge Substructure - Repair/Rehab	Exempt	Repair or Rehabilitate Bridge Substructure
B-SUP	Bridge Superstructure - Repair/Rehab	Exempt	Repair or Rehabilitate Bridge Superstructure
Bridge - Modernization			
B-RECNFG	Bridge/Structure - Reconst/Rehab Chng in Lane Use/Widths	Exempt Tested	Reconfigure Bridge
B-REPLACE	Bridge/Structure - Replace	Exempt	Replace Bridge
Bridge - Expansion			
B-NEW	Bridge/Structure - New	Not Exempt	Build New Bridge
Highway - Maintenance			
H-C/G	Highway/Road - Curb and Gutter	Exempt	Work On Curb and Gutters
H-CLVT	Highway/Road - Repair/Replace Culvert	Exempt	Repair or Replace Culvert
H-INTRC	Highway/Road - Intersection Reconstruction	Exempt	Reconstruct Intersection (Within Current Footprint)
H-IRS	Highway/Road - Intermittent Resurfacing	Exempt	Resurface Part of Road
H-PATCH	Highway/Road - Pavement Patching	Exempt	Patch Pavement
H-RCINKND	Highway/Road - Reconstruct in Kind	Exempt	Reconstruct Road with No Change to Number of Lanes or Pavement Width
H-RS	Highway/Road - Resurface (With No Lane Widening)	Exempt	Resurface Road with No Change to Lane Widths
Highway - Modernization			
E-NOIS	Noise Attenuation	Exempt	Reduce Noise by Road
H-ALIGN	Highway/Road - Vertical/Horizontal Alignment (e.g. Clearance)	Exempt	Adjust Alignment of Road

Work Type Code	Work Type Name	Exempt Status	Description
H-CLTL	Highway/Road - Continuous Bi-Directional Turn Lanes	Exempt Tested	Add Bi-Directional Turn Lane
H-HOT3	Highway/Road - HOT 3-Plus Lanes	Not Exempt	Add High Occupancy Toll Lane
H-HOV	Highway/Road - HOV Lanes	Not Exempt	Add High Occupancy Vehicle Lane
H-INFO	Highway/Road - Directional/Informational Signs	Exempt	Install Informational Signs
H-INTIMP	Highway/Road - Intersection Improvement	Exempt	Improve Intersection (Add/Change/Remove Turn Lanes or Otherwise Alter Current Footprint)
H-IPASS	Highway/Road - I-Pass Improvement	Exempt Tested	Improve tollway I-Pass System
H-RAB	Highway/Road - Roundabout	Exempt	Build Roundabout
H-RCNST	Highway/Road - Reconst with Change In Use Or Width Of Lane	Exempt Tested	Reconstruct and Widen Road with No Change to Number of Lanes
H-RL	Highway/Road - Remove Lanes	Not Exempt	Remove Lanes from Road
H-RRGS	Highway/Road - Railroad Grade Separation	Not Exempt	Highway-Railroad Grade Separation
H-WRS	Highway/Road - Widen Lanes and Resurface	Exempt Tested	Resurface and Widen Road with No Change to Number Of Lanes
I-RCNST	Interchange - Reconstruction	Exempt	Reconstruct Interchange with No Change to Movements
Highway - Expansion			
H-AL	Highway/Road - Add Lanes	Not Exempt	Add New Through Lanes to Road
H-EXT	Highway/Road - Extend Road	Not Exempt	Extend Road
H-NEW	Highway/Road - New Road	Not Exempt	Build New Road
I-EXP	Interchange - Expand (New Movements Added to Interchange)	Not Exempt	Add New Ramps/Movements to Interchange
I-NEW	Interchange - New	Not Exempt	Build New Interchange
Highway - Other			
E-LS	Enhancement – Landscaping	Exempt	Conduct Landscaping
H-COR	Highway/Road - Corridor Improvement	Not Exempt	Improve Overall Road Corridor (Added Capacity)
H-EV	Highway/Road – Electric Vehicles	Exempt	Electric Vehicles
H-EVINF	Highway/Road – EV Infrastructure	Exempt	Infrastructure to charge electric vehicles
H-GRNINF	Highway/Road – Green Infrastructure	Exempt	Install green infrastructure treatments, such as bioswales, permeable pavers, etc.
H-STWATR	Highway/Road – Stormwater Infrastructure	Exempt	Install Stormwater Infrastructure
H-UTIL	Highway/Road - Utility Relocation	Exempt	Relocation Of Utilities
Safety			
A-BAR	Safety - Barriers	Exempt	Install Safety Barriers
A-BEA	Safety - Beacons	Exempt	Install Safety Beacons
A-FNC	Safety - Fencing	Exempt	Erect Safety Fencing

