

CALUMET CITY

SUBAREA PLAN

Adopted by Calumet City's City Council
May 9, 2024



Metropolitan Water
Reclamation District
of Greater Chicago



CALUMET CITY



Chicago Metropolitan
Agency for Planning

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Other notes

Unless otherwise specified, CMAP staff created all photos, maps, and illustrations that appear in this report.

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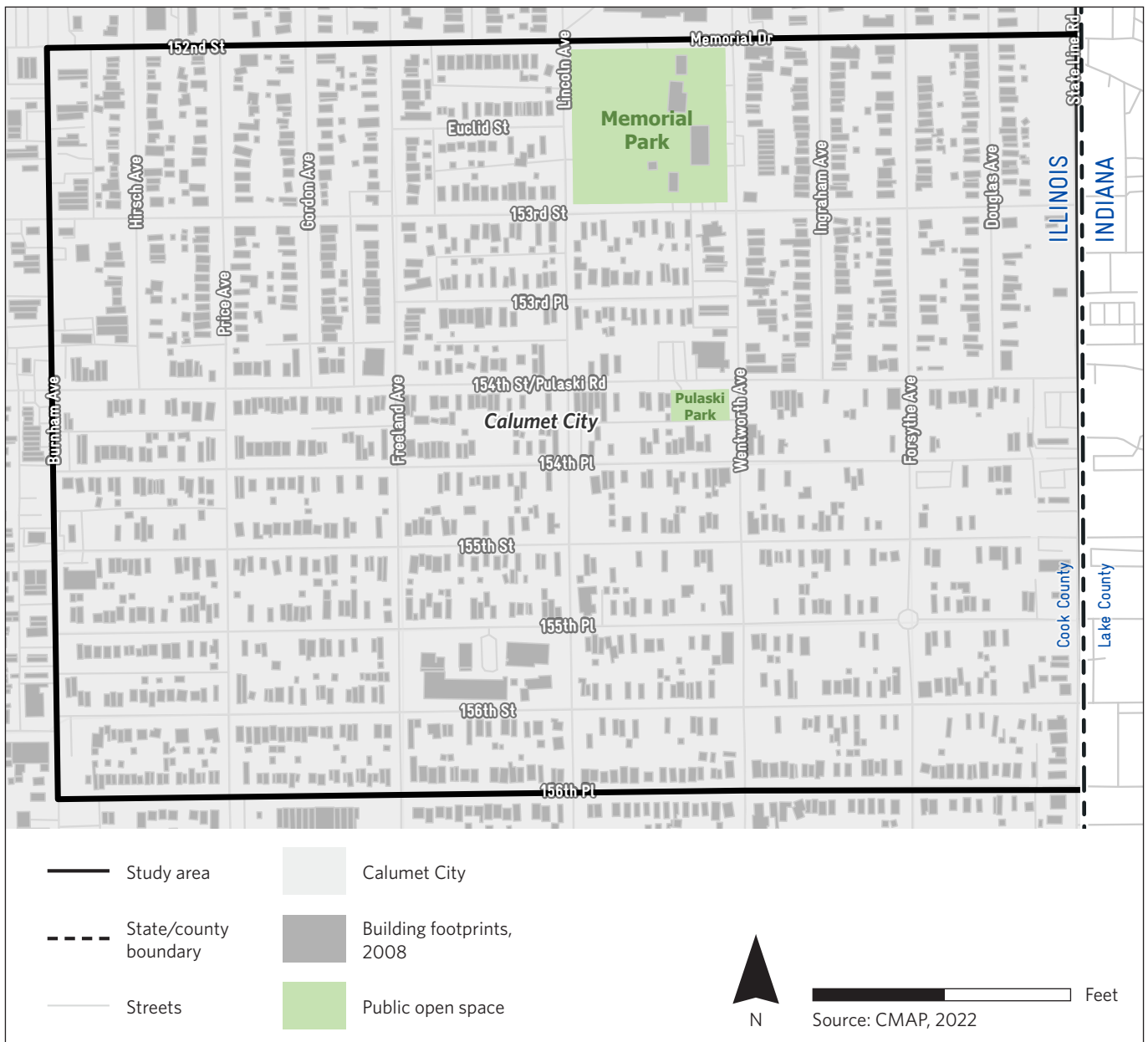
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INTRODUCTION

The Calumet City Subarea Plan is the result of a two-year collaborative effort between the City of Calumet City, the Metropolitan Water Reclamation District (MWRD), and the Chicago Metropolitan Agency for Planning (CMAP) to develop a shared

vision for a neighborhood on the eastern edge of the city with potential to support commercial development and invest in transportation improvements while addressing local flooding issues (figure 1).

Figure 1. Study area



In past years, the city identified the study area as a location for a town center supported by more homes and businesses. While the city has made strides toward redevelopment, it has suffered from persistent, long-term disinvestment that has been challenging to overcome. The city's proximity to Indiana makes these conditions worse. Indiana offers lower sales taxes, which may make it challenging for the city to attract businesses and support local jobs. These factors have led to population loss, high vacancy rates, and low property values, leaving fewer residents and businesses to pay taxes.

At the same time, many residents and businesses throughout the study area have been impacted by flooding. Like many older communities across southern Cook County, the study area's stormwater infrastructure is degraded and cannot handle the stormwater from heavy rainfall events. This often means stormwater pools in the streets, yards, and even the basements of homes, which can cause significant property damage as well as health and safety issues. The study area will continue to be threatened by these impacts as storm events become more severe with climate change.

The Calumet City Subarea Plan was developed to support the city's long-standing efforts to address

these challenges and bring reinvestment to the community. Developed between 2022 and 2023, the plan provides guidance on municipal planning and decision-making, funding sources, and policy direction for land use, economic development, housing, mobility, and stormwater management (figure 2).

Plan objectives

The plan builds on previous citywide planning efforts and aims to create a more livable, walkable, and resilient community. The main objectives of the plan include the following:

- Enhance the transportation network, including pedestrian and bicycle improvements.
- Attract and retain existing businesses along commercial corridors like Pulaski Road, Burnham Avenue, and Wentworth Avenue.
- Improve local flooding and stormwater management.

If implemented, the plan will make the roads and sidewalks safer, expand transportation connections, bring inclusive investment and development to the area, and address flooding issues that impact residents and businesses alike.

Figure 2. Project timeline

The Calumet City Subarea planning process spanned two years and consisted of several key phases:





Several key priorities emerged from these community engagement activities, which include the need and interest to:

- Build better bus infrastructure, such as improved bus stops
- Improve biking infrastructure, such as protected bike lanes and slower speed limits
- Increase transportation safety improvements, such as speed feedback signs and safe routes to school
- Manage stormwater using green infrastructure and keeping homes from flooding
- Attract additional businesses, such as restaurants and a grocery store, to the area’s commercial corridors
- Retain and promote existing local businesses and helping with commercial building façade improvements
- Create more parks and open spaces for families and children
- Develop city-owned vacant lots, including repurposing lots as new businesses, housing, and park space



Plan organization

The plan is organized into three sections: Community and economic development, transportation and safety, and stormwater and flooding. Under each section is a set of recommendations and strategies that the city, alderpeople, and community members can use to implement the plan. Each strategy also outlines who should take the lead in implementing the action, who can support the implementation efforts, potential funding opportunities, the timeline in which the implementers should strive to complete it, and priority areas within the study area (as applicable). An appendix provides more technical information for a subset of recommendations and strategies.

Community engagement

To ensure that the Calumet City Subarea Plan reflects the community’s priorities and vision for the study area’s future, engaging with people who live, work, and visit the study area played a critical role in the planning process. The project team engaged with city staff, residents, and business owners to learn about their priorities for the study area and identify opportunities that can be addressed in the subarea plan.

SECTION 1

COMMUNITY AND ECONOMIC DEVELOPMENT



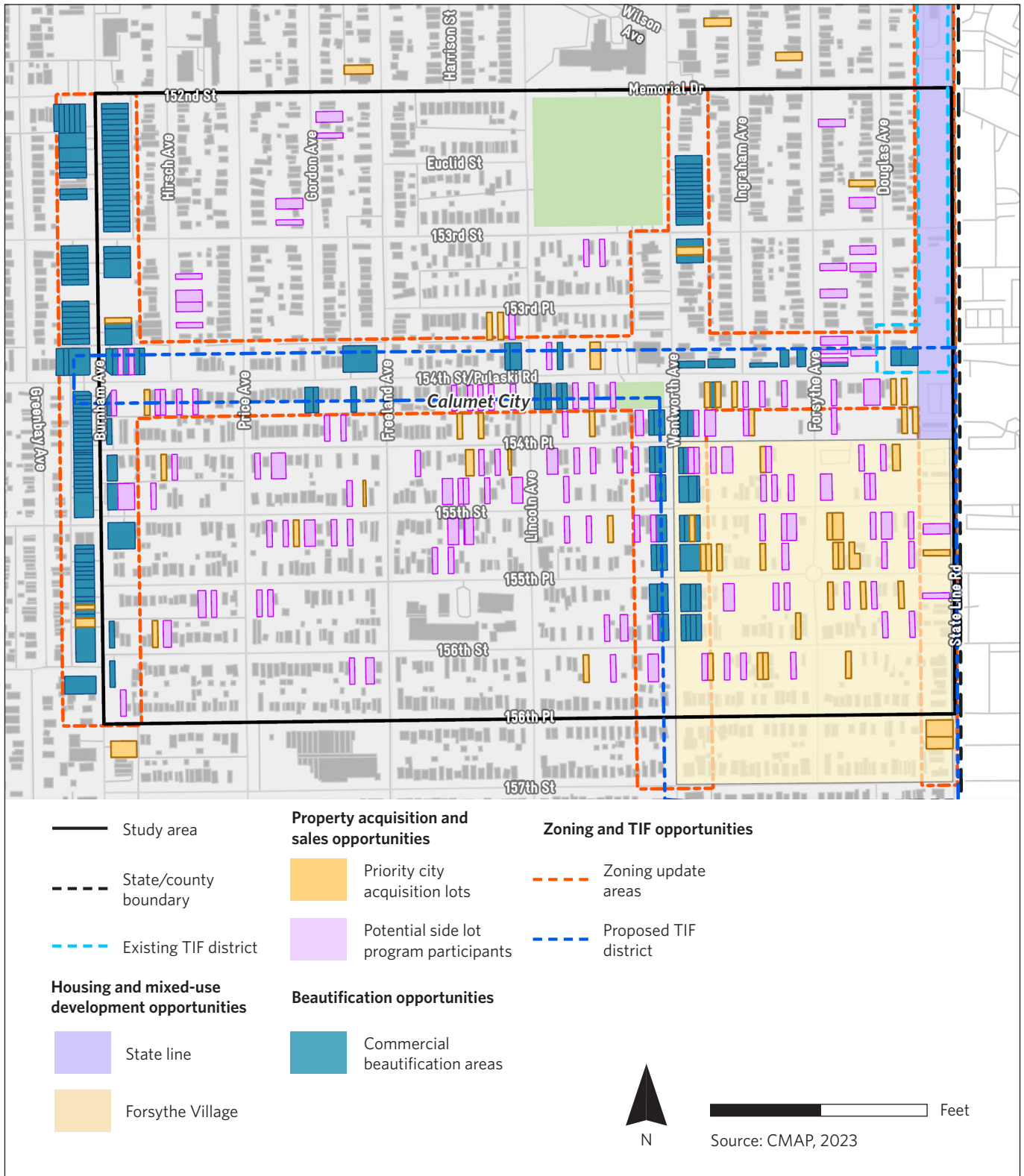


VISION: Residents have access to diverse and affordable shopping and housing options within their community. The businesses are inviting and attract people from within and outside the community. The community supports small businesses, creating a unique and appealing shopping experience.

Throughout the outreach process, community members expressed a desire for retail options serving local customers, such as a grocery store and coffee shop.

At the same time, others emphasized the need to retain businesses. The following recommendations will support existing businesses and provide opportunities for development along Pulaski Road, Wentworth Avenue, Burnham Avenue, and nearby residential areas while strengthening the area's current and future market demand (figure 3).

Figure 3. Community and economic development recommendations



RECOMMENDATION 1.1 UPDATE ZONING AND DEVELOPMENT STANDARDS TO ATTRACT DEVELOPMENT

The community's vision for an assortment of homes and businesses in the study area does not align with the city's current zoning ordinance. This makes new development more difficult and time-consuming. Updating the city's zoning and development standards will help the city achieve the development and uses they want to see now and in the future.

Strategies

1.1.1 Update zoning map to match desired development

The city has a 'mixed-use overlay district' designation within the zoning code that should be reflected in its zoning map. The city should apply its mixed-use overlay district over the study area's commercial corridors, where the existing zoning districts, such as B Commercial Business District and B-2 Service Commercial Business District, do not allow residential or mixed-use development (figure 4). In the immediate term, this will provide greater flexibility for the city to achieve its vision and desired development. Upon making these updates, the city should also ensure the zoning map is available on the city's website and all outdated maps are removed.

Lead implementer: Calumet City staff

Potential partners: Consultant specializing in zoning code updates

Potential funding sources: Staff time

Timeline: Immediate (less than a year)

Priority areas: Burnham Avenue, Pulaski Road, State Line Road

1.1.2 Update development standards to promote desired development

Development standards for the study area will also need to be updated for the multi-family and denser mixed-use development that is desired. Standards that need updating include lot size, setbacks, and overall density regulations associated with residential zones, including single-family. By matching development standards to the desired development, the city can ensure that future development reflects the community's vision. The city should also consider an overall planned unit development process to allow multiple variances to be approved simultaneously.

Any recommended updates to the city's zoning and development standards, such as allowing mixed-use development in the subarea, should be reflected in the future Forsythe Village master plan. Doing so will ensure that potential developers adhere to the desired zoning and development standards and that the future development reflects the community's vision for the Forsythe Village area.

Lead implementer: Calumet City Community Development staff

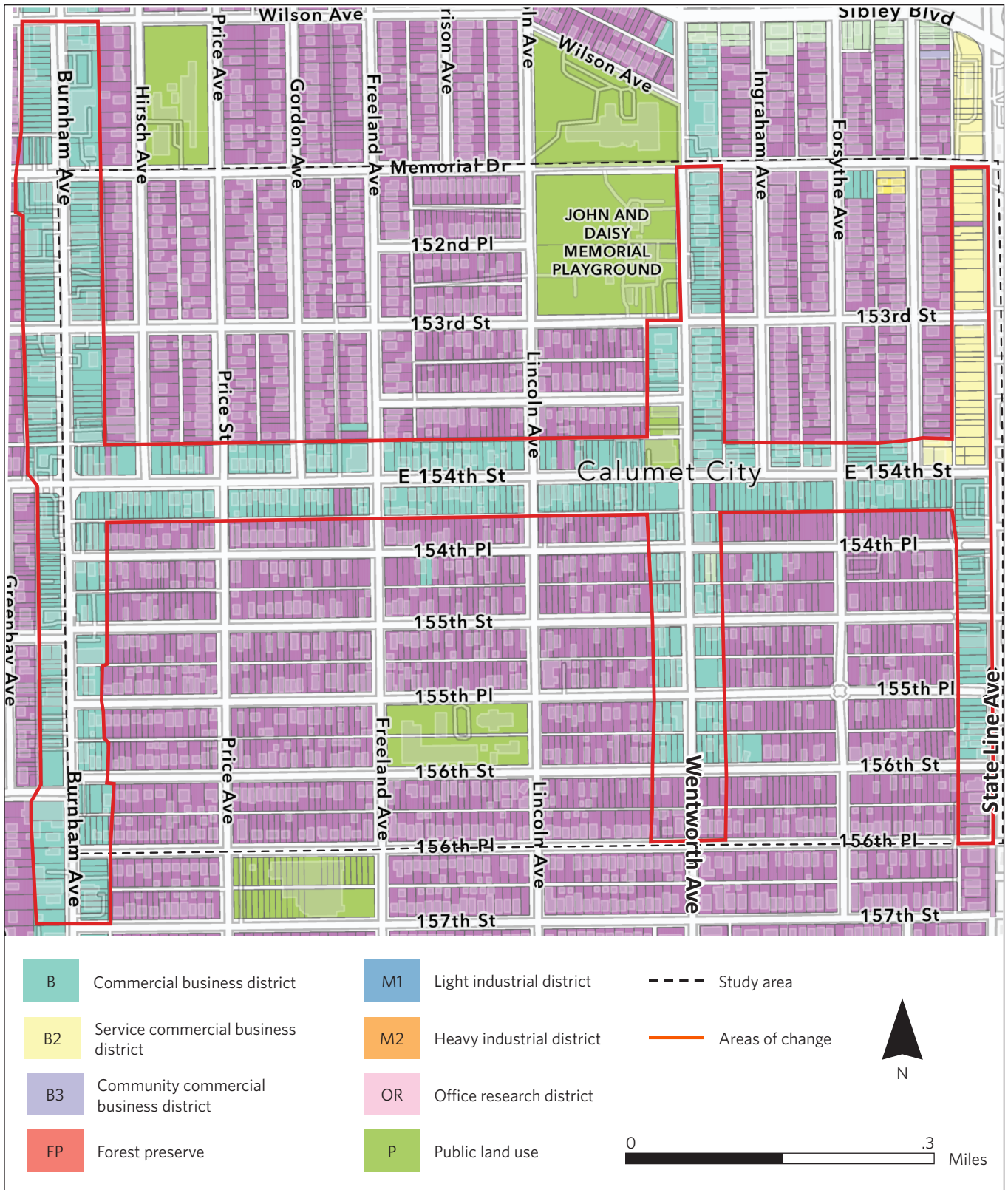
Potential partners: Calumet City alderpeople and subarea community members

Potential funding sources: Staff time and/or consultant assistance

Timeline: Immediate (less than a year)

Priority areas: Forsythe Village and State Line Road redevelopment areas

Figure 4. Potential mixed-use zoning map updates



RECOMMENDATION 1.2 PROMOTE NEW DEVELOPMENT THROUGH PROPERTY SALES AND ACQUISITION

The city is well-positioned to facilitate future development, given its substantial ownership of properties in the study area. The city has demonstrated the success of such initiatives with the acquisition and sale of the tax-delinquent 800 Riverside Drive site to H.B. Taylor Co., a manufacturing business located in the city's industrial corridor. The city should continue these efforts to promote and facilitate new development within the study area.

Strategies

1.2.1 Enhance marketing of Calumet City's assets and opportunities to attract outside developers

The "[Develop Calumet City](#)" web page has taken significant strides to highlight the area's advantages to potential developers, such as incentives, available properties, and proximity to highways. The city should continue to expand and update this page and market itself to potential developers, particularly with completed work like the 2022 housing market study and infrastructure assessment and the [Year-End Accomplishments 2022](#) booklet, which can be valuable tools for prospective developers. The city should also communicate the permitting and inspection processes on its "Forms and Applications" web page. This could include a workflow chart on the permitting steps and timeframe for when the city would conduct inspections for prospective property owners. All information that identifies opportunities and challenges upfront demonstrates a business-friendly community.

The city should also continue to build on existing efforts to advertise [available properties](#) on the city's website. In addition to listing the available sites, the city should update its website and site-specific one-pagers to include information on the current zoning and desired uses for the available parcels, especially city-owned vacant land, based on recently

adopted plans and future land use maps. This can help ensure that future development aligns with the community's vision.

Lead implementer: Calumet City staff

Potential partners: Calumet City Chamber of Commerce

Potential funding sources: Staff time and/or consultant assistance

Timeline: Immediate (less than a year)

Priority areas: Commercial corridors along Burnham Avenue, Pulaski Road, State Line Road

1.2.2 Create a voluntary side lot acquisition program

The city should create a voluntary program that would enable homeowners and local business owners to purchase adjacent vacant lots, buildings, and city-owned properties for a minimal cost. Side lot programs support stabilization and beautification efforts while bringing vacant properties back onto the tax roll. Through this effort, the city should create an inventory of all vacant land and properties, and corresponding adjacent property owners (figure 5). Vacant buildings could be repurposed, and lots can be used for native gardens and open space. Currently, vacant lots cannot be used for new development or expansion, but the city could consider modifying the zoning code to allow these uses in the future.

Lead implementer: Calumet City staff

Potential partners: Cook County Land Bank Authority, the South Suburban Land Bank Authority

Potential funding sources: Staff time

Timeline: Mid-term (3-5 years)

Priority areas: City-owned lots adjacent to occupied properties within the study area

Figure 5. Priority areas for property sales and acquisition



Detroit Side Lots program

The Detroit Land Bank Authority (DLBA) gives property owners the opportunity to purchase vacant lots “on the left side, right side, rear, or diagonally behind,” including lots across alleys but not streets. The DLBA sells residents the lots starting at \$100. The side lot program holds the adjacent lots for residents to purchase for 180 days before the lots become available for other interested buyers. Residents apply to DLBA to purchase the eligible lots.

Source: <https://buildingdetroit.org/sidelots/>

Decatur Side Yard program

The City of Decatur in southern Illinois runs a side yard purchasing program for lots the municipality owns. Residents complete an application to purchase lots adjacent to their residential property. The city works with the residents to set a purchase price. The side yard program allows residential properties to expand their outdoor living space for beautification, gardens, and placement of portable accessory structures.

Source: <https://decaturil.gov/revitalization/side-lot-program/>

1.2.3 Continue to acquire vacant and tax-delinquent properties

While the city should also focus its efforts on selling city-owned parcels, the city should continue to acquire available properties adjacent to city-owned lots to make it easier for future development to occur (figure 5). Vacant and tax-delinquent properties should be prioritized in areas like the Forsythe Village area, where property acquisition and lot consolidation may be beneficial. Other areas that should be prioritized include Burnham Avenue, Pulaski Road, and Wentworth Avenue, where there are opportunities for infill development.

Lead implementer: Calumet City staff

Potential partners: Cook County Land Bank Authority, South Suburban Land Bank Authority, Calumet City 5th Ward alderperson

Potential funding sources: General funds

Timeline: Short-term (1-2 years)

Priority areas: Vacant and tax-delinquent properties adjacent to city-owned lots in desired redevelopment areas

RECOMMENDATION 1.3 PURSUE MIXED-USE DEVELOPMENT AND INCREASE DIVERSE HOUSING OPTIONS



Calumet City should continue to pursue mixed-use development and new housing options by selling and redeveloping city-owned parcels, particularly in the Forsythe Village and State Line Road, where city-owned properties are abundant. As these areas are developed, Calumet City staff should seek input and collaborate with surrounding residents and businesses. Inviting community members to weigh in on the development processes can help build trust with the city and developers, gather local buy-in and approval of the developments, as well as ensure the new developments meet the current and future needs of the area.

Strategies

1.3.1 Engage the Forsythe neighborhood in the Forsythe Village planning and redevelopment process

The city and the 5th Ward alderperson should engage with the existing residents of the Forsythe neighborhood throughout the planning and redevelopment of the Forsythe Village area (figure 3). Key touchpoints include the visioning and planning of

the neighborhood through the city's master planning process, conducting the procurement process for such planning work, and developer negotiations. Inviting residents to participate in this effort can help craft a vision that meets their needs and interests. It can also result in greater buy-in and acceptance of the redevelopment and minimize roadblocks. This engagement can be done through hosting public open house events, soliciting input from meetings and surveys, and making information about the redevelopment process easily accessible. The city should also create community outreach materials in English and Spanish to ensure public participation from all Forsythe neighborhood residents.

Lead implementer: Calumet City

Potential partners: Calumet City 5th Ward alderperson

Potential funding sources: Staff time and/or consultant assistance

Timeline: Short-term (1-2 years)



1.3.2 Continue to pursue development opportunities on State Line Road city-owned parcels

The city should continue to pursue opportunities to develop city-owned parcels on State Line Road (figure 3). The first step in the process is to confirm the parcels are zoned to the desired development type (see Strategies 1.1.1 and 1.1.2). Past studies, including the Calumet City Market Study, recommend residential development such as townhomes. However, the parcels currently allow Commercial (B) and Service Commercial Business Districts (B2). As the city makes this determination, mixed-use zoning should be considered, given the existing housing to the west of the parcels and the commercial to the east side across State Line Road. In addition to the zoning changes, the city and the 1st and 5th Ward alderpeople should invite surrounding residents into any redevelopment visioning, planning, and negotiations. As a part of the redevelopment process, they should craft incentive packages that attract developers and help the city and surrounding neighborhood address the site and road infrastructure challenges outlined in the 2022 Calumet City Housing Market and Real Estate Feasibility Study (see Strategy 1.5.1). The city may also want to consider an Urban Land Institute panel geared towards developers or local incentives.

Lead implementer: Calumet City

Potential partners: Urban Land Institute, CMAP's Capacity Building program

Potential funding sources: General funds and/or Community Development Block Grant programs

Timeline: Short-term (1-2 years)

RECOMMENDATION 1.4 IMPLEMENT BEAUTIFICATION INITIATIVES WITHIN COMMERCIAL CORRIDORS



The study area's commercial corridors could benefit from beautification initiatives that create a more vibrant commercial district and attract potential customers to local businesses. Although the city has been focusing on streetscape beautification, particularly along Burnham Avenue, façade improvements and cohesive placemaking throughout the study area can further enhance the area's commercial properties and downtown appeal.

Strategies

1.4.1 Establish a program that incentivizes beautification of commercial corridors

Throughout the outreach process, businesses in the study area expressed an interest in and desire to beautify the area's commercial corridors. One way the city could encourage property and business owners to improve the appearance of their properties is by establishing a façade improvement program that incentivizes beautification of the study area's commercial corridors (figure 6). The program could provide incentives specifically for façade improvements and publicly recognize property and business owners that participate and when

improvements are made. A potential partner for this program is the Calumet City Chamber of Commerce, which can help publicize the initiative and encourage local businesses and property owners to participate. Chamber membership dues could be a potential funding source for the beautification incentives for member businesses that participate in the program. Local banks can also help local businesses thrive by providing more affordable loan options or down payment assistance for business development or façade improvements. The city could build a relationship with local banks to help provide targeted support and improve the business environment.

Lead implementer: Calumet City Department of Economic Development

Potential partners: Calumet City Chamber of Commerce, Southland Development Authority, local banks

Potential funding sources: Staff time, Chamber of Commerce membership dues

Timeline: Short-term (1-2 years)

Priority areas: Burnham Avenue, Pulaski Road, Wentworth Avenue

Figure 6. Beautification priority areas



1.4.2 Explore grant programs for commercial property maintenance along commercial corridors

To improve the look of existing businesses and vacant storefronts, the city should explore ways to finance façade improvements along commercial corridors within the study area, such as those along Burnham Avenue and Pulaski Road. One opportunity is to apply for construction and renovation funding made possible through the Illinois Department of Commerce and Economic Opportunity (DCEO). The Illinois DCEO provides funding for the restoration of public buildings, street improvements, sustainability upgrades, and structural repairs. Another potential program is the Calumet Region Enterprise Zone, which offers state sales tax exemptions for building and construction materials, such as lumber, wallpaper, etc., used for remodeling, rehabilitation, or new construction.

Lead implementer: Calumet City Community and Economic Development

Potential partners: Calumet City Chamber of Commerce

Potential funding sources: Construction and/or renovation to buildings grant from Illinois DCEO, Calumet Region Enterprise Zone

Timeline: Immediate (less than a year)

Priority Areas: Burnham Avenue, Pulaski Road, Wentworth Avenue

1.4.3 Support placemaking and community identity

Placemaking and community identity initiatives can make the study area's commercial corridors more vibrant and inviting. The city should install placemaking elements like unique lighting, benches, and plantings on key corridors such as Pulaski Road and Burnham Avenue. Some of this work is already underway, with the city receiving a Rebuild Illinois and Main Streets grant to install decorative pillars, pedestrian scale lighting, and street furniture along Burnham Avenue. Many of these improvements also make a street safer and more accessible and can be implemented through complete streets projects. The city should also consider public art on city-owned vacant lots, public rights-of-way, and public infrastructure such as bus stops to support identity creation and placemaking.

Lead implementer: Calumet City

Potential partners: Calumet City Historical Society, Pace, Calumet City Memorial Park District, local places of workshop, local business owners, others

Potential funding sources: Existing Rebuild Illinois grants, Bloomberg Philanthropies Asphalt Art Grant, Realtor Party/National Association of Realtors placemaking grant (partner with local or state realtor associations), National Endowment of the Arts Our Town grant (partner with a nonprofit), National Safety Council Community Safety Grants (for lighting)

Timeline: Short-term (1-2 years)

RECOMMENDATION 1.5 FOCUS ON RETAINING AND ATTRACTING SMALL, INDEPENDENTLY OWNED BUSINESSES

The study area is home to longtime local businesses like Misch Brothers, and contains several vacant properties. While the area's proximity to Indiana and its lower tax rates poses challenges to the local economy, Rich's Den Barbershop, grocery stores like Lupita's Market and restaurants like Taqueria Doña Flor demonstrate the areas retail potential. The city should take action to retain current small, independently owned business like these while also attracting new ones that can cater to the needs of all residents. The city should take action to retain current small, independently owned businesses while also attracting new ones that can cater to the needs of residents.

Strategies

1.5.1 Use incentives to develop community benefits

The city should target incentives to help attract desired commercial development to the study area and establish community benefits. When deciding to use local incentives, such as tax increment financing (TIF) districts which freeze property values within a blighted area or area that may become blighted, and taxes any new value in that area separately, the city should consider including provisions, such as requiring the incorporation of green infrastructure elements into development projects, which can provide benefits like helping reduce stormwater runoff and flooding issues within the study area. Another example of using incentives to develop a community benefit is encouraging local hiring and high-quality jobs that can help local workers benefit from new development. By ensuring that local incentive agreements include community benefits, the city can formalize shared values and commitments among large developments, their investors, and the area's residents. See CMAP's report on [improving local development incentives](#) for further guidance on how the city can use incentives to enhance community benefits.

Lead Implementer: Calumet City

Potential partners: Cook County Land Bank Authority, Urban Land Institute

Potential funding sources: Staff time

Timeline: Short-term (1-2 years)

1.5.2 Continue to provide network and business development opportunities for local entrepreneurs

The city should continue to provide networking and business opportunities for local entrepreneurs through monthly business events and workshops in partnership with the Calumet City Chamber of Commerce, the Southland Development Authority, and other south suburban Cook County partner organizations. Networking opportunities, such as business breakfasts or lunches, can help local business owners build relationships and discuss shared challenges and lessons learned. Similarly, workshops can help build the city's relationship with local businesses and give the city an avenue to provide them with resources to thrive. Workshops can focus on different topics, such as business marketing and access to resources, as well as navigating the city's business logistics (including obtaining permits, opening a business, or applying for various licenses). In partnership with the Chamber of Commerce, the city should survey local business owners to find out what topics would be most helpful to the area's entrepreneurs. Events could be funded by Calumet City Chamber of Commerce membership dues or partner sponsorships. They can also be hosted at different establishments within the study area to give participants the opportunity to promote their businesses.

Lead implementer: Calumet City

Potential partners: Calumet City Chamber of Commerce, Cook County Small Business Source, Southland Development Authority

Potential funding sources: Staff time, Chamber of Commerce membership dues, partner sponsorships

Timeline: Immediate (less than a year) for networking events; short-term (1-2 years) for workshops

1.5.3 Continue to organize events that market the local economy and attract potential customers to the area's businesses

One way to retain and attract independently owned businesses in the study area is to promote and market these businesses with community events. Example events include "shop local" campaigns, movies in the park, or street festivals that feature local business stands and food from local restaurants. Many events like these currently exist and can continue to be leveraged to provide a more comprehensive array of local offerings. Collaborating with these types of events can allow business owners to market themselves to the community.

The Catalyzing Neighborhood Investment grant from the Chicago Community Trust is a potential funding source for hosting community events. This flexible grant opportunity can be used to fund the creative use of community assets that have the potential to jumpstart the local economy. Potential partners for organizing promotional events include the Calumet City Chamber of Commerce, which could help advertise the event and recruit participating businesses, Calumet City's 1st and 5th Ward alderpeople, and the Memorial Park District, which could provide a potential location for a community event.

Lead implementer: Calumet City

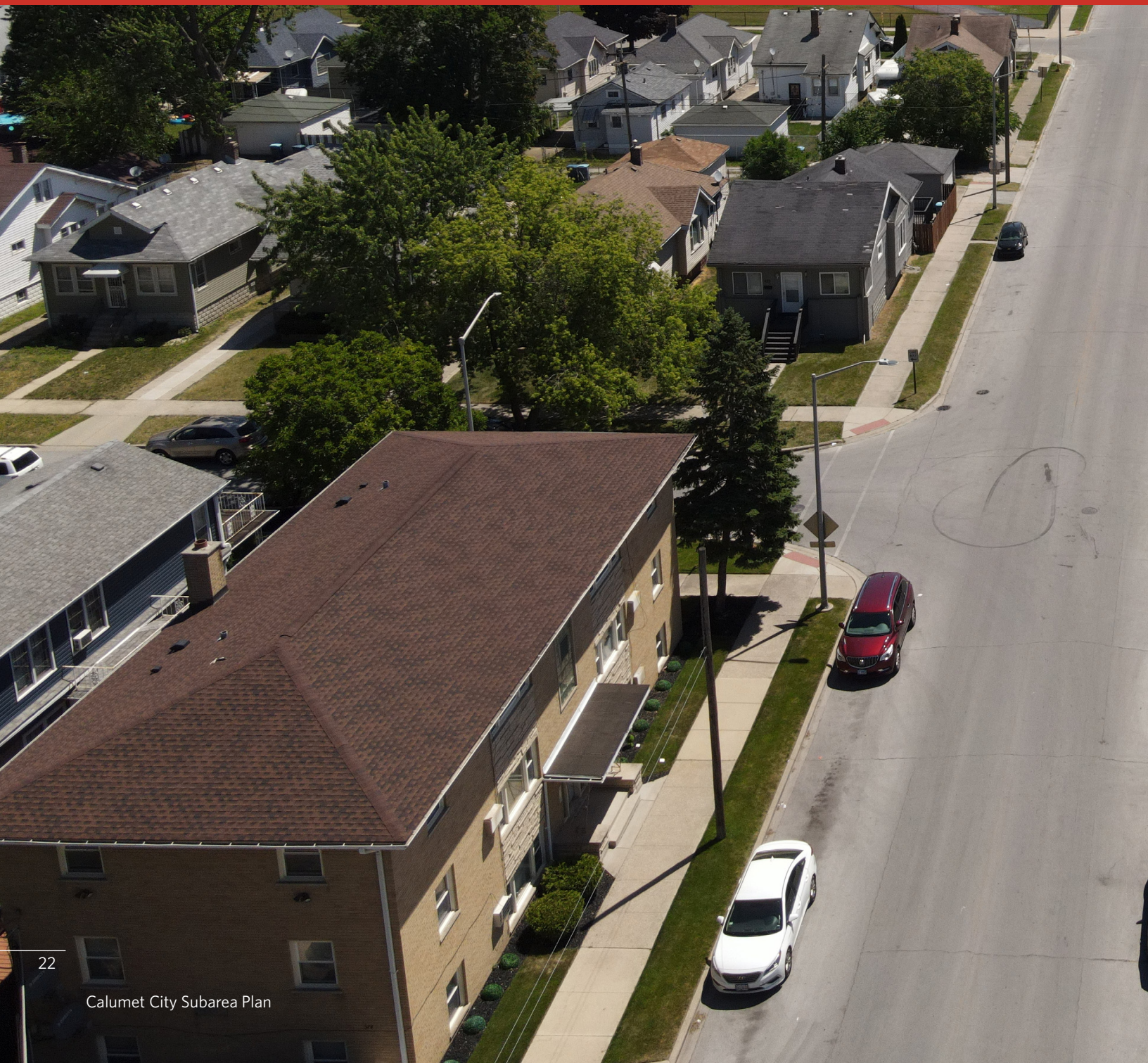
Potential partners: Calumet City Chamber of Commerce, Calumet Memorial Park District

Potential funding sources: Staff time, Catalyzing Neighborhood Investment grant from the Chicago Community Trust

Timeline: Mid-term (3-5 years)



SECTION 2 TRANSPORTATION AND SAFETY

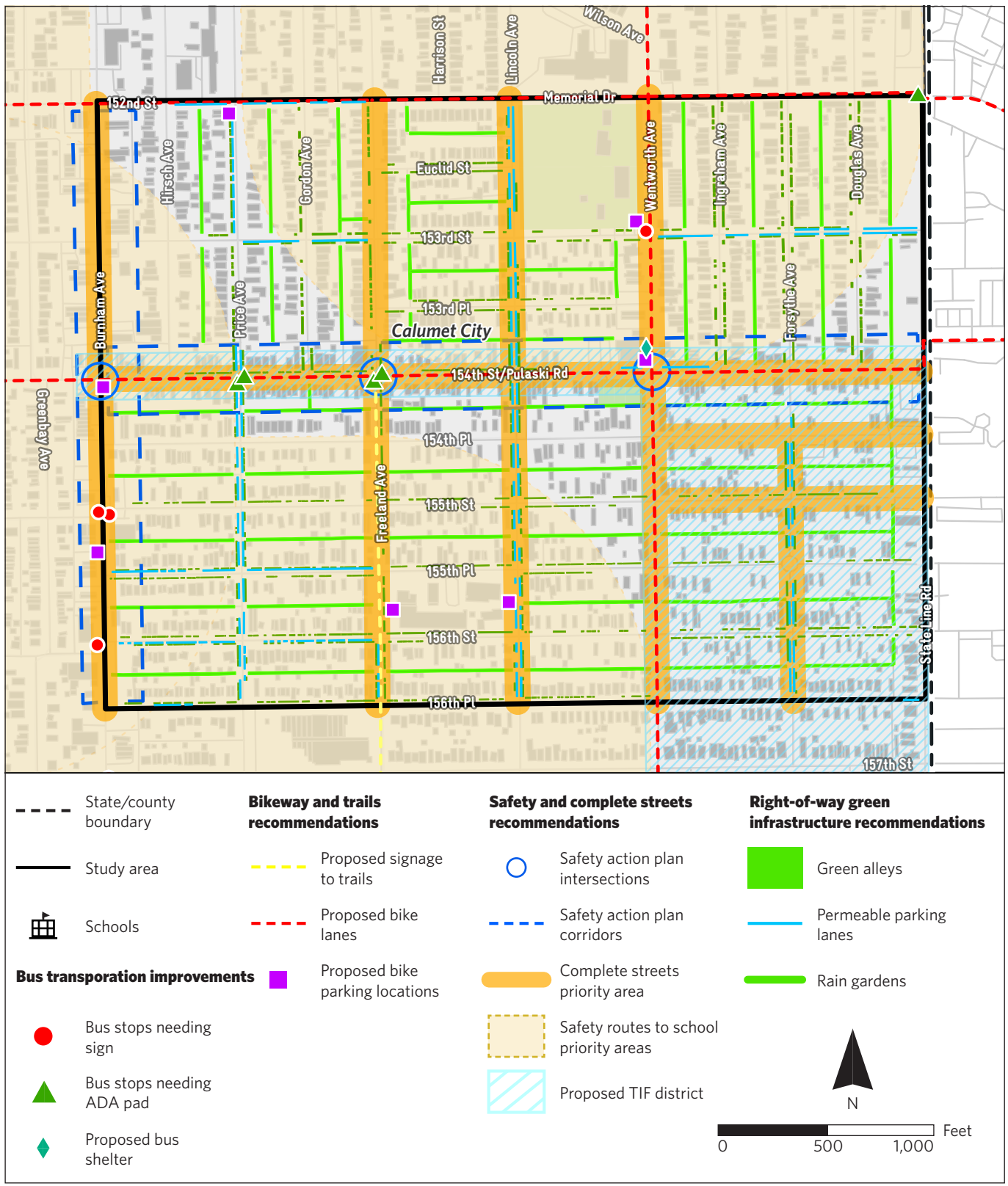




The study area is a walkable community with the potential to increase safety and support more transportation options for those living and working there.

Through recent planning efforts and outreach, residents expressed interest in improvements that make people and cars more visible at crosswalks, reduce traffic and speeds on roads and at major intersections, and support bicycling. The following recommendations and strategies build upon previous planning efforts, including the Calumet City Safety Action Plan, Burnham Avenue Corridor Revitalization Plan, and the complete streets policy (figure 7).

Figure 7. Transportation, safety, and complete streets recommendations



RECOMMENDATION 2.1 INVEST IN COMPLETE STREETS

BEST PRACTICES



The city updated its complete streets policy and created a complete streets committee. Building on these successes, there are opportunities for the city to incorporate the best practices identified in the policy into their work. The city should continue to advance the implementation of complete streets by seeking opportunities to infuse complete street standards and policy into its everyday operations and practices.