Work Type Code	Work Type Name	Exempt Status	Description
A-GRD	Safety - Guardrails	Exempt	Erect Safety Guardrails
A-LTS	Safety - Lighting	Exempt	Install Safety Lighting
A-MED	Safety - Median Projects	Exempt	Work On Road Median to Improve Safety
A-OPT	Safety - Opticom Equipment	Exempt	Install Opticom Safety Equipment
A-OTH	Safety - Other	Exempt	Safety Improvement
A-PMRK	Safety - Pavement Marking	Exempt	Install Safety Pavement Marking
A-RDIET	Safety - Road Diet	Exempt Tested	Convert Lane to Bicycle Facility to Improve Safety
A-RRXING	Safety - Railroad Crossing Improvements	Exempt	Install Railroad Crossing Safety Improvements
A-SHDR	Safety - Shoulder Improvements	Exempt	Improve Shoulder Safety
A-SKIDT	Safety - Skid Treatments	Exempt	Install Safety Skid Treatment
Signals			
S-ASNG	Signals - Add Signals at Single Intersection	Exempt	Add Traffic Signals to An Intersection
S-MOD	Signals - Modernization	Exempt	Upgrade Traffic Signals
S-NEW	Signals - New Signals for Multiple Intersections	Not Exempt	Add Traffic Signals to Several Intersections
S-TIM	Signals - Interconnects and Timing	Not Exempt	Coordinate Traffic Signal Timing
Transit - Maintenance			
C-MAINT	Rail Stations - Maintain, Rehabilitate, Replace	Exempt	Maintain Rail Station
F-YRDS	Facility - Towers and Yards	Exempt	Work On Rail tower or Yard
J-REHAB	Rolling Stock - Rehabilitate Vehicles	Exempt	Rehabilitate Buses/Trains
J-REP	Rolling Stock - Replace Existing Vehicles	Exempt Tested	Replace Buses/Trains
M-MAINT	Multi-Modal Center - Maintain, Rehabilitate, Replace	Exempt	Maintain Multi-Modal Center
M-RELOC	Multi-Modal Center - Relocate	Exempt Tested	Move Multi-Modal Center
O-OPS	Operations - Transit Operating Assistance	Exempt	Fund Transit Operating Assistance
P-MAINT	Parking - Maintain, Rehabilitate, Replace	Exempt	Maintain Commuter Parking Lot
R-MAINT	Rail Line - Maintain, Rehabilitate, Replace	Exempt	Maintain Rail Line
U-CPSMAINT	CPS - Maintenance	Exempt	Maintain Transit Communications, Power and Signal Equipment
V-MAINSTOR	Vehicle Facility - Maintenance/Storage	Exempt	Work On Vehicle Maintenance or Storage Facility
V-MAINT	Vehicle Facility - Maintenance	Exempt	Work On Vehicle Maintenance Facility
V-STOR	Vehicle Facility - Storage	Exempt	Work On Vehicle Storage Facility
X-MAINT	Transfer Facility - Maintain, Rehabilitate, Replace	Exempt	Maintain Transfer Facility
Transit - Modernization			