Strategies

2.1.1 Formalize the Complete Streets Committee and create a project tracking system

Implementation is one of the key elements of a successful complete streets policy identified by Smart Growth America, a non-profit promoting livable communities through complete streets best practices. To bolster the city's complete streets implementation efforts, the city should reconvene the city's Complete Streets Committee and amend its complete streets policy to formalize the Complete Streets Committee and empower the committee to coordinate and

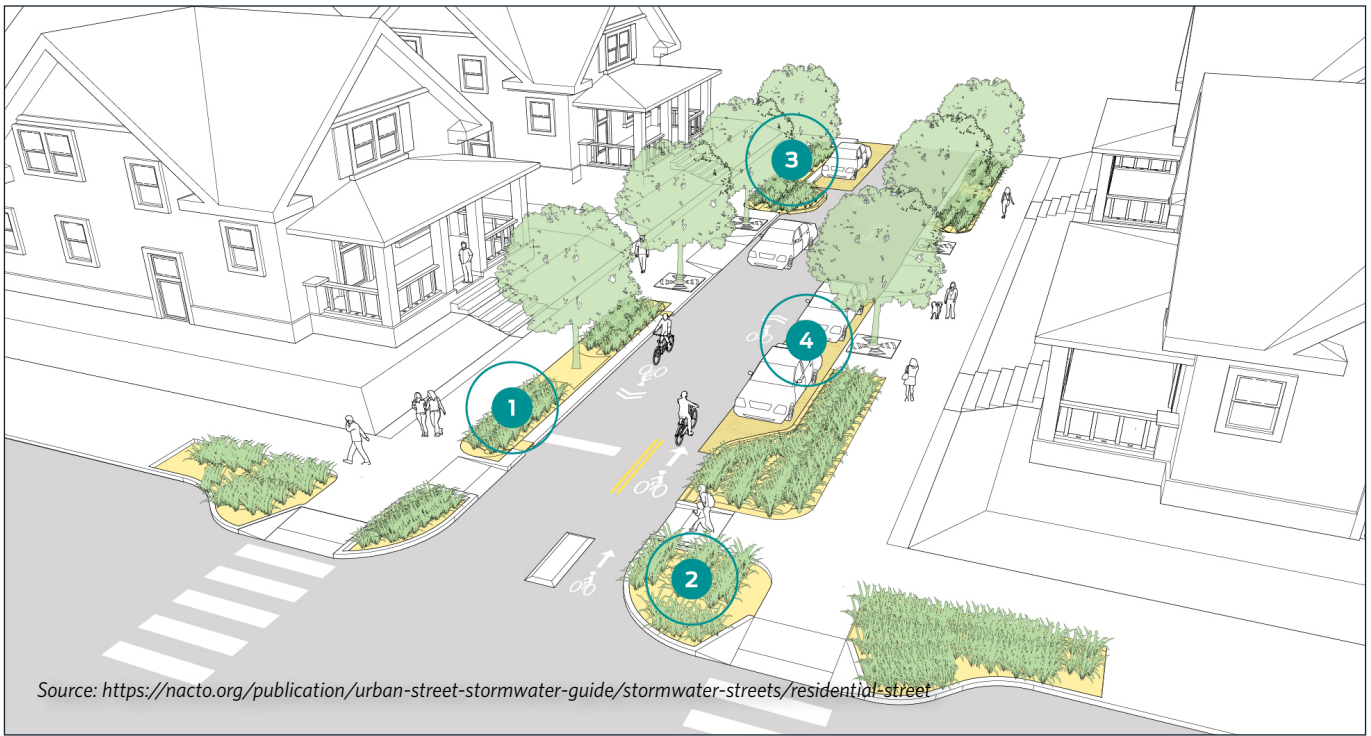
prioritize complete streets projects through a dedicated tracking system. Creating a complete streets tracking system that is updated regularly by the Complete Streets Committee will further support the implementation of the policy and the city's accountability to it. The Committee should report progress updates to the City Council biannually.

Lead implementer: Calumet City and its Complete Street Committee

Potential partners: Cook County Department of Transportation, Pace, Illinois Department of Transportation (IDOT)

Potential funding sources: Staff time and/or consultant assistance

Timeline: Short-term (1-2 years)



2.1.2 Incorporate complete streets design into the zoning code

As a part of the city’s zoning and development standards updates, the city should review and align their local codes to incorporate complete streets design. In addition to the city’s complete streets ordinance, the zoning and development standards can require developers to provide complete streets infrastructure and designs, such as preparing pedestrian and bicycle access plans, continuing sidewalks through driveways, providing pedestrian access from sidewalks to building entrances, requiring bike parking, and installing street trees every 25 feet. Currently, the zoning code only requires a landscape plan for planned developments. However, there are additional opportunities the city can consider to improve access and bike parking requirements through the zoning code.

Lead implementer: Calumet City

Potential partners: Consultant specializing in zoning code updates

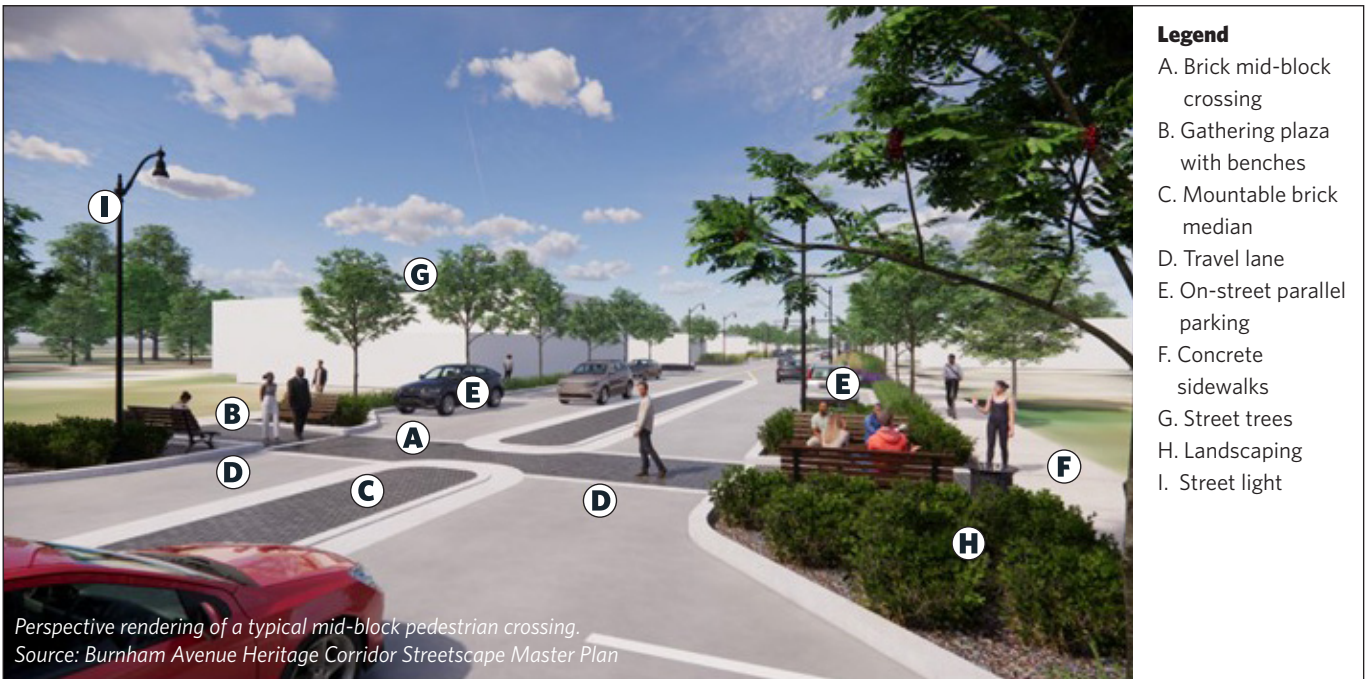
Potential funding sources: Staff time and/or consultant assistance

Timeline: Mid-term (3-5 years)

2.1.3 Incorporate green infrastructure into complete street projects

Complete streets projects, whether redesigns or retrofits, are opportunities for incorporating green infrastructure that provides stormwater management and beautification co-benefits. The city should evaluate complete street projects for opportunities to include green stormwater infrastructure. Green stormwater infrastructure includes planting rain gardens in curb and sidewalk extensions, incorporating street trees into sidewalk improvement plans, and incorporating permeable pavement into parking or bike lanes (figure 8 and figure 9). The city should continue pursuing external grant opportunities and partnerships for improvements on Freeland and Burnham avenues as well as incorporating permeable pavement projects into pavement preservation plans. See recommendation 3.2 for site-specific green infrastructure recommendations and strategies.

Figure 8. Conceptual design for Burnham Avenue complete streets improvements



Lead implementer: Calumet City

Potential partners: IDOT (on state-owned roads), Cook County, Chicago Neighborhood for Technology

Potential funding sources: Illinois Environmental Protection Agency (IEPA) Green Infrastructure Grant Opportunities (GIGO), MWRD Green Infrastructure Partnership Opportunity Program, Great Lakes Environmental Justice Grant Programs, Cook County American Rescue Plan Act funds

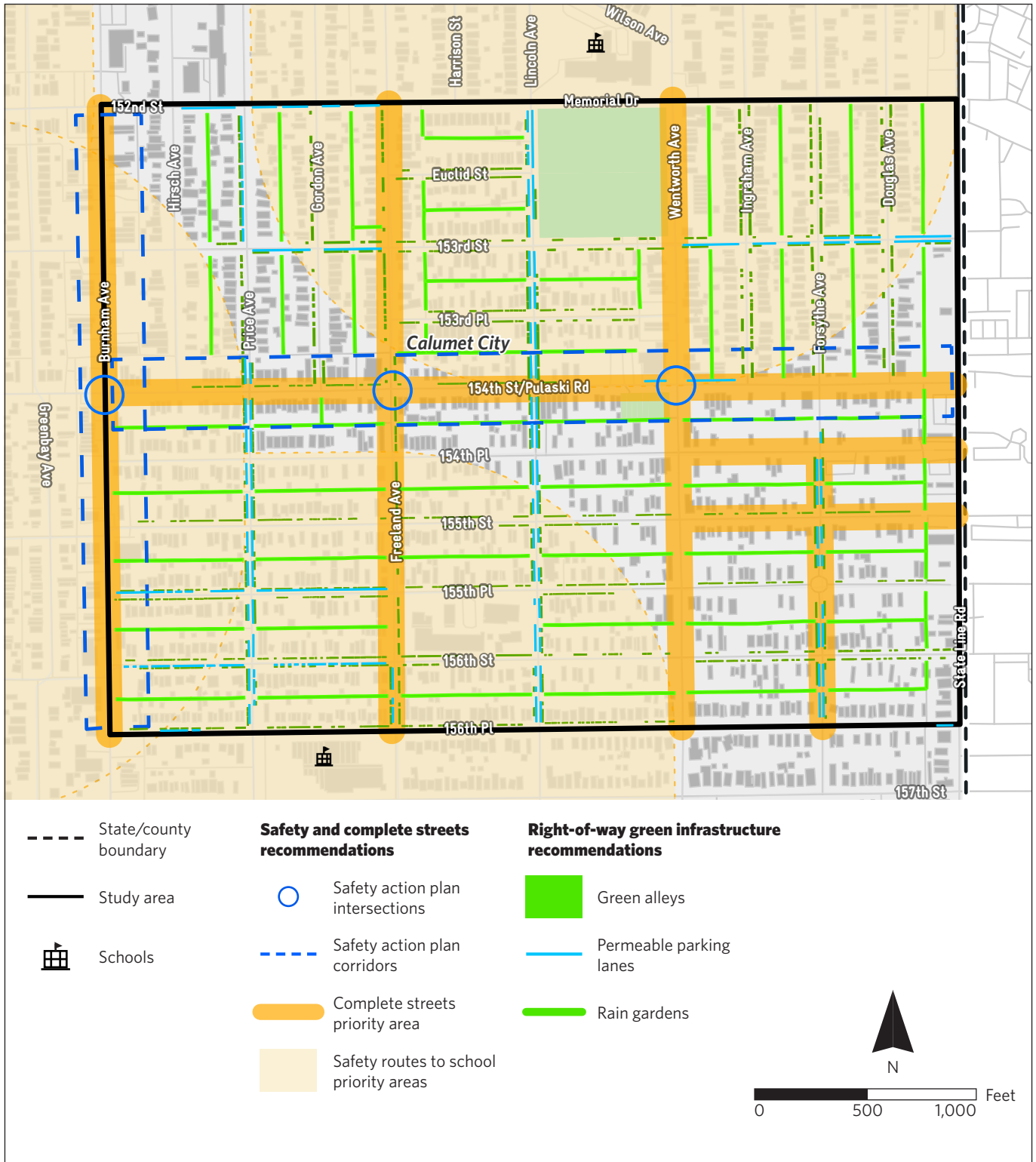
Timeline: Long-term (5+ years)

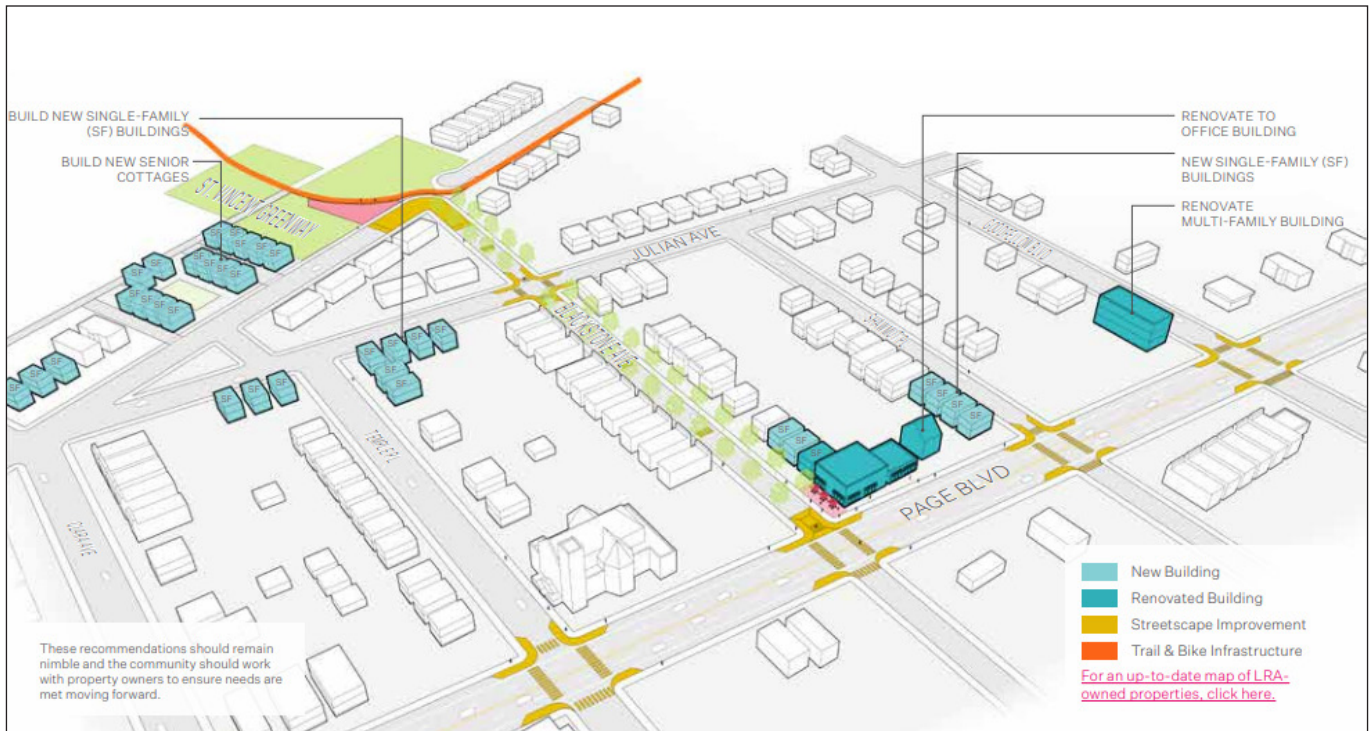
Priority areas: Pulaski Road, Freeland Avenue, Forsythe Avenue, Burnham Avenue

Green infrastructure

Green infrastructure is designed to temporarily capture stormwater and slowly release it into the ground or sewer system over time. Green infrastructure projects can include permeable pavements (e.g., alleys, parking lots, or sections of the roadway), rain gardens, or stormwater ponds.

Figure 9. Safety and complete streets priority areas and right-of-way green infrastructure recommendations





2.1.4 Incorporate complete streets design into the upcoming Forsythe Village redevelopment

As the city plans to redevelop the Forsythe Village neighborhood, complete streets should be a core component of its layout and design. This means the city should incorporate complete streets design in the Forsythe Village master plan, by integrating complete streets principles into the zoning code (see strategy 2.1.2), as well as promoting complete streets if an RFP process is pursued and when working with developers. Design principles the city should advance include the consideration of bicycle infrastructure and parking, streets designed for slower speeds, and safe and connected sidewalks and crossings.

Lead implementer: Calumet City

Potential partners: MWRD

Potential funding sources: Staff time and/or consultant assistance

Timeline: Short-term (1-2 years)

Priority areas: Forsythe Avenue, 155th Street, 156th Street

Case study: WeCollab West End and visitation park reinvestment plan

The WeCollab Reinvestment Plan in St. Louis, MO, identifies the Page Blackstone subarea as an opportunity for mixed-use infill development. The proposed development includes office, single-family, and small multi-family housing. Also included in the redevelopment plan are streetscape enhancements, traffic calming, and enhanced crossings at intersections- design elements at the core of complete streets.

Source: YARD, West End Community, WeCollab Reinvestment Plan, https://www.stlouis-mo.gov/government/departments/planning/planning/adopted-plans/upload/Resident-Led_Reinvestment-Plan_23.pdf

2.1.5 Identify and package similar projects to submit for review

The city should package similar complete streets and transportation safety-related projects for a more streamlined review, granting, and permitting process with the city council and IDOT. Project packages may include a collection of bicycle infrastructure or lane width reduction and striping projects. For example, this could be an opportunity to implement the city's Safety Action Plan, which calls for reducing lane widths to 11 feet. See section 3, recommendation 3.2. Manage stormwater using green infrastructure that identifies a similar strategy for getting stormwater management projects designed and in the ground.

Lead implementer: Calumet City

Potential partners: IDOT

Potential funding sources: Staff time

Timeline: Mid-term (3-5 years)

Case study: Packaging similar projects

The City of Chicago's Department of Transportation (CDOT) and IDOT have signed a memorandum of understanding (MOU) to collaborate on safety infrastructure. This MOU seeks to streamline the design and approval process for a set of standard traffic safety designs commonly used by CDOT, including allowing a 10 foot travel lane.

Source: City of Chicago, "IDOT and CDOT Reach Agreement to Streamline Implementation of Safety Improvements," January 17, 2023, https://www.chicago.gov/city/en/depts/cdot/provdrs/future_projects_andconcepts/news/2023/january/idot-and-cdot-reach-agreement-to-streamline-implementation-of-sa.html

RECOMMENDATION 2.2 IMPROVE SAFETY AND ACCESSIBILITY ON STREETS AND SIDEWALKS

Throughout the study area, improvements in safety and accessibility on streets and sidewalks is needed. Calumet City can use the following strategies throughout the study area to slow speeds, increase visibility, and support placemaking efforts.

Strategies

2.2.1 Conduct block clean-up events to identify maintenance needs and issue citations to improve safety

Public Safety, Public Works, and Building and Zoning staff should pilot a block clean-up event series through the study area to ensure street lawns are trimmed and vacant properties are maintained in accordance with existing ordinances. Residents, organizations, youth groups, religious institutions, and businesses can be engaged to help with the ongoing and needed maintenance of the study area. The city should also seek enforcement on privately owned vacant lots that require maintenance to be brought into compliance.

Lead implementer: Calumet City

Potential partners: Southeast Environmental Task Force, United Campbell Avenue Block Club

Potential funding sources: Staff time

Timeline: Short-term (1-2 years)

Case study: Spring cleanup

Philadelphia, PA, holds a yearly event to beautify and clean up target areas of the city. During the Philly Spring Cleanup, the police department works with resident block captains to organize volunteers to help pick up trash and improve a designated community area. The city provides materials, including trash bags, gloves, and bulk trash pick-up at the end of the event. Additional information on city services is provided to encourage cleanup and beautification efforts after the event. In many communities, similar events finish with a celebratory block party at the end of the cleanup effort.

Case study: Landscape and learning

Sacramento, CA, offers a paid youth employment program for residents aged 14-17. The youth learn about landscaping and help maintain city parks and open spaces. Participants are paid \$15.50 an hour and receive specialized training in weeding, pruning, planting, grounds maintenance, and cleanup.



2.2.2 Improve street lighting to enhance driver and pedestrian safety

The city should prioritize lighting improvements along Pulaski Road Lincoln Avenue, Freeland Avenue, and Memorial Drive, as well as at intersections to increase safety for people driving or on foot. The Calumet City Safety Action Plan (CCSAP) identifies poor lighting as a key contributor to crashes and a safety concern for residents. Improved lighting enhances pedestrians' sense of safety walking in an area by increasing visibility. Existing funding for Pulaski Road and Burnham Avenue should support enhanced lighting. There may be opportunities for bulk purchasing of LED lighting with other small communities through volume purchasing alliances. Lighting cost estimates are on page 288 of the CCSAP.

Lead implementer: Calumet City

Potential partners: IDOT, Homefield Energy

Potential funding sources: Existing Rebuild Illinois funds, Surface Transportation Program (STP)-Local funds, volume purchasing alliances

Timeline: Long (5+ years)

Priority areas: Pulaski Road, Lincoln Avenue, Freeland Avenue, Memorial Drive

2.2.3 Stripe crosswalks throughout the area

The city should implement improved striping to enhance pedestrian visibility when crossing roadways. Striping crosswalks helps increase pedestrian safety by notifying drivers that pedestrians may be crossing in that location. This can be paired with signage to increase visibility further. Crosswalk striping can be included in pavement striping and maintenance plans such as Calumet City's Capital Improvement Plan. Cost estimates for crosswalks at major intersections along Pulaski Road can be found on pages 278 and 292 and at Burnham Avenue and 155th Street on page 309 of the CCSAP.

Lead implementer: Calumet City

Potential partners: IDOT (for Burnham Avenue)

Potential funding sources: General funds, National Safety Council Community Safety Grants

Timeline: Short-term (1-2 years)

2.2.4 Use mobile radar signs to encourage safe driving speeds

The city should use mobile radar signs to discourage speeding. Mobile radar signs provide real-time information to drivers about their traveling speeds, thus discouraging speeding. The signs are portable and can be deployed in areas with high reporting or moved when the efficacy decreases in a particular area. The city may consider more permanent radar signage or automated enforcement cameras at key locations such as school zones or around parks. The CCSAP recommends speed radar signs on Pulaski Road near Thornton Fractional High School and Freeland Avenue. Cost estimates for speed radar signs are on page 281 of the CCSAP. Automated enforcement cameras have required signage and warnings outlined in the Illinois vehicle code that would need to be followed.

Lead implementer: Calumet City

Potential partners: IDOT (for Burnham Avenue)

Potential funding sources: General funds, National Safety Council Community Safety Grants (may fund the acquisition of mobile speed safety camera units)

Timeline: Short-term (1-2 years)

2.2.5 Lower the speed limit to 25 miles per hour through the passage of a local ordinance

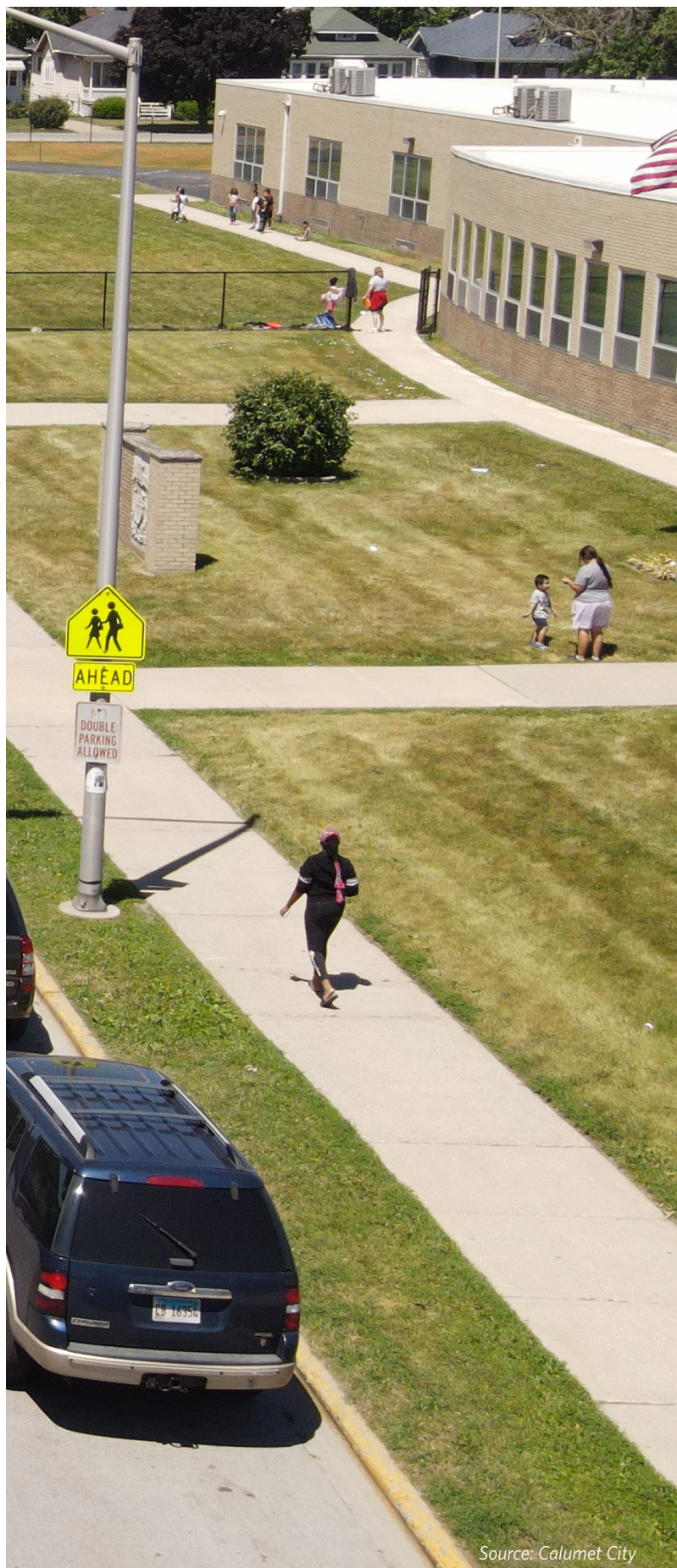
The city should pursue lowering the speed limit. Lowering the speed limit will allow the city to sign local roads in the study area with the posted speed limit. Streets, including Pulaski Road, Wentworth Avenue, and Memorial Drive, have either been identified as priorities for traffic calming and bike lanes in the CCSAP or for bike routes in the city's bike plan. In addition to lowering speed limits, the city should install more frequent speed limit signs to help enforce the updated speed limit. Cost estimates for additional speed limit signs, particularly on Pulaski Road, can be found on pages 283 to 284 of the CCSAP. IDOT roads are exempt from local speed limits and cannot be signed, which affects signing Burnham Avenue.

Lead implementer: Calumet City

Potential partners: IDOT (for Burnham Avenue)

Potential funding sources: Staff time

Timeline: Short-term (1-2 years)



Source: Calumet City



2.2.6 Target improvements around schools

The city should pursue traffic safety enhancements around schools in close consultation with Woodrow Wilson Elementary and Lincoln Elementary School in School Districts 155 and 156. Enhancements should be focused within a quarter-mile buffer around schools within and near the study area (figure 9). Working with the schools can help the city prioritize projects and ensure the safety improvements pursued to meet the needs of the schools and students. The city and schools may want to consider exploring design improvements using bollards on local roads as a cost-effective way to modify the street. The city can also refer to the traffic safety design guidelines, which can be found in its complete streets policy. 'Safe Routes to School' and 'Safe Routes to School for All' programs, which target elementary and middle schools, are potential funding sources for planning and implementing safety improvements. See the appendix for more information on funding sources.

Lead implementer: Calumet City

Potential partners: Calumet City School District

Potential funding sources: 'Safe Routes to School' and 'Safe Routes to School for All' programs

Timeline: Short-term (1-2 years)

RECOMMENDATION 2.3 STRENGTHEN BUS AND BICYCLE TRANSPORTATION OPTIONS

Improvements to the transit and bicycle systems in the study area will improve residents' ability to use the bus or bike. Enhancements will improve safety and connectivity to resources in and outside the study area and the city.

Strategies

2.3.1 Create a connected system of well-marked and safe bike routes

The city should install the appropriate bike infrastructure on Freeland Avenue, Pulaski Road, Memorial Drive, Wentworth Avenue, and Burnham Avenue to create a complete and more connected bike network (figure 10). Slower neighborhood streets can use less intense bike infrastructure depending on traffic volume and speed (figure 11). Heavily trafficked and higher-speed roads like Burnham Avenue and Pulaski Road need enhanced infrastructure to promote cyclist safety (figure 10 and figure 11). New bike infrastructure should create safe connections to existing regional trails and popular destinations. Future complete streets and safety improvements on these roads should include bike lanes and supporting infrastructure, such as bicycle priority signals, in the design work. Cost estimates for bicycle priority signals can be found on page 287 of the CCSAP.

Lead implementer: Calumet City

Potential partners: Friends of the Calumet-Sag Trail

Potential funding sources: Invest in Cook grant program, National Safety Council Community Safety Grants

Timeline: Mid-term (3-5 years)

Bike infrastructure

Bike infrastructure ranges from signs or pavement markings to physical barriers that create space for cyclists within the right-of-way (ROW). The design of bike infrastructure is informed by the amount of traffic, traffic speed, and available space within the ROW.



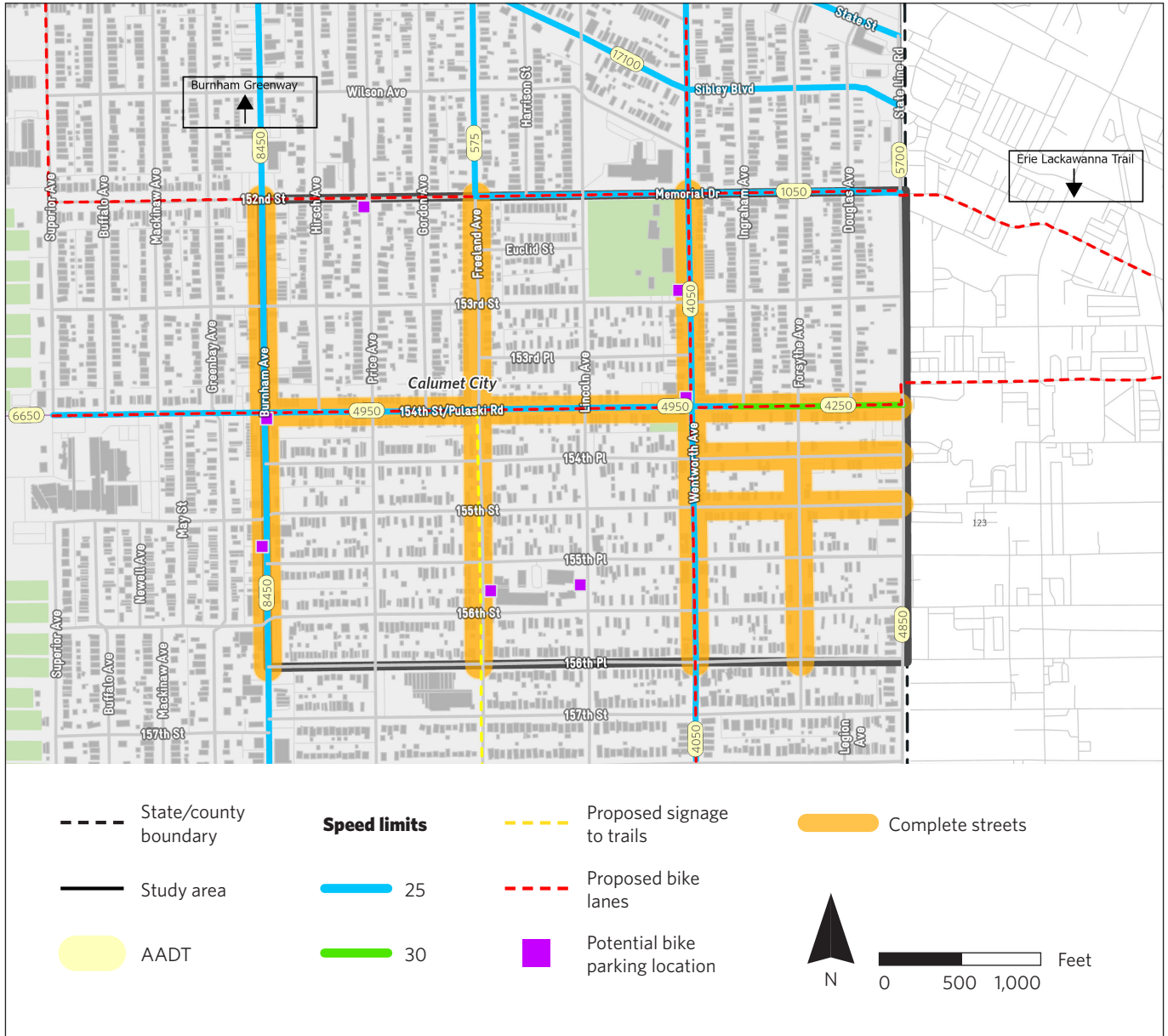
Shared lane markings	Bus lane	Bike lane	Buffered bike lane
Shared lanes		Conventional bike lanes	



Quick-build	Full-build	Traffic-calmed, low-volume streets
Separated bike lanes		

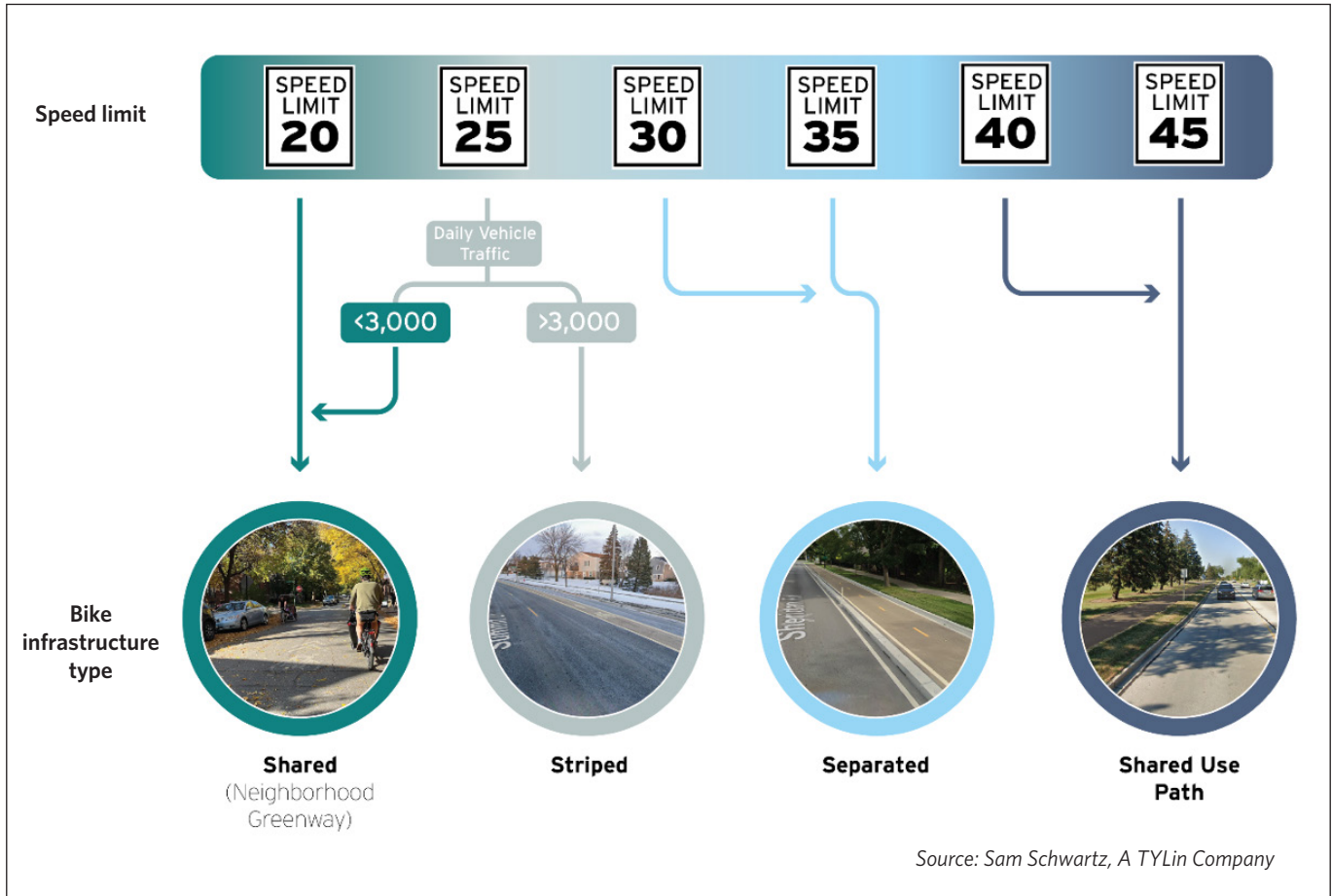
Source: <https://www.boston.gov/departments/boston-bikes/better-bike-lanes>

Figure 10. Proposed bikeways, trails, and complete streets



Source: Streets for proposed signage to trails, bike lanes, and some potential bike parking locations were derived from the Calumet City Bike Trails Routes Plan, 2019. For more information about the routes plan, see Calumet City Subarea Plan: Existing Conditions Report.

Figure 11. Types of bike infrastructure relative to road speed limits



2.3.2 Install bike parking in key locations

The city should install bike parking along the commercial stretch of Burnham Avenue, Pulaski Road, and Wentworth Avenue and at popular destinations in the area, such as City Hall and parks. Many of these locations are identified in the city’s Bike Routes Plan from 2019. Bike parking could take up an on-street parking space, be placed in a highly visible location in a parking lot, or within the street lawn, depending on the size of the bike rack. The city should prioritize bike parking installation on routes where complete streets improvements are planned or underway, such as Pulaski Road and Freeland Avenue. See figure 10 for all recommended bike parking locations.

Lead implementer: Calumet City

Potential partners: Active Transportation Alliance’s Bikes for All program

Potential funding sources: People for Bikes grants (support end-of-trip facilities, including bike racks)

Timeline: Mid-term (3-5 years)

2.3.3 Install wayfinding signs to connect to regional trails and popular destinations

The city should install informational signs that help cyclists and pedestrians connect to nearby regional trails and other popular destinations. Although outside the study area, signage can connect the community to regional trails like the Burnham Greenway and Cal-Sag Trail in Illinois and the Erie Lackawanna Trail and Monon Trail in Indiana. Signs should be placed before all turns or decision points leading to a trail or destination and provide an approximate mileage and time to reach the trail or destination. Previous bikeways and trail planning conducted by the city identified Freeland as a potential roadway for wayfinding signage for the two nearby regional trails (figure 10). The city can also add street name signage on traffic signal mast arms as identified in the CCSAP (see page 280 for cost estimates). The city can reference NACTO's guidance for additional bike route wayfinding signs and markings system best practices. The city can also find guidance on required features for bicycle wayfinding signage in Chapter 9 of the Manual on Uniform Traffic Control Devices.

Lead implementer: Calumet City

Potential partners: Cook County Department of Transportation, Friends of Cal-Sag Trail, others

Potential funding sources: Illinois Trails Grant Programs, others

Timeline: Short Term (1-2 years)

2.3.4 Sign all bus stops and install shelters along Pace Route 364

The city should partner with Pace to replace missing bus stop signage along Pace Route 364. Adding signs can help increase route visibility and bus ridership through the study area. See figure 7 and the appendix for a bus stop inventory that provides the specific locations of missing signage.

Lead implementer: Pace Government Affairs Department - Community Relations representative, Jessica Rybarczyk

Potential partners: Calumet City

Potential funding sources: Pace staff time

Timeline: Short-term (1-2 years)

2.3.5 Install bus shelters along Pace Route 364

The city should work with Pace to install bus shelters at the highest ridership stops along Route 364 (figure 7). Calumet City has an existing agreement with Pace to initiate this process. The stop at City Hall (Pulaski and Wentworth) is one of the higher used stops but may need to be relocated from Wentworth to Pulaski to facilitate shelter installation.