Work Type Code	Work Type Name	Exempt Status	Description
C-IMP	Station - Improve with Change In Service	Exempt Tested	Improve Rail Station
C-MOD	Rail Stations - Modernize, Replace	Exempt	Modernize Rail Station
C-RELOC	Station - Relocate	Exempt Tested	Move Rail Station
D-FAC	ADA - Transit Facility Improvements	Exempt	Improve Disability Access to Transit Facility
D-VEH	ADA - Transit Vehicle Improvements	Exempt	Improve Disability Access to Transit Vehicle
F-OFC	Facility - Office Facilities/Equipment	Exempt	Acquire Office Facility and/or Equipment
F-REV	Facility - Revenue Collection Equipment	Exempt	Acquire Revenue Collection Equipment
F-SHOP	Facility - Shop Facilities/Equipment	Exempt	Acquire Shop Facility and/or Equipment
F-SPTV	Facility - Signal Priority for Transit	Exempt	Install Transit Signal Priority System
F-TRN	Facility - Bus Turnaround	Exempt	Install Bus Turnaround
J-FUEL	Rolling Stock - Alternate Fuels	Exempt	Acquire Alternative Fuel Buses/Trains
J-INF	Alternative Fuel Infrastructure	Exempt	Install Alternative Fuel Infrastructure
J-RETRO	Rolling Stock - Retrofit Engine	Exempt	Retrofit Bus/Train Engines
M-IMP	Multi-Modal Center - Improve with Change In Service	Exempt Tested	Improve Multi-Modal Center
P-RELOC	Parking - Relocate Lot or Garage	Exempt Tested	Move Commuter Parking Lot
R-IMP	Rail Line - Improve Line	Exempt Tested	Improve Rail Line
T-IMP	Bus Routes - Major Service Improvement	Not Exempt	Make A Major Improvement to Bus Routes
T-IMPSVC	Bus Routes - Improve Service	Exempt	Improve Bus Service
U-COM	CPS - Communications	Exempt	Work On Transit Communications
U-CPSIMP	CPS - Improvement	Exempt	Modernize Transit Communications, Power and Signal Equipment
U-POW	CPS - Power	Exempt	Work On Transit Power
U-SIGS	CPS - Signals	Exempt	Work On Transit Signals
X-IMP	Transfer Facility - Improve with Change In Service	Exempt Tested	Improve Transfer Facility
X-MOD	Transfer Facility - Modernize, Replace	Exempt	Modernize Transfer Facility
X-RELOC	Transfer Facility - Relocate	Exempt Tested	Move Transfer Facility
C-NEW	Station - New	Not Exempt	Build New Rail Station
J-EXP	Rolling Stock - Expand Fleet	Not Exempt	Expand Bus/Train Fleet
M-NEW	Multi-Modal Center - New	Exempt Tested	Build New Multi-Modal Center
P-EXP	Parking - Expand Number of Spaces	Exempt Tested	Add Spaces to Commuter Parking Lot
P-NEW	Parking - New Lot or Garage	Exempt Tested	Build New Commuter Parking Lot
R-EXP	Rail Line - Expand Line	Not Exempt	Extend Rail Line or Expand Line Capacity
R-NEW	Rail Line - New Line	Not Exempt	Build New Rail Line
T-EXP	Bus Routes - Major Expansion	Not Exempt	Expand Bus Routes Significantly

Work Type Code	Work Type Name	Exempt Status	Description
T-NEWSVC	Bus Routes - New Service	Exempt	Introduce New Bus Service
X-NEW	Transfer Facility - New	Exempt Tested	Build New Transfer Facility
Transit - Other			
O-C&A	Operations - Contingency and Administration	Exempt	Fund Contingency and Administration
Other Work Types			
E-HIS	Historic Preservation	Exempt	Preserve Historic Facility
Z-Museum	Miscellaneous - Transportation Museum	Exempt	Transportation Museum
E-MODE	Travel Demand Management	Exempt	Implement Travel Demand Management
Z-OTH	Miscellaneous - Project Types Not Listed	Not Exempt	Work On Miscellaneous Project Requiring Air Quality Analysis
Z-OTHEX	Miscellaneous - Exempt Projects	Exempt	Work On Miscellaneous Project Not Used in Air Quality Analysis
Z-OTHXTST	Miscellaneous - Exempt Tested Projects	Exempt Tested	Work On Miscellaneous Project Type Included in The Travel Demand Model

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