Lead implementer: Pace Government Affairs Department - Community Relations representative

Potential partners: Calumet City

Potential funding sources: Existing agreement with Pace for bus shelters

Timeline: Mid-term (3-5 years)

2.3.6 Construct ADA-compliant curb ramps and bus-stop cement pads for all bus stops

Many Pace bus stops in the study area do not have a cement pad, limiting the accessibility of the stops. The city should include these pads in project scopes and budgets as street design and resurfacing projects arise. In addition to ADA curb ramps, which are highlighted in the CCSAP, bus pads should be included in the city's ADA transition plan. The city may also want to explore studying stops citywide to determine the need for new pads outside of the study area and create a large-scale project to make upgrades citywide. See pages 279 and 304 of the CCSAP for ADA curb ramp cost estimates.

Lead implementer: Calumet City

Potential partners: Pace, IDOT

Potential funding sources: FY2026 STP-Local funds for design and construction on Pulaski Road; Invest in Cook program for a larger scale, citywide project

Timeline: Long-term (5+ years)



RECOMMENDATION 2.4 PRIORITIZE RECOMMENDATIONS IN THE 2022 CALUMET CITY SAFETY ACTION PLAN

The 2022 CCSAP outlined many opportunities to improve transportation safety throughout the city and along major roads in the study area. Using the city's Surface Transportation Program (STP) local funds for Fiscal Year 2026 and Rebuild Illinois Highway Improvement Program funds, the city should prioritize CCSAP recommendations that incorporate transportation and safety improvements along Pulaski Road between Burnham Avenue and State Line Road, as well as along Burnham Avenue between 156th Place and Memorial Drive. The city can also use the plan to inform new policies and identify low-cost strategies that create a safer transportation network for all.

Strategies

2.4.1 Incorporate striping recommendations on local roads

The city should incorporate the striping or roadway painting recommendations for Pulaski Road into the city's capital improvement plan (including pavement management planning) and the project design and budget for capital improvement projects (figure 12). The CCSAP striping recommendations include striping parking stalls, installing continental crosswalk striping, and shrinking lane widths along Pulaski Road. These striping enhancements are low-cost strategies that can make streets safer for people, bicyclists, and vehicles. Cost estimates for intersection striping and roadway painting recommendations are on pages 271 to 273, 275 to 276, 282, 291, and 297 to 299 of the CCSAP.

Lead implementer: Calumet City

Potential partners: IDOT

Potential funding sources: FY2026 STP-Local funds, Rebuild Illinois Highway Improvement Program funds, Safe Routes to Schools program

Timeline: Short-term (1-2 years)

2.4.2 Create a driveway restriction ordinance to limit pedestrian conflicts

The city should create and pass an ordinance that regulates driveway design for future developments. Regulations should include maximum driveway widths or minimum distances from intersections to reduce the frequency of pedestrian and car conflicts. Adopting a driveway restriction ordinance will ensure future developments more carefully plan driveway access and improve the safety and accessibility for people on foot. The city can also support the ordinance by reconstructing existing curbs and aprons, consolidating driveway entrances, and incorporating driveway design standards into the zoning code. See page 25 of the CCSAP for more information on this strategy. Cost estimates for reconstruction and consolidation can be found on page 295 of the CCSAP. Additionally, see pages 2-33, 2-34, and 2-35 of the City of Rockford's zoning ordinance for an example of how to include driveway design standards in the zoning code.

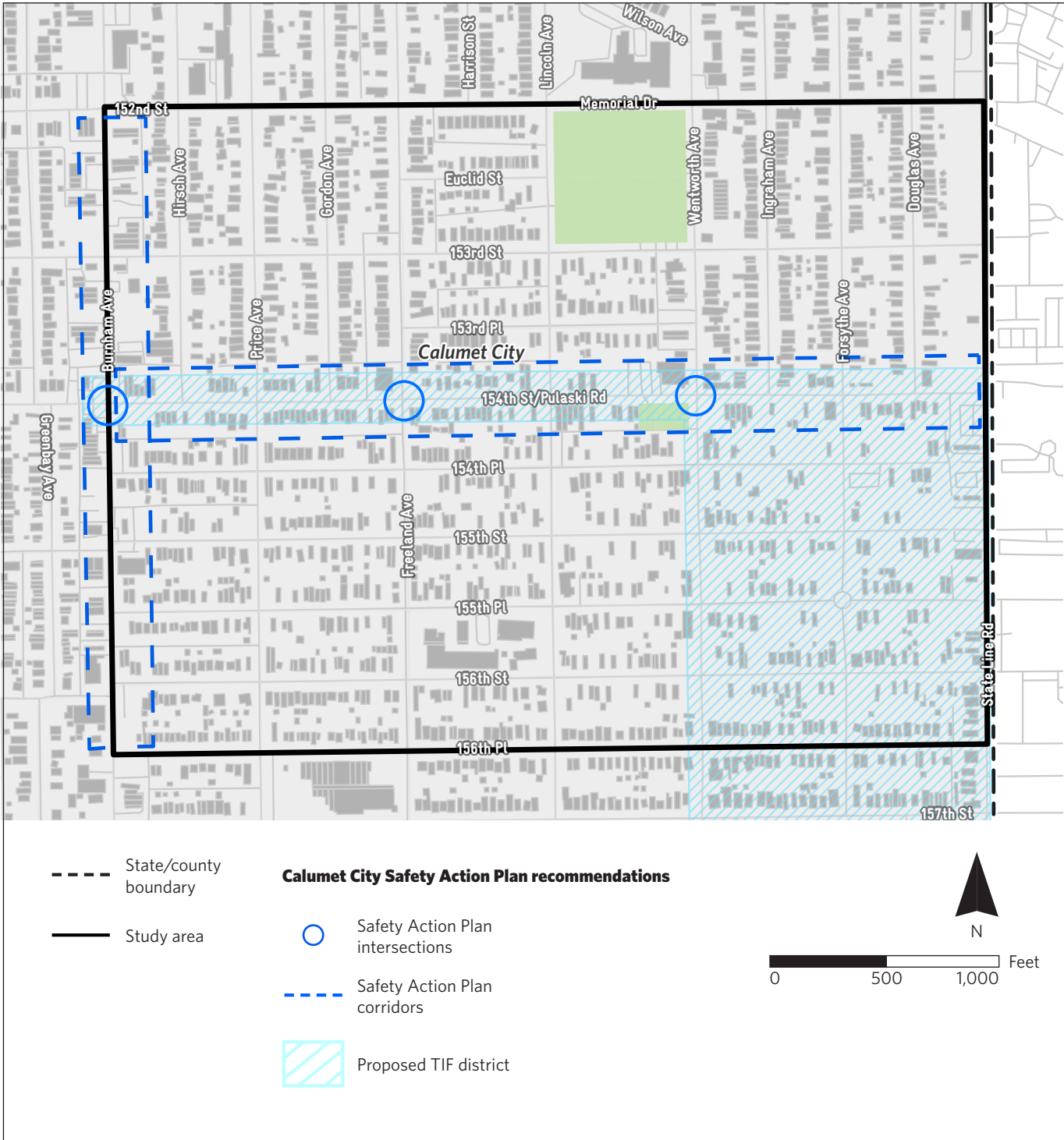
Lead implementer: Calumet City

Potential partners: IDOT, Cook County Department of Transportation, local school districts

Potential funding sources: Staff time

Timeline: Short-term (1-2 years)

Figure 12. Site-specific priority areas from the Calumet City Safety Action Plan, 2022



2.4.3 Sign and paint curbs to restrict parking and increase pedestrian visibility

The city should restrict parking at intersections to improve the safety of drivers and pedestrians (figure 12). Vehicles currently park close to intersections, where crosswalks and pedestrians often wait to cross the street. The proximity blocks views and makes it challenging for both drivers to see pedestrians and pedestrians to see traffic. Limiting parking near intersections will increase visibility and safety. See more information in the CCSAP on page 13 for identified safety issues and mitigation strategies and pages 271, 274, 277, 285, and 293 for preliminary cost estimates for Pulaski Road and Burnham Avenue.

Lead implementer: Calumet City

Potential partners: IDOT (for Burnham Avenue)

Potential funding: STP-Local funding on Pulaski Road, annual capital improvement planning and budgeting

Timeline: Short-term (1-3 years)

2.4.4 Establish a Tax Increment Financing district around the Pulaski Corridor

The city should consider establishing a TIF district that covers Pulaski Road between State Line Road and Burnham Avenue and extends to the Forsythe Village area (figure 12). A TIF district in this area would open a new funding source for infrastructure improvement projects. CMAP's [tax incentives guide](#) recommends using TIFs to invest in publicly owned infrastructure so investments benefit multiple future developments. Establishing a TIF on Pulaski Road is also a recommendation within the CCSAP. It is recommended that the TIF be established before any redevelopment to maximize potential capture. See page 34 in the CCSAP for more information. Also, see strategy 1.5.1 for more information on using local incentives like TIFs to advance community benefits.

Lead implementer: Calumet City

Potential partner: None identified

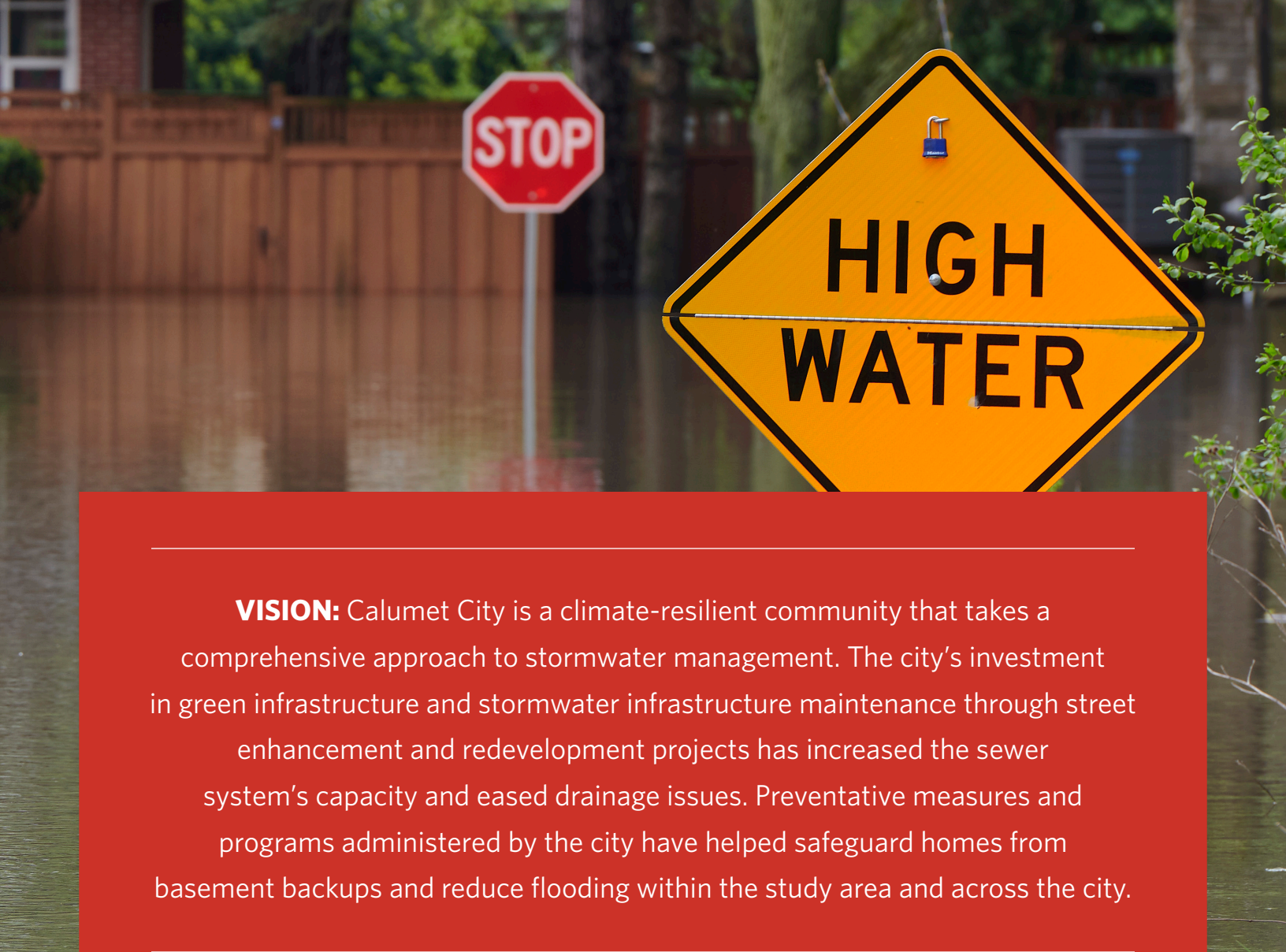
Potential funding: Staff time

Timeline: Short-term (1-3 years)

SECTION 3

STORMWATER MANAGEMENT AND FLOODING





VISION: Calumet City is a climate-resilient community that takes a comprehensive approach to stormwater management. The city's investment in green infrastructure and stormwater infrastructure maintenance through street enhancement and redevelopment projects has increased the sewer system's capacity and eased drainage issues. Preventative measures and programs administered by the city have helped safeguard homes from basement backups and reduce flooding within the study area and across the city.

Stormwater management and flooding are ongoing and prevalent issues that impact residents and businesses across Calumet City.

Previous planning studies have identified ways to address these issues, including within the study area. Building on these past efforts, this plan presents and prioritizes three key recommendations: managing stormwater using green infrastructure, protecting homes, and maintaining stormwater and sewer infrastructure. For each recommendation, specific strategies and approaches are identified that, upon implementation, aim to make the community more resilient to urban flooding.

RECOMMENDATION 3.1 USE A VOLUME-BASED APPROACH TO INCREASE THE CITY'S CAPACITY TO MANAGE STORMWATER

The devastating impacts of extreme storms, particularly those that occurred on July 2, 2023 and September 17, 2023, highlight the inadequacy of the city's current stormwater management infrastructure and the significant challenges it faces in building a climate-resilient community. The magnitude of these storms and the resulting flooding would have been challenging for any community in northeastern Illinois; however, these types of storms are becoming more frequent with climate change. While it is unrealistic to eliminate flooding entirely, stormwater storage, including green infrastructure practices like rain gardens, green alleys, and stormwater ponds, can be added incrementally within the study area and across other areas of the city to reduce flood exposure and risk over time, allowing the city to adapt to the increasing frequency and intensity of rainfall in the future.

Strategies

3.1.1 Establish stormwater storage goals

Adding stormwater storage (or storage volume) is essential to managing rainfall and reducing flooding. Currently, there are no basins or ponds in the study area to store stormwater. The existing combined sewer system can handle approximately one inch of rain per hour (or 1.94 inches of rainfall in a 2-hour storm), which is equivalent to a 2-year level of service.

To increase the city's level of service, or the amount of rain the city's combined sewer system can handle, the city should set a short-term goal of reaching a 5-year level of service within five years. To achieve a five-year level of service, the city will need to create 7.5 acre-feet of new stormwater storage. The city should also set a longer-term goal of achieving a ten-year level of service within ten years, which would require the city to create 15.2 acre-feet of new stormwater storage (table 1). The stormwater storage needed to achieve these goals can be achieved by constructing green infrastructure and stormwater improvements projects identified in strategies 3.2.1 to 3.2.5. Table 1 identifies the stormwater storage needed and the estimated cost for constructing the amount of storage identified.

Lead implementer: Calumet City

Potential partners: MWRD

Potential funding sources: Staff time

Timeline: Immediate (less than a year)

3.1.2 Use stormwater storage targets to prioritize projects and track implementation

There are multiple stormwater projects that the city can pursue to increase stormwater storage (figure 13). The city should use the level-of-service goals, associated stormwater storage targets, and estimated costs to help prioritize stormwater projects and investments. Table 2 identifies the stormwater project opportunities within the study area, the storage volume each project could project, and the estimated cost in 2023 dollars. See recommendation 3.2: Manage stormwater using green infrastructure for more details on the specific project types.

To fund stormwater projects in the study area, the city should consider including a line item in its annual budget that is greater than the amounts shown in table 2. The city may also want to pursue external funding to achieve the projected budget. As stormwater storage projects are completed, the city can use each project's cumulative total volume of

stormwater storage to track and measure their success in accomplishing their short- and long-term level-of-service goals. Table 3 shows the projected annual budget to create 1.5 acre-feet of storage each year, assuming a yearly inflation rate of 3 percent.

Lead implementer: Calumet City

Potential partners: None identified

Potential funding sources: MWRD Stormwater and Green Infrastructure Partnership Programs, U.S. Army Corps of Engineers (USACE) Section 219 Program, IEPA GIGO Program, IEPA Section 319(h) Grant Program

Timeline: Mid-term (3-5 years) for a 5-year level of service, long-term (6-10) for a 10-year level of service

Table 1. Stormwater storage targets based on the level of service and associated cost estimates to create stormwater storage

	Level of Service (Storm Recurrence Interval)				
	5-year	10-year	25-year	50-year	100-year
Rainfall Total (in) ^a	2.49	2.99	3.74	4.35	4.97
Stormwater Storage Targets (ac-ft) ^b	7.5	15.2	27.9	39.0	50.7
Estimated Cost (in 2023 dollars)	\$2,997,000	\$6,083,000	\$11,163,000	\$15,581,000	\$20,263,000
Timeline	To achieve within 5 years	To achieve within 10 years			

a. Rainfall total for a 2-hour duration storms (Illinois State Water Survey Bulletin 75).

b. Storage targets are calculated for a 2-hour duration storm with a given recurrence interval.

Table 2. Stormwater project opportunities by type and their respective storage volume created and estimated cost^a

Stormwater projects	Area (acres)	Percent of study area	Storage volume (acre-ft)	Cost estimate ^b
Green alleys	6.1	2.3%	13.0	\$8,508,000
Vacant lots	14.1	5.2%	23.4	\$5,093,000
Rain gardens in right-of-way (ROW)	3.6	1.3%	12.3	\$5,375,000
ROW permeable parking lanes	1.8	0.7%	4.1	\$2,669,000
Permeable parking lots	1.8	0.6%	3.9	\$2,552,000
Memorial park basin	1.3	0.5%	3.0	\$653,000
Total	28.7	10.6%	59.7	\$24,850,000

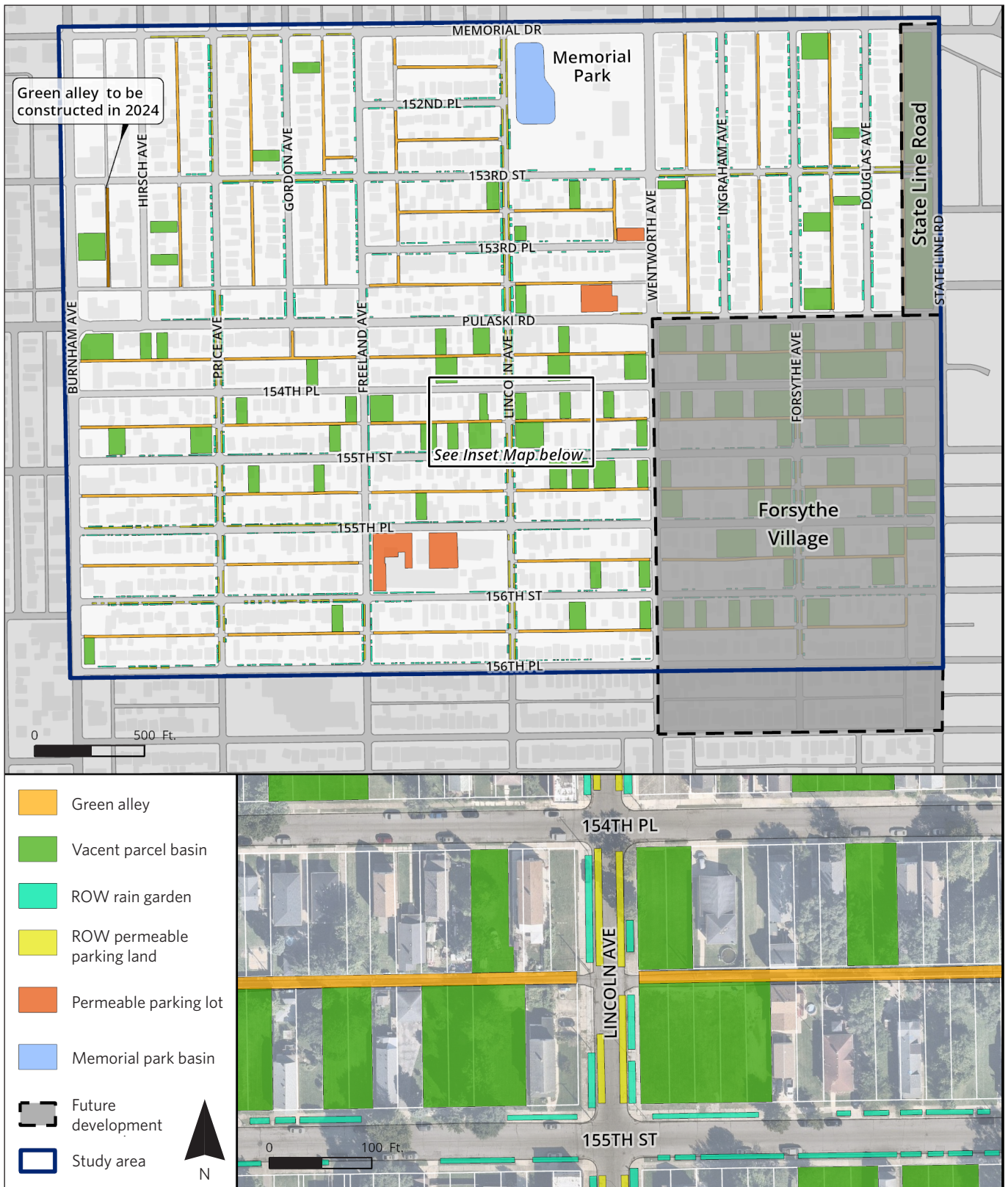
a. Excludes opportunities in the Forsythe Village and State Line Road redevelopment areas.

b. Cost estimates are based on 2023 dollars.

Table 3. Estimated budget for the next five years assuming an annual inflation rate of 3% and a contingency of 20%

Year	2024	2025	2026	2027	2028
Projected budget	\$617,400	\$635,900	\$655,000	\$674,700	\$694,900
Project budget with 20%	\$740,900	\$763,000	\$786,000	\$810,000	\$834,000

Figure 13. Stormwater project opportunity areas



RECOMMENDATION 3.2 MANAGE STORMWATER USING GREEN INFRASTRUCTURE

The city should use green infrastructure—nature-based projects that temporarily capture stormwater and slowly release it into the ground or sewer system over time—to manage stormwater throughout the study area. Green infrastructure projects can include permeable pavements (e.g., alleys, parking lots, or sections of the roadway), rain gardens, or stormwater ponds. These projects help reduce flooding and improve the sewer’s ability to handle stormwater during large storm events while providing additional benefits like increased open space, urban cooling, improved air quality, and more inviting streets. Figure 13 illustrates the multiple green infrastructure opportunities the city can pursue to manage stormwater throughout the study area.

Strategies

3.2.1 Formalize a green alley program

The city partnered with the MWRD to construct three green alleys with permeable pavement in 2022. In 2024, five additional green alley projects will be constructed through the partnership, including one in the study area (figure 13). Building on these successes, the city should formalize a citywide green alley program dedicated to renovating alleys with permeable pavement and incrementally creating stormwater storage throughout the community. The city can promote completed projects to garner support from the City Council to vote in favor of a green alley program.

Once the program is in place, the city should prioritize alleys for conversion based on the pavement conditions and known flooding and drainage issues. The city should aim to construct four or more alleys citywide per year to increase stormwater storage. Priority locations for green alley conversions include the pilot stormwater pocket park location (see strategy 3.2.2) and Forsythe Village areas as part

of a larger package of stormwater management improvements (see strategy 3.2.4). Outside of the Forsythe Village and State Line Road redevelopment areas, 37 alleys have also been identified (figure 13) for green alley conversions within the study area. If all 37 alleys are converted to green alleys, the city can create 13 acre-feet of storage at a cost of approximately \$8,508,000 in 2023 dollars (table 2).

Lead implementer: Calumet City

Potential partners: None identified

Potential funding sources: General funds; MWRD Stormwater and Green Infrastructure Partnership Programs, USACE Section 219 Program, IEPA GIGO Program, Cook County Community Development Block Grant (CDBG), Cook County Invest in Cook Program

Timeline: Immediate (less than a year) for the program; short-term (1-2 years) for alley conversions



Calumet City
green alley before (top)
and after (bottom)

Source: Calumet City



3.2.2 Transform vacant lots into stormwater pocket parks

Vacant lots present the greatest opportunity to create the most stormwater storage with the least amount of money. Beyond reducing flooding, vacant lots can be transformed into park space to provide additional benefits to the community, such as recreation, higher property values, improved air quality, and neighborhood greening and cooling. Many residents expressed interest in more park space for children and families. Outside the Forsythe Village and State Line Road redevelopment areas, 125 vacant lots are large enough to create stormwater pocket parks (figure 13). These vacant lots have the potential to provide 23.4 acre-feet of stormwater storage and cost approximately \$5,093,00 (table 2).

To pilot this opportunity, the city should consider transforming three vacant lots at the southeast corner of 154th Place and Freeland Avenue into a stormwater pocket park (figure 14 and figure 15). The lots are centrally located in the study area and can create approximately 0.69 acre-feet of stormwater storage. The project cost is estimated to be \$151,000 (table 4). The city can consider partnering with the Calumet Memorial Park District on this project or other future pocket park projects and transferring long-term ownership and maintenance of the park space to the Park District. The city will also want to be aware of and address the potential impacts new park spaces translating into high property taxes and rents can have on lower-income homeowners and renters.

Lead implementer: Calumet City

Potential partners: Calumet Memorial Park District

Potential funding sources: MWRD Stormwater and Green Infrastructure Partnership Programs, USACE Section 219 Program, IEPA GIGO Program, Illinois Department of Natural Resources Open Space Lands Acquisition and Development Grant (OSLAD)

Timeline: Short- to mid-term (1 to 5 years)

Priority areas: Stormwater pocket park pilot project at 154th Place and Freeland Ave

Figure 14. Pilot stormwater pocket park project



Figure 15. Conceptual rendering of a stormwater pocket park



Table 4. Stormwater pocket park pilot project

	Storage volume (ac-ft)	Cost estimate
Stormwater pocket park	0.69	\$151,000
Green alley	0.35	\$228,000
Total	1.04	\$379,000

3.2.3 Add rain gardens and permeable parking lanes into street improvement and resurfacing projects

Green infrastructure should be integral to the city’s complete streets policy, best practices manual, and implementation efforts. The city should incorporate green infrastructure into public rights-of-way (ROW) through street enhancement or resurfacing projects. Aligning these ROW stormwater projects with street improvements is a prime opportunity to increase stormwater storage. For example, the upcoming Phase I engineering design projects for complete streets improvements on Pulaski Road and Burnham Avenue can incorporate rain gardens in the parkway, bump outs with rain gardens for traffic control, and permeable pavement in the parking lanes.

A rendering of the green street concept, including permeable pavement and rain garden, is shown in figure 16. Outside of the Forsythe Village and State Line Road redevelopment areas, a total of 16.4 acre-feet of stormwater storage can potentially be created using ROW rain gardens and permeable parking lanes in the study area (figure 13) at a cost of \$8,044,00 (table 2). While limited opportunities to implement green infrastructure on Pulaski Road and Burnham Avenue have been identified in this plan due to potential utility conflicts with water mains and combined sewers, the Phase I design projects should investigate the possibility of modifying or relocating existing utilities in conflict to allow for the incorporation of green infrastructure.

Another strategy is to bundle various green infrastructure elements like ROW rain gardens and permeable parking lanes into a single project, which can lead to a more efficient design to capture stormwater runoff and savings in construction costs. For example, the pilot stormwater pocket park identified in strategy 3.2.2 can also include a rain garden in the parkway on Freeland Avenue and a green alley between Freeland Avenue and Lincoln Avenue. The cost of this bundled project is estimated to be \$379,000 (table 4).

Lead implementer: Calumet City

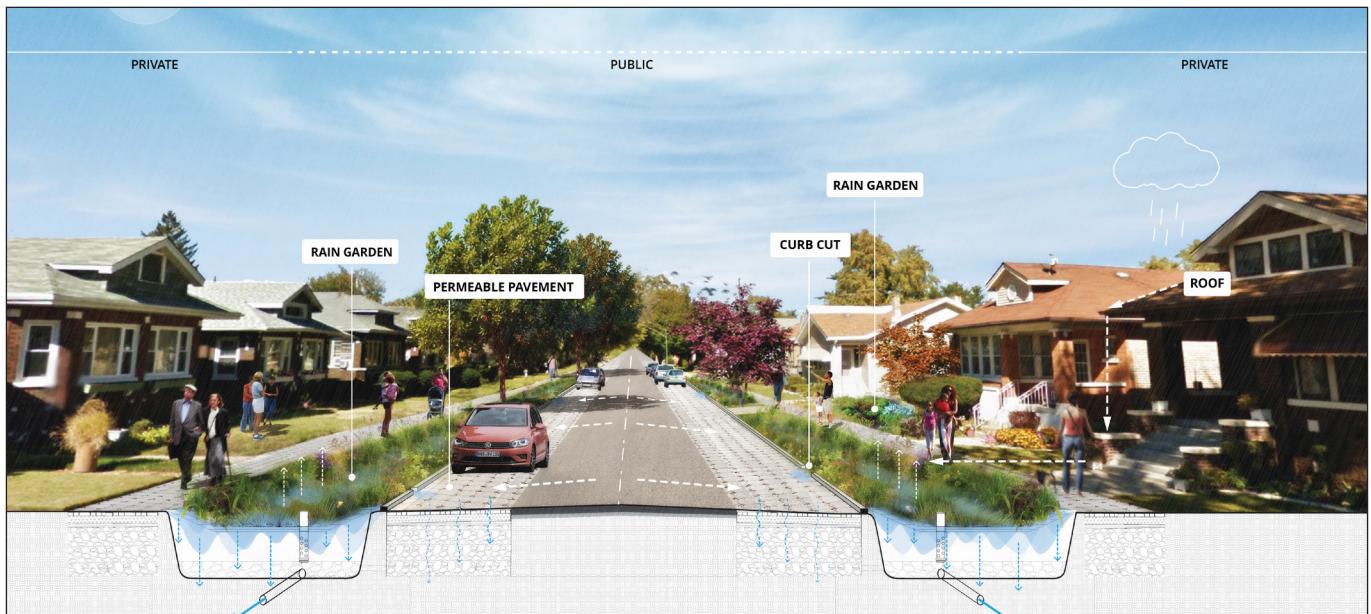
Potential partners: None identified

Potential funding sources: MWRD Stormwater and Green Infrastructure Partnership Programs, USACE Section 219 Program, IEPA GIGO Program, Transportation Renewal Fund, IEPA Section 319(h) Grant Program

Timeline: Short- to long-term (1-5+ years)

Priority areas: Pulaski Ave, bundled with stormwater pocket park pilot project at 154th Place and Freeland Avenue

Figure 16. Conceptual rendering of a green street incorporating permeable pavement and rain gardens



3.2.4 Develop a stormwater improvements project for the Forsythe Village area

The planning and design of stormwater infrastructure in the Forsythe Village area should be a critical element of the Forsythe Village master plan (see strategy 1.3.1). The city should prioritize improving the stormwater infrastructure for the area to meet the area’s stormwater storage needs before pursuing future redevelopment efforts. Having the stormwater infrastructure in place would attract smaller developers and home builders to fast-track redevelopment efforts and avoid competing with neighboring communities to attract larger developers. The city should apply to the MWRD Stormwater Partnership Program for assistance with conceptualizing a package of stormwater improvements for this area as a part of, or that is complimentary to, the master planning process. Improvements could include stormwater parks that can function as recreation areas and temporarily hold stormwater, green streets completed with rain gardens and permeable parking lanes, green alleys, and additional separate storm sewers to collect stormwater runoff. Figure 17 presents an example of

a conceptual stormwater improvements project, which includes two stormwater parks that can function as recreation areas and temporarily hold stormwater, green streets completed with rain gardens and permeable parking lanes, green alleys, and additional separate storm sewers to collect stormwater runoff. The project should be designed to meet the storage needs of, at a minimum, a 100-year storm event (8.57 inches of rainfall in 24 hours) and be capable of handling high-intensity rainfall (2 inches or more per hour) (table 5).

Lead implementer: Calumet City

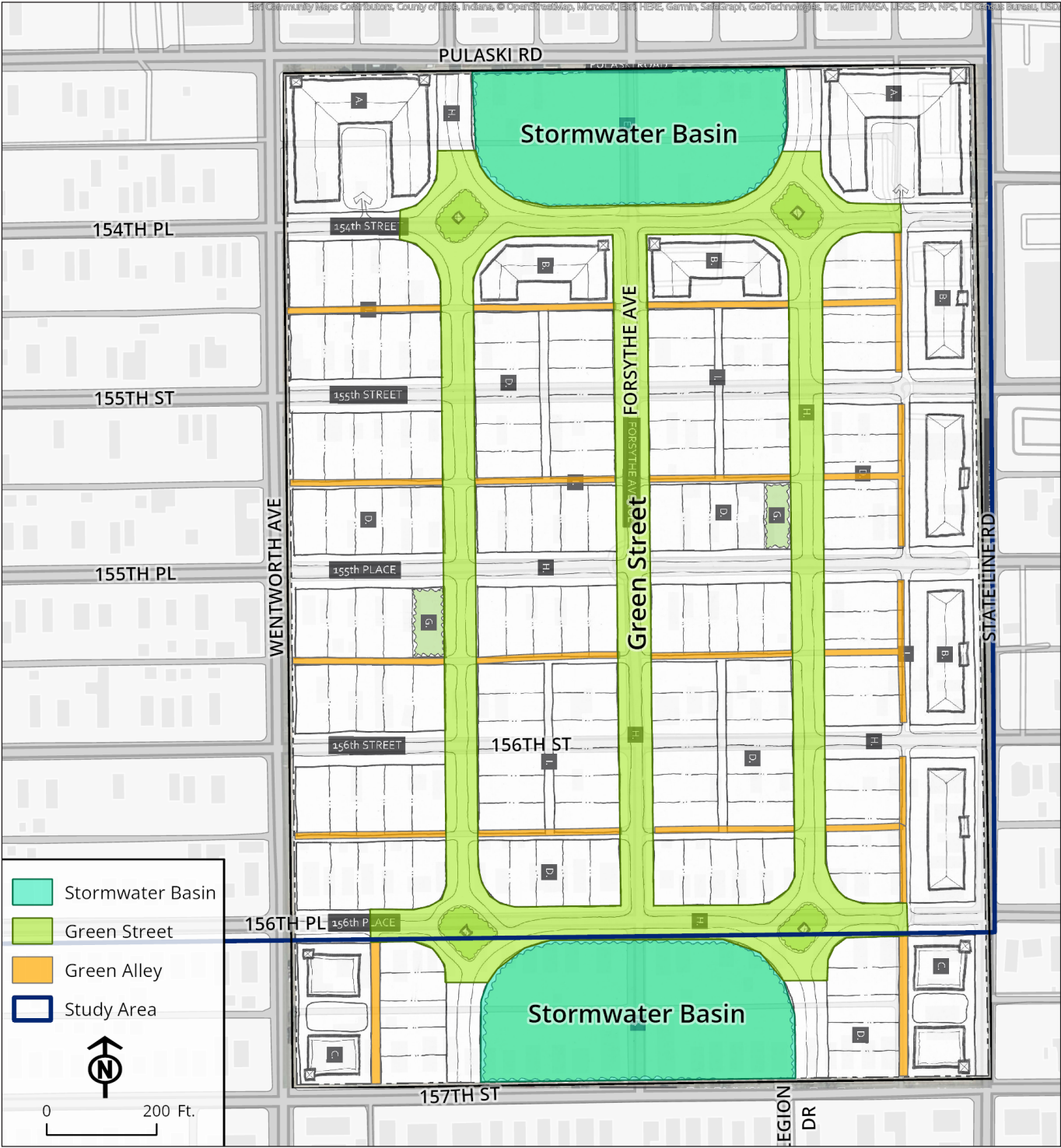
Potential partners: MWRD

Potential funding sources: MWRD Stormwater Partnership Program (Conceptual Project), USACE Section 219 Program, IEPA GIGO Program, FEMA BRIC Direct Technical Assistance

Timeline: Immediate (less than a year) to incorporate design in the master plan, short- to mid-term (1-5 years) to implement the project

Priority areas: Forsythe Village

Figure 17. Conceptual plan for the Forsythe Village stormwater improvements project



For conceptual purposes only.

Table 5. Stormwater storage needs and project cost estimates for the Forsythe Village area

Forsythe Village	Area (ac)	Storage need (ac-ft)	Cost estimate
Within the study area only	47.5	13.8	\$5,505,000
Full redevelopment area	57.0	16.5	\$6,612,000

3.2.5 Partner with other public, non-profit, and private entities to pursue stormwater retrofit projects

Retrofitting existing asphalt parking lots by replacing a portion of the impervious surface with permeable pavement is an important strategy to increase stormwater storage. Outside the Forsythe Village and State Line Road redevelopment areas, 1.8 acres of asphalt park lots can create 3.9 acre-feet of storage, requiring \$2,552,000 of capital investment (table 2 and figure 18). If a parking lot is privately owned, the city can consider cost-sharing the improvements with the property owner. The baseball fields at Memorial Park also present a cost-effective opportunity to add a significant amount (3 acre-feet) of stormwater storage by creating a dry pond or basin in the outfields for temporarily holding stormwater (figure 18). The proposed basin can still be used as the outfields and would not interfere with the gameplay. The project cost is estimated to be \$653,000.

Lead implementer: Calumet City

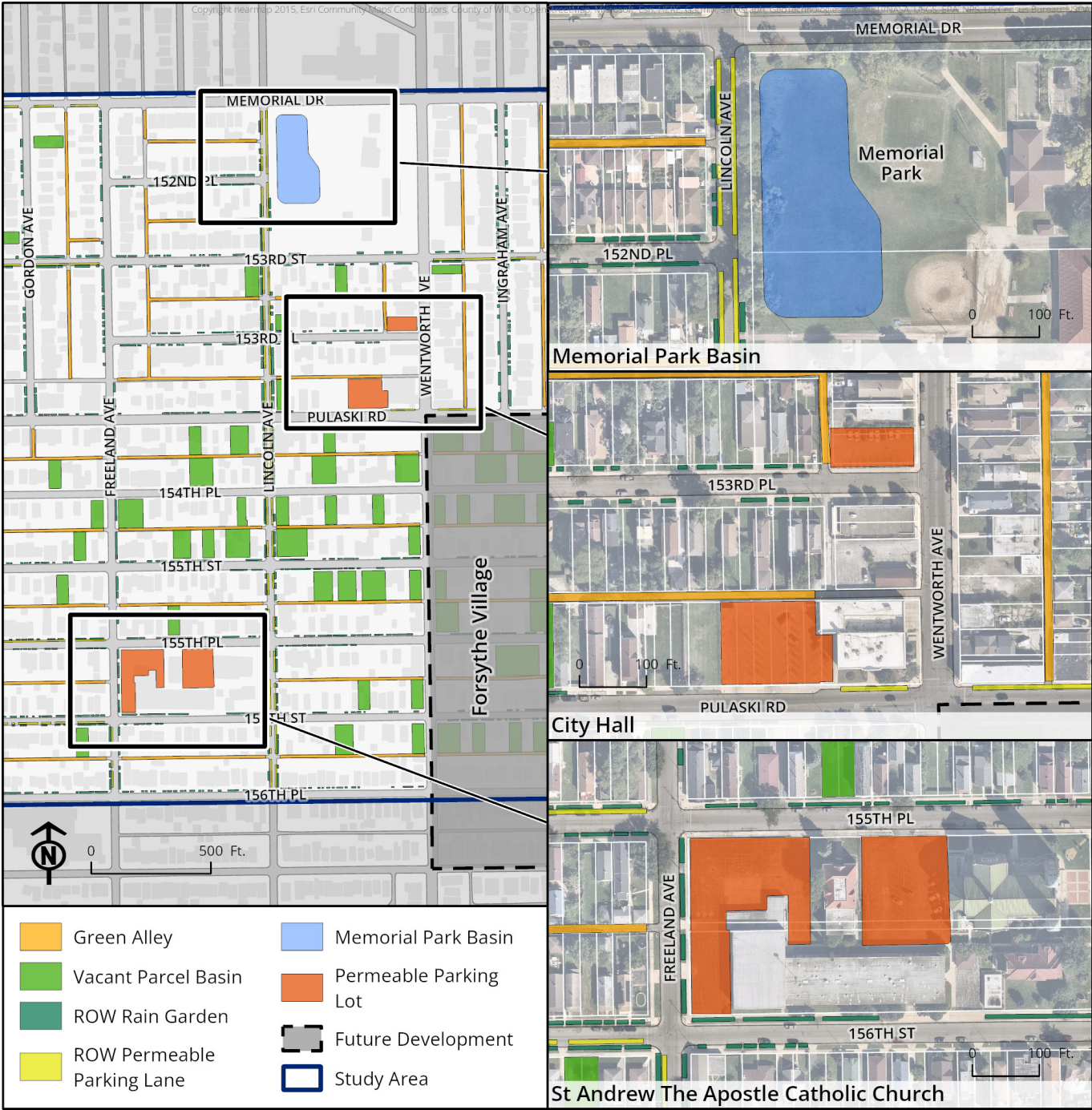
Potential partners: Calumet Memorial Park District, Archdiocese of Chicago, private property owners

Potential funding sources: MWRD Stormwater and Green Infrastructure Partnership Programs, USACE Section 219 Program, IEPA GIGO Program

Timeline: Mid-term (3-5 years) to long-term (5+ years)

Priority areas: Memorial Park, City Hall, St. Andrews the Apostle Catholic Church

Figure 18. Project opportunities at Memorial Park, City Hall, and St. Andrew Catholic Church



RECOMMENDATION 3.3 PROTECT HOMES FROM BASEMENT BACKUPS



The study area is served by a combined sewer system where the same pipes collect stormwater and sanitary sewage. When the city's combined sewer system reaches capacity, homes with a basement that are not protected by an overhead sewer or a backflow prevention device will experience sewer backups. Increasing stormwater storage through capital improvement projects alone does not fully protect homes from basement backups. The following strategies should be considered as part of a holistic approach to reducing flood risk.

Strategies

3.3.1 Increase residential awareness and preparedness for urban flooding

Given the widespread impacts of the July and September 2023 storms, there is an excellent opportunity to increase residents' understanding and awareness of urban flooding risk in the city's combined sewer areas. The city should communicate

the risks and encourage homeowners and renters to purchase flood insurance, even if their property is outside designated floodplains. While the city has successfully implemented an overhead sewer rebate program, the participation rate has varied over the years and remains relatively low. The city can promote the program by creating a web page explaining what it entails and how to apply and featuring it through its communication channels with the residents (e.g., newsletters, sewer/water billing inserts, city website, etc.). The city should also work with Calumet City's alderpeople to host public meetings and town halls where residents can learn about flood insurance and how to participate in the rebate program and provide feedback on ways the city can increase participation.

Lead implementer: Calumet City

Potential partners: Calumet City alderpeople

Potential funding sources: Staff time

Timeline: Immediate (less than a year)

3.3.2 Expand existing overhead sewer rebate program to include downspout disconnection and small-scale green infrastructure

The city should consider expanding the overhead sewer rebate program to allow cost-sharing for disconnecting downspouts and installing small-scale green infrastructure such as rain gardens with native plantings and permeable driveways on residential properties (see the MWRD's [Green Neighbor Guide](#)). The city could also streamline the reimbursement process by certifying local plumbing and landscaping contractors that can implement the practices covered by the program and providing homeowners with a list of businesses they can use. An expanded program would give homeowners additional incentives to become "green neighbors" and actively address urban flooding throughout the community. Through these practices, residents can decrease the stormwater flowing into the combined sewer system and reduce the risk of basement backups.

Lead implementer: Calumet City

Potential partners: None identified

Potential funding sources: Staff time

Timeline: Short-term (1-2 years) to mid-term (3-5 years)

3.3.3 Require downspout disconnection and installation of an overhead sewer for certain building permits and rental applications

To protect owner-occupied and rental properties from basement backups, the city should consider requiring property owners to disconnect all the downspouts and install an overhead sewer or a backflow prevention device when home repair or renovation projects exceed a certain construction cost threshold (for example, \$75,000). This requirement can be implemented through the existing building permit process. In addition, the city should consider enforcing the same requirement for rental properties under the Annual Rental Inspection for Code Compliance. Rental properties must meet this requirement before an occupancy permit can be issued. The city should consider updating the rental inspection ordinance and offering a grace period before the law takes effect.

Lead implementer: Calumet City

Potential partners: None identified

Potential funding sources: Staff time

Timeline: Long-term (5+ years)

Case study: Flood assistance program

The Village of Palatine offers a [basement protection program](#) that covers repairing or rehabilitating residential sewers. The program encourages homeowners with older-style plumbing to take measures to either protect their homes from sewer backup or upgrade the system to current plumbing standards. The program provides a 50% cost share for installing check valves, overhead sewers, and disconnecting footing drains. It also offers loan assistance for replacing or repairing sewer laterals, footing drains, and basement window well drains. In addition to the basement protection program, the village also has a rain garden reimbursement program that covers 75% of the project costs, up to \$3,000.

Source: The Village of Palatine

RECOMMENDATION 3.4 INVENTORY AND MAINTAIN EXISTING AND FUTURE STORMWATER INFRASTRUCTURE

In addition to constructing new stormwater storage, it is equally important to invest in the operations and maintenance of existing and future stormwater and sewer infrastructure. Often, drainage issues are due to inadequate maintenance or not knowing the conditions of the infrastructure. Lack of maintenance has exacerbated the impacts of the recent extreme storm events.

Strategies

3.4.1 Inventory and assess stormwater, sanitary, and combined sewer infrastructure conditions

The city has secured bond funding for stormwater infrastructure maintenance, including sewer televising, cleaning, and rehabilitation. As these maintenance activities are conducted, the city should accurately map and collect critical data on all existing stormwater and combined/sanitary sewer infrastructure. The city has maintained sewer and utility atlases over the years; however, the current data only contain type, size, and location information, and some of the assets are not accurately mapped. The city should take advantage of its membership in the South Suburban Mayors and Managers Association's GIS Consortium and request assistance from the Consortium on infrastructure data acquisition, management, mapping, and analysis.

Parallel to the maintenance and inventory work, it is critical that the city maintains an easily accessible and searchable database of all the maintenance work performed, conditions of the sewer, and any other relevant data. Data collected should be maintained using a geographic information system (GIS) platform to allow easy access, analysis, and sharing of the infrastructure data. The city should also coordinate with the Consortium and the MWRD on using a common framework for collecting and storing infrastructure data.

Lead implementer: Calumet City

Potential partners: South Suburban Mayors and Managers Association's GIS Consortium, MWRD (for GPS survey equipment)

Potential funding sources: Staff time and/or consultant assistance

Timeline: Short-term (1-2 years) to mid-term (3-5 years)

Priority areas: Sewers that are targeted for maintenance work in the study area



3.4.2 Consider implementing a stormwater utility fee to fund maintenance and capital improvement projects

The city should explore the use of a stormwater utility to help fund stormwater infrastructure maintenance activities across the entire city, including the study area. Municipalities like Calumet City generally do not have a built-in method of collecting dedicated revenue to manage stormwater infrastructure. Stormwater utility programs with a fee structure aim to meet this need by enabling municipalities to collect dedicated revenue that can be used — in addition to existing funding from general and bond funds— to support stormwater infrastructure improvements like major rehabilitation projects, the creation of stormwater storage, and other stormwater-related activities.

The revenue stream is often generated through a monthly fee on all local property owners, and the fee can be set in a variety of ways. The city should review CMAP's report, [The Value of Stormwater Utilities for Local Governments in the Chicago Region](#), to learn about stormwater utility best practices, fee structures, and program strategies that could work for Calumet City. If a stormwater utility is of interest, the city should work with its alderpeople to conduct an extensive residential outreach and education campaign communicating the need for and benefits that will result from the fee in advance of enacting it to ensure property citizen buy-in. Regardless of the utility's structure, property owners will be faced with an additional fee. Leading up to this outreach, the city should also have a clear idea of the stormwater infrastructure needs and approximate costs; a schedule of utility fees by property class, impermeability, and other components; benefits that would result from new revenues/investments; and any credits/reductions that will be made available for low-income residents, large property owners, and others.

Lead implementer: Calumet City

Potential partners: None identified

Potential funding sources: None identified

Timeline: Short- to mid-term (1-5 years)

Case study: Stormwater Utility Fee and Storm Sewer Fund

In 2011, the Village of Flossmoor implemented a Stormwater Utility Fee and created a Storm Sewer Fund to help support storm sewer and drainage ditch maintenance, repair activities, street sweeping, and smaller drainage projects (typically less than \$100,000). The Village evaluated several fee models and decided to implement the fee based on drinking water consumption. All property owners are subject to the fee regardless of tax exemption status. The current rate is \$2.25 per 1,000 gallons of water consumed.

Source: The Village of Flossmoor

SECTION 4

APPENDIX



APPENDIX ADDITIONAL INFORMATION

Table 6. Pace bus infrastructure inventory

Primary street	Cross street	Corner	Direction	ADA pad status	Shelter status	Sign status	Other detail
Burnham Ave	157th St	SE	Eastbound	ADA pad	No shelter	Sign missing	
Burnham Ave	156th St	NE	Eastbound	ADA pad	No shelter	Signed	Sidewalk to curb
Burnham Ave	155th St	SE	Eastbound	ADA pad	No shelter	Sign missing	
Burham Ave	Pulaski Rd	SE	Eastbound	ADA pad	Shelter	Signed	
Pulaski Rd	Price Ave	SW	Eastbound	No ADA pad	No shelter	Signed	
Pulaski Rd	Freeland Ave	SW	Eastbound	No ADA pad	No shelter	Signed	Sidewalk to curb
Wentworth Ave	Pulaski Rd	NE	Eastbound	ADA pad	No shelter	Signed	Sidewalk to curb
Wentworth Ave	153rd St	SE	Eastbound	ADA pad	No shelter	Signed	Sidewalk to curb
Wentworth Ave	Memorial Dr	NE	Eastbound	ADA pad	No shelter	Signed	Sidewalk to curb
Memorial Dr	State Line Ave	NW	Westbound	No ADA pad	No shelter	Signed	Stop at driveway apron
Memorial Dr	Wentworth Ave	NE	Westbound	ADA pad	No shelter	Sign missing	Sidewalk to curb
Wentworth Ave	153rd St	NW	Westbound	ADA pad	No shelter	Sign missing	
Wentworth Ave	Pulaski Rd	NW	Westbound	ADA pad	No shelter	Signed	Sidewalk to curb
Pulaski Rd	Lincoln Ave	NE	Westbound	ADA pad	No shelter	Signed	Sidewalk to curb
Pulaski Rd	Freeland Ave	NE	Westbound	No ADA pad	No shelter	Signed	
Pulaski Rd	Price St	NE	Westbound	No ADA pad	No shelter	Signed	
Burnham Ave	Pulaski Rd	SW	Westbound	ADA pad	No shelter	Signed	Stop at driveway apron
Burnham Ave	155th St	NW	Westbound	ADA pad	No shelter	Sign missing	
Burnham Ave	156th St	SW	Westbound	ADA pad	No shelter	Sign missing	

APPENDIX FUNDING SOURCES

COMMUNITY AND ECONOMIC DEVELOPMENT

Asphalt Art Initiative grant

Program purpose

The Asphalt Art Initiative grant program is designed to fund visual art on roadways, pedestrian spaces, and public infrastructure in cities.

Program administrator

Bloomberg Philanthropies

Available funding level

Up to \$25,000 annually (per grant recipient). Up to 20 grants were available in 2023.

Eligible applicants

All cities in Canada, Mexico, and the United States

Eligible projects

Each application must have a site identified for the proposed asphalt art project (or sites, if multiple, are feasible within the budget). Eligible sites should be on or adjacent to active roadways and may include crosswalks, intersections, vehicle/parking lanes, pedestrian plazas, sidewalks, or highway underpasses. Sites should have the potential for active pedestrian usage so that the artwork can have maximum impact. Sites may be located in and managed by one or multiple jurisdictions (city, state or county, public utility, regional transit authority, etc.) but must be largely or completely on public property and be fully open to the public.

Important program details

If selected, the lead city agency will be required to select a fiscal sponsor to receive the funds directly. The fiscal sponsor should be a charitable organization that is a 501(c)3 Public Charity (or an equivalent entity in Canada or Mexico).

Application requirements

Competitive proposals must clearly demonstrate the following the following:

Impact:

- The project addresses a relevant and meaningful challenge faced by the identified site, the surrounding neighborhood, or the city (e.g., traffic safety, underutilized public space, neighborhood blight, etc.), emphasizing road safety for pedestrians and/or cyclists.
- The characteristics of the chosen site (e.g., physical layout, traffic or pedestrian volume, neighborhood context) are such that an intervention of this nature is highly likely to succeed.

- The proposed intervention is consistent with the project's stated goal(s) and has appropriate metrics to determine success.
- The proposed project clearly benefits the local community and engages residents/stakeholders in its planning, development, and/or execution.

Viability:

- The project team and partners have the necessary authority and expertise to oversee a project of this nature.
- The project has demonstrated support from city and community stakeholders through existing partnerships or a thoughtful outreach/engagement plan.
- The proposed budget, timeline, and maintenance plan are realistic and demonstrate notable in-kind city support.

Quality and visual interest:

- The artist selection and design development process is well-defined and appropriate for the proposed project and will be overseen by someone with appropriate expertise.
- If the artist has already been selected, the chosen artist has demonstrated creative skill and the potential to develop a visually compelling design.
- The surface being painted is in good repair, or there is a reasonable plan to repave or otherwise treat it to be receptive to the chosen materials.

Data collection requirements

N/A

Application process and timeline

Since 2020, grants have been available annually. In 2023, applications were due in June, grant recipients were announced in fall, and projects were to be installed during the 2024 calendar year.

Local match requirement

N/A

Contact

arts@bloomberg.org

Community Development Block Grants (CDBG)

Program purpose

CDBG funds community development projects in low- and moderate-income communities.

Program administrators

- Counties: Cook County, DuPage County, Kane County, Lake County, McHenry County, Will County
- Municipalities: Chicago, Arlington Heights, Aurora, Berwyn, Cicero, Des Plaines, Elgin, Evanston, Hoffman Estates, Joliet, Mount Prospect, Naperville, Oak Lawn, Oak Park, Palatine, Schaumburg, Skokie, and Waukegan
- State of Illinois (for portions of the region not covered by one of the above administrators). To search for a program administrator online, visit <https://www.hudexchange.info/grantees/>

Available funding level

Varies depending on geography. Note that \$115M in CDBG funds currently come to the region each year, of which \$78M goes to the City of Chicago. CDBG can be used for various activities, including planning, public services, and capital project construction.

Eligible applicants

Local governments and non-profits (a community entity cannot apply for county or state CDBG funds if it already receives CDBG funds directly from HUD as a designated entitlement community).

Eligible projects

Eligible projects (public facilities only) include:

- Accessibility projects
- Street and sidewalk improvements
- Curbs, curb cuts
- Sewer and water lines

Important program details

Funds must be used for activities that benefit areas with populations identified as low- or moderate-income. The percent of the population in an area that must be low- or moderate-income to meet eligibility requirements depends on the program administrator. Funds can be used as local match to leverage other fund sources. Units of local government may apply for one grant per competitive program per year.

Application requirements

Varies by jurisdiction.

Application process and timeline

The call cycle is annual; each administrator's process, timing, and timeframe varies.

Local match requirement

Depends on the administrator. It may not be required, but match funds may mean a project is more likely to be funded.

Contact

Refer to the website of your respective program administrator.

Illinois Department of Commerce and Economic Opportunity (DCEO) Construction and/or Renovation to Buildings, Additions, or Structures Grants Management Program

Program purpose

The Governor and the General Assembly direct the Illinois DCEO to administer grants for specific miscellaneous purposes to bolster the state's economy, promote a clean environment, and improve the overall quality of life throughout the state of Illinois. The Construction and/or Renovation to Buildings, Additions, or Structures grant program is available to any entity receiving funding via lump sum appropriation.

Program administrator

DCEO

Available funding level

FY 2023: \$250,000

FY 2020: \$712,500

Eligible applicants

Nonprofit organizations, government organizations, and for-profit organizations.

Eligible projects

Eligible costs for this program are bondable costs associated with new construction and/or renovation of buildings, additions, or structures, including associated parking lots, sidewalks, driveways, etc. This includes exterior work to surface, structure, or foundation to extend useful life; roof work - limited to removal of the system to the decking as well as stone, metal, or other work to control water damage or ice formation; as well as - if done as part of a larger bondable grant-funded project - interior work such as painting, plastering, sanding, replacement of electrical and light fixtures, handicapped accessible improvements, fire alarms, smoke detectors, automatic door closures, etc.

Important program details

For bondable costs. No indirect costs.

Application requirements

Awards are issued as long as the project receives all required program approvals for a capital project. Disbursements are provided via working capital advance (if needed) and reimbursement per submitted financial reports approved.

Data collection requirements

PFR & PPR on either a quarterly or monthly basis, depending on risk assessment specific conditions and/or project details.

Application process and timeline

Apply via email to ceo.ogmgrants@illinois.gov in response to, and by the listed deadline, a posted Notice of Funding Opportunity. Applications are due by the deadline identified in the Notice of Funding Opportunity Supplement. All applications received by the deadline will be scored on merit, and finalists will be notified via a Notice of State Award.

Local match requirement

N/A

Contact

David Parr, 217-524-5199, david.parr@illinois.gov

Illinois DCEO Tourism Attraction Grant Program

Program purpose

The Illinois DCEO is providing grants to assist in developing or improving tourism attractions that increase the economic impact of tourism throughout the state. The Tourism Attractions Grant program is part of a broader effort to help reinvigorate tourism in Illinois, help the tourism industry on a path to economic recovery, and welcome more visitors to Illinois. Grants up to \$500,000 will be awarded to develop and enhance Illinois tourism attractions.

Program administrator

Illinois DCEO

Available funding level

Grants between \$15,000 to \$500,000, with a 1:1 match required

Eligible applicants

Units of local government, counties, municipalities, not-for-profit organizations, local promotion groups, and for-profit businesses.

Eligible projects

- Capital projects – Land and building acquisitions, construction, and renovations of buildings for the purpose of creating or enhancing a Tourism Attraction
- Equipment – Purchase and installation of machinery and equipment designed to create or enhance the Tourism Attraction or rental of equipment for a festival
- Training – Development and presentation of hospitality, quality service, and/or other types of tourism training programs intended to provide a competitive workforce for the tourism industry of Illinois
- Interpretive programs – Creation, implementation, and staffing of, and fabrication of exhibits for, interpretive programs located within historic/cultural sites

Important program details

Ineligible projects and activities for tourism attractions include, but are not limited to, the following:

- Studies (feasibility, research, development, marketing, etc.)
- Debt refinancing
- Contingency funding

- Normal payroll or operating expenses
- Administrative expenses
- Purchase of alcoholic beverages
- Marketing

Application requirements

An entity must be registered in the Grant Accountability and Transparency Act Grantee Portal, at the time of grant application.

Data collection requirements

N/A

Application process and timeline

Applications were accepted between October 19, 2023 and December 18, 2023.

Local match requirement

A 1:1 match is required. The Grantee shall provide matching funds to the total project costs identified in the Uniform Budget submitted for this opportunity. Matching funds must not be funds from other DCEO-funded grant programs or funds used to match any other grants, and the expenses must be necessary and irrevocably obligated to the project.

Contact

Greg Mihalich, Illinois Department of Commerce & Economic Opportunity, 607 E. Adams, 3rd Floor Springfield, IL 62701, ceo.tourismgrants@illinois.gov

National Association of Realtors Placemaking Grant Program purpose

Placemaking grants fund state and local REALTOR® association projects that create new outdoor public spaces and destinations in a community on unused or underused sites. The program aims to enable REALTORS® to strengthen ties with their community, develop relationships with public officials, and spur economic growth and development by creating new public gathering places.

Program administrator

National Association of Realtors

Available funding level

Maximum Level 1 grant award: \$3,000. Maximum Level 2 grant award: \$7,500

Eligible applicants

REALTOR® associates and members

Eligible projects

- Level 1 Placemaking grants support outdoor demonstration and temporary projects to test a project’s viability or inspire permanent projects that help increase community livability and revitalization. Activities may include temporary & pop-up parklets, parks, pedestrian plazas, and bike lanes.
- Level 2 Placemaking grants support the creation of new

outdoor public spaces and destinations in a community accessible to everyone and open at all or most times. Activities may include trails and trailheads, playgrounds, pocket parks, parklets, pedestrian plazas, community gardens, public gardens, dog parks, downtown gathering spots, and alley activations. The grant may also fund community asset improvements such as street benches, lamps, and/or wayfinding signs and improvements to existing spaces.

Important program details

The following are not eligible uses of grant funds:

- REALTOR® association staff time/hours, including contract staff
- General operating expenses for the REALTOR® association or partner organization
- Donations to an organization or person, including down payment or closing cost assistance
- Registration fees and travel-related expenses for REALTORS® attending events
- Fundraising contributions or money to hold a fundraiser
- Cash prizes or purchase of gifts and prizes
- In-house association classroom rental fee
- Activities that benefit a single/select group of property owner(s)
- Subscription fees for videoconferencing services

Application requirements

Level 1 requirements:

- Associations may receive one Level 1 grant per calendar year.
- Approved activity must take place within one year of grant approval to be eligible for funding reimbursement.
- Grant recipients must complete an evaluation form for the supported activity.
- Please note the program does not offer extensions for delayed Placemaking Grants. If a delay will cause your association to miss the year deadline, please withdraw the grant until you know it is ready to move forward. You are then welcome to resubmit and receive your previous grant award. There is no penalty for withdrawing a grant and resubmitting.
- Grant recipients must complete an evaluation form for the supported activity.

Level 2 requirements:

- Associations may receive one Level 2 grant per calendar year.
- Approved activity must take place within one year of grant approval to be eligible for funding reimbursement.
- Grant recipients must complete an evaluation form for the supported activity.
- Please note the program does not offer extensions for delayed Placemaking Grants. If a delay will cause your association to miss the year deadline, please withdraw the grant until you know it is ready to move forward. You are then welcome to resubmit and receive your previous grant award. There is no penalty for withdrawing a grant and resubmitting.
- Grant recipients must complete an evaluation form for the

supported activity.

Data collection requirements

N/A

Application process and timeline

Applications opened on Tuesday, January 2, 2024.

Local match requirement

N/A

Contact

Christine Windle, 202-383-1135, cwindle@nar.realtor; Hannah Dannenfelser, hdannenfelser@nar.realtor; or PlacemakingGrants@nar.realtor

Urban and Community Forestry Grant

Program purpose

Annual grant program designed to expand and enhance the urban forest.

Program administrator

The Morton Arboretum, with funding and support from IDNR and the U.S. Department of Agriculture.

Available funding Level

Individual grants of \$5,000-\$25,000.

Eligible applicants

Local governments, including municipalities, townships, counties, park districts, forest preserve districts, and conservation districts.

Eligible projects

Projects funded through this proposal may include one of the following:

- An urban forest management plan based on a digital and current tree inventory
- An inventory of public trees in the community and an urban forest management plan that addresses some portion of the results
- Development or enhancement of a tree preservation ordinance without an additional project component, or
- Tree planting on public property

All funded projects must include the development or enhancement of a tree preservation ordinance to meet the standard set in the RFP. Municipalities are required to pass a tree preservation/protection ordinance before the end of the grant period. This ordinance must meet minimum requirements, as outlined in the RFP. Assistance to complete this requirement will be provided by The Morton Arboretum at no charge. Some municipalities with existing ordinances may already meet this requirement.

Park districts and forest preserves are required to pass similar board-approved policies to protect and preserve their trees.

Important program details

Additional information available here. Additional CRTI grant resources are available here.

Application process and timeline

The next RFP will be released in October 2023 and will focus on emerald ash borer response/recovery and ash tree management.

Local match requirement

A minimum 1:1 project match is required. Bonus points are given to proposals that offer a larger match (beyond the 1:1 minimum). Required matches may consist of cash payments and/or in-kind contributions.

Contact

Zach Wirtz
CRTI Community Manager
Phone: (630) 725-2498
Email: mcustic@mortonarb.org

TRANSPORTATION AND SAFETY

Community Traffic Safety Grants

Program purpose

Funded by the National Highway Traffic Safety Administration, these grants are an annual opportunity to put the Road to Zero pillars into practice and achieve the National Safety Council's mission of zero traffic fatalities. The program is focused on supporting innovative and promising approaches for implementing evidence-based countermeasures, supporting a Safe System approach, and performing necessary research to address traffic fatalities, disparities in mobility safety and access, and overall improve traffic safety.

Program administrator

National Safety Council in partnership with the National Highway Traffic Safety Administration

Available funding level

\$750,000 dollars will be disbursed per year (subject to NHTSA funding disbursement), and the requested amounts must be between \$50,000 and \$200,000.

Eligible applicants

- Applicants must be a Road to Zero Coalition Member
- Applicant must be a non-profit organization or other entity. Individuals cannot apply.
- Government Entities (cities, states, counties, governors' safety offices, etc.) also qualify.
- Proposed programs must operate within the United States.

- Federally-recognized Indian Tribes, Tribal Organizations, and Urban Indian Organizations are also eligible.

Eligible projects

- Proposals should demonstrate the promising nature of the countermeasure by describing the innovative implementation approach, citing the evidence of effectiveness or identifying how effectiveness will be evaluated, and/or discussing how the project fills a gap or addresses existing disparities in traffic safety.
- Proposed projects should have measurable objectives and generalizable results. That is, projects should demonstrate innovative approaches that could be replicated in other locations or scaled up to a broader level.
- Proposals from past Road to Zero grantees are acceptable. They may be for new projects or for additional innovations on the previous project (i.e. phase #2) but not a continuation of any current or previous project.

Important program details

- Proposals selected will be required to submit monthly reports and documentation showing objectives that have been met.
- Documentation will show objectives that have been met, time spent, and expenses incurred for grant activity.
- Grantees will submit monthly invoices for reimbursement using guidelines set out by Road to Zero and the National Safety Council.
- Grantees will be expected to have quarterly meetings with Road to Zero staff.
- Grantees will be expected to submit a final report detailing the project and lessons learned.
- Grantees will be expected to participate in promotional activities for the grant program and the funded projects including presenting on webinars and other meetings.
- These grants are subject to the Federal funding requirements under CFDA #20.614.

Application process and timeline

Annual grant program. For 2024, grant applications are due by January 14, 2024, at 11:55 pm Eastern. Grants will be awarded beginning in Spring 2024. Grant work will have expected completion date of on or before one year after the date of the award.

Local match requirement

N/A

Contact

Email: roadtozero@nsc.org

Healthy Streets Program

Program purpose

To reduce flooding, improve air quality, and mitigate the urban heat island effect within communities of color and low-income communities by providing grants to both plant trees and deploy Smart Surfaces, such as reflective pavement in urban heat islands and porous pavement in flood prone areas.

Program administrator

Federal Highway Administration

Available funding level

\$100 million per year nationally, 80 percent set-aside for urbanized areas, \$15 million cap per project. The program total is \$500 million programmed between 2022-2026.

Eligible applicants

States, counties, townships, tribal governments, municipalities, MPOs, or nonprofit organizations working in coordination with any of the previously mentioned governmental entities.

Eligible projects

Cool/porous pavement projects, expanded tree cover, projects that reduce the extent of impervious surfaces, stormwater runoff and flood risks, and heat impacts to infrastructure and road users, hiring staff for any of the above activities.

Ineligible projects

This is a new grant program from the IIJA that has yet to be implemented. Specific ineligible projects are TBD.

Important program details

Applications must demonstrate how projects would improve safety, health outcomes, natural environment, and quality of life in low-income/disadvantaged communities. Priority will be given to projects in low-income communities, those that have entered into a community benefits agreement, and those that partner with qualifying youth or conservation corps.

Data collection requirements

While there are no data collection requirements for this program as of March 2023, data collection on reducing urban heat islands and air quality improvement practices will assist with this grant application.

Application process and timeline

Timeline and application details are TBD.

Local match requirement

Although the typical 80/20 local match requirement applies to this program, the Federal Highway Administration may grant exceptions and authorize 100 percent federal funding for projects carried out by an eligible entity that demonstrates economic hardships.

Contact

TBD

Highway Safety Improvement Program (HSIP)

Program purpose

The HSIP funds infrastructure safety projects aimed at reducing fatalities and serious injuries on all public roads. The program is based on a performance-driven process that identifies and analyzes highway safety problems and advances projects to address those issues.

Program administrator

IDOT

Available funding level

Approximately \$533,292,740 programmed in the proposed FY2025-2030 Multi-Year Highway Improvement Program. IDOT intends to fund an FY2025 local increment to the HSIP program to fund safety improvements on local highway systems. The funding amount for this local program will total \$31.3 million for the FY2025 funding cycle.

Eligible applicants

Local or regional governments

Eligible projects

- Rail/highway grade separations
- Intersection safety improvements
- Signal improvements
- Transportation safety planning
- Collection, analysis, and improvement of safety data
- Road safety audit at signalized intersections
- Pedestrian hybrid beacons
- Roadway improvements providing separation between pedestrians and motor vehicles
- Priority control system for emergency vehicles

Important program details

- Program funds infrastructure and non-infrastructure projects.
- Emphasis is placed on performance. States are required to set performance measures and targets for reductions in the number of fatalities and serious injuries and the reduction in the rate of fatalities and serious injuries per million vehicle miles traveled. In addition, ensuring there are reductions in fatalities and serious injuries with older (>65 years old) drivers and pedestrians is a priority.
- Because HSIP funds are limited, low-cost safety improvements are encouraged.
- Local agencies should also evaluate potential projects that address curve deficiencies and guardrail upgrades throughout transportation corridors.
- All phases of a safety improvement project are eligible for this program, including preliminary engineering, land acquisition, construction, and construction engineering.

Application requirements

- Projects must address goals outlined in the State Strategic Highway Safety Plan, be identified through a data-driven process, target an identified safety problem, and contribute to a reduction in fatalities and serious injuries
- Projects with a benefit to cost ratio less than one ($B/C < 1$) may be submitted for consideration. These may be project locations that do not have a fatal crash, but the crash data would support the likelihood of a future fatal or serious injury crash.

Data Collection requirements

- Crash data- split out by injury severity
- Average daily traffic
- Traffic growth
- Intersection cost benefit analysis
- Crash reduction factors

Application process and timeline

The local HSIP process is announced through a Bureau of Local Roads and Streets Circular Letter. Notice of funding opportunity announced annually in the Spring with project awards in mid-Summer or early Fall.

Local match requirement

Minimum 10 percent non-federal funds

Contact

Cynthia Watters, Bureau Chief, IDOT Safety Programs & Engineering, 217-782-3568, Cynthia.Watters@Illinois.gov

Illinois Bicycle Path Grant Program (IBP)

Program purpose

The IBP was created in 1990 to assist local units of government with the acquisition, construction, and rehabilitation of public off-road, non-motorized bicycle paths and directly related support facilities, as well as funds to acquire land intended to be utilized for such facilities.

Program administrator

Illinois Department of Natural Resources

Available funding Level

\$12.1 million annually; maximum \$200,000 per development project; no maximum for acquisition projects

Eligible applicants

Local governments, including counties, townships, and municipalities

Eligible Projects

Land acquisition, new bicycle path development, site clearing and construction costs, fencing and signs, bicycle path renovation, bicycle path support facilities.

Important program details

- Agencies that apply for projects that accommodate additional trail users, such as equestrians, will receive special consideration in the review of grant applications
- Project applications are limited to land acquisition or trail development along a single trail corridor. Looped trails within a single parcel or park site are not eligible for Bike Path funding. The only exceptions are looped trails located within very large preserves.
- Bicycle routes sharing existing roadway surfaces are also not eligible for funding consideration under this program.

Data collection requirements

- Miles of all existing trails in the applicant's jurisdiction
- Public, recreational, and commercial areas within a quarter mile of project site (school, library, parks, restaurants)
- Acreage needed to be acquired with estimated cost
- Itemized project cost estimate
- Environmental Assessment Statement
- Project maps:
 - Location map
 - Premise plat map
 - Development plan

Application process and timeline

Applications accepted annually January through March. There are two separate packets for application: One for a development project, and one for a land acquisition project.

Local match requirement

This is a reimbursement program that requires a minimum 50 percent non-federal funds, projects that have completed Phase I and Phase II of engineering or awarded federal funds.

Contact

Office Grant Management and Assistance
Phone: (217) 782-7481
Email: dnr.grants@illinois.gov

Illinois Safe Routes to School (SRTS) program

Program purpose

The Illinois Safe Routes to School (SRTS) program funds infrastructure projects that improve conditions for walking and biking within 2-miles of an elementary, middle, or high school. SRTS uses a multidisciplinary approach to improve conditions for the walk or bike to school. The program has three main goals:

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

traffic, fuel consumption, and air pollution in the vicinity (within 2 miles) of primary, middle, and high schools (grades K-12).

Program administrator

Illinois Department of Transportation (IDOT)

Available funding level

Illinois Safe Routes to School is a biannual grant reimbursement program. The most recent grant cycle was in 2023, when applications were accepted between August 1 and October 2, 2023. In 2023, IDOT partnered with the Active Transportation Alliance to provide an informational webinar series, [here](#).

Eligible applicants

Public schools (e.g., grade schools, middle, junior high, high school, and grade centers) that serve grades kindergarten to 12th are eligible. Early childhood centers that only serve pre-school are not eligible. Private schools are eligible, but infrastructure projects are restricted to public right of way.

Eligible projects

Fundable infrastructure projects (reimbursable costs are construction and construction engineering):

- Sidewalk improvements – New sidewalk, sidewalk repair, sidewalk gap closure, sidewalk widening, sidewalk curb, sidewalk curb ramp
- Traffic calming/speed reduction – Speed bump/hump/table, raised crossing, median refuge/center crossing, narrowed traffic lane
- Traffic control devices – New/upgraded traffic signal, new pavement markings, new traffic striping, in-roadway crossing light, flashing beacons, bike sensitive signal actuation devices, pedestrian activated signal upgrades, pedestrian countdown signal, permanently mounted solar powered speed feedback signs
- Pedestrian and bicycle crossing improvements – Crossing, median refuge, raised crossing, sight distance improvements
- On-street bicycle facilities – New/upgraded bike lane, widened outside lanes/shoulders, geometric improvements, turning lanes, channelization, roadway realignment, traffic signs, pavement markings
- Off-street bicycle facilities – Exclusive multi-use bicycle and pedestrian trail separated from the roadway
- Secure bicycle parking facilities – Bike racks, safety lighting, covered bike shelter
- Permanently mounted solar powered speed feedback signs will be funded as infrastructure projects.

Eligible non-infrastructure projects:

- Enforcement – Crossing guard training program, parent or student patrol program, equipment for crossing guard or parent/student patrols
- Education – Educational materials, sponsor a bicycle rodeo, teach personal safety skills to students and parents, educate

parents and caregivers about safe driving procedures at schools, training workshops targeting school and community audience.

- Encouragement – SRTS promotional campaigns and materials, modest rewards for SRTS contests and events, walking school bus programs, bike train programs, international walk to school and international bike to school events, walking/biking mileage clubs.
- Evaluation – Costs for data gathering, analysis, and reporting at the local level, photocopying and printing costs, postage costs, measuring parent/guardian/student/law enforcement perceptions of safety.
- Equity & Engagement – Costs for gathering feedback from disadvantaged, historically underserved areas within the community regarding safety concerns and needs for students walking/biking/rolling to school; community-wide events that promote safe walking, bicycling, and rolling for school aged children. Costs for organizing a Safe Routes to School program and committee within a school, school district, community (except for salaries, stipends, or operational costs), or on a school campus. Safety walk audit for schools, walkability, or bikeability event to determine gaps or hazards for students on their path to school.

*Mini grants for non-infrastructure projects available (e.g., day events, pop-up traffic garden, training)

Important Program Details

- All infrastructure projects must be completed within a 2-mile radius of the school campus. Non-infrastructure projects must also comply with this rule.
- Each school district is limited to one infrastructure application and one non-infrastructure application.
- Infrastructure: Applications may include one infrastructure project only. Each project has a funding limit of \$250,000. The minimum for any single infrastructure project is \$25,000.
- Non-infrastructure: Applications may include one non-infrastructure project only. Grantee designed non-infrastructure projects have a funding limit of \$100,000. Structured non-infrastructure mini grant projects have a funding limit of \$25,000. The minimum for any single non-infrastructure project is \$2,500.

See the 2023 funding guidelines for more details.

Data Collection Requirements

Student tally and parent survey results are required for every school affected by the project and are to be included with the project applications.

Application Process and Timeline

Each project will require a separate application and will be reviewed and scored on its own merit, regardless of category or relationship to any other application submission.

Applications should be submitted electronically to srts2023@partner2013.illinois.gov as one group of documents.

Applications are scored based on the following: general project focus, demonstration of need, project detail cost estimates, hazards and barriers, other factors, potential for improving walking, rolling, and bicycling, consultation and support, enrollment data from Illinois State Board of Education, confirmation of PE and ROW status, previous SRTS award performance, number of low-income students impacted, and number of disabled students impacted.

Local Match Requirement

SRTS projects are funded at 100% with no local match required.

Contact

SRTS Grant Program – DOT.SafeRoutes@Illinois.gov
GATA Support – DOT.GATA@Illinois.gov
Local Roads Office – click your district on the map, call the number provided and ask for your Local Roads Office

Illinois Transportation Enhancement Program (ITEP)

Program purpose

The Illinois Transportation Enhancement Program (ITEP) fosters cultural, historic, aesthetic and environmental aspects of transportation infrastructure. Navigate to the “How to Apply” and “Resources” sections of the ITEP webpage for additional information and instructions.

Program administrator

Illinois Department of Transportation (IDOT)

Available funding level

\$125 million annually; projects may apply for up to \$3 million

Eligible applicants

Local and regional governments with taxing authority (private or non-profits agencies may apply with a public sponsor). Although State agencies and MPOs with responsibility for oversight of transportation or recreational trails cannot sponsor a project, they can partner with an eligible project sponsor.

Eligible projects

Bicycle and pedestrian projects, recreational trails, streetscape improvements, safety projects that address vulnerable roadway users, rails-to-trails projects, historic preservation activities, vegetation/stormwater management.

Important program details

- Phase I engineering is not funded.
- Extra points are given for the completion of land acquisition.
- Programmed as “TAP-State” in the CMAP TIP.

Data collection requirements

- Phase I engineering must be complete, and proof of completion must be submitted as part of the application. All projects must complete a Community Score through the GIS mapping tool or pick from a list of existing Community Scores.
- At least 25 percent of projects funded will be directed toward projects in high-need communities and the local matching funds required shall be determined based on a sliding scale based on the Community Map score.

Application process and timeline

- DOT’s ITEP application period typically falls between August and November. The next scheduled application submittal cycle will start in August 2024.
- All applications must be submitted through the online application process and must include several attachments including a government resolution, detailed cost estimate, detailed project map, and colored photographs.
- All applications must either complete a Community Score through the GIS mapping tool or pick from a list of existing Community Scores already created.

Local match requirement

Minimum 20 percent non-federal funds, 50 percent non-federal funds for right-of-way. State matching assistance, up to the 20% non-federal requirement will be provided based on a sliding scale based on the Community Map score.

Contact

General ITEP inquires:
Paul Wappel, IDOT
Phone: (217) 685-0082
Email: DOT.ITEP@Illinois.gov

Locally sponsored project inquires:
Charles Riddle, IDOT District 1
Phone: (847) 705-4201
Email: Charles.Riddle@illinois.gov

Steve Chery, IDOT District 3
Phone: (815) 434-8426
Email: Steve.Chery@illinois.gov

Invest in Cook (IIC)

Program purpose

Invest in Cook funds improvements consistent with the five priorities of Connecting Cook County: prioritize transit and other transportation alternatives; support the region’s role as North America’s freight capital; promote equal access to opportunities; maintain and modernize what already exists; and increase investments in transportation.

Program administrator

Cook County Department of Transportation and Highways

Available funding level

\$8.5 million dispersed annually, no project maximum. Previous project funding levels have ranged from \$25,000 to \$700,000.

Eligible applicants

Local governments within Cook County, regional transportation authorities, transit agencies, natural resources, or public land agencies, and any other local or regional government entity with responsibility for transportation or recreational trails within Cook County.

Eligible projects

- Planning and feasibility studies
- Engineering and construction costs associated with LRTP
- Transit improvements & studies
- Traffic flow improvement projects
- Cycling and pedestrian enhancements
- Transit accessibility enhancements
- Traditional roadway repair
- Freight enhancements
- Corridor studies

Ineligible projects

Projects are only eligible for applicants located within Cook County.

Important program details

Projects must be aligned with the goals of the Connecting Cook County Long Range Transportation Plan, which identifies the follow five priorities:

- Prioritize transit and other transportation alternatives
- Support the region's role as North America's freight capital
- Promote equal access to opportunities
- Maintain and modernize what already exists
- Increase investments in transportation

Additionally:

- Program leverages federal funds and can be used as local match.
- Preference given to multi-jurisdictional projects.
- Projects are generally awarded funds per phase, or as a single-phase project.
- Projects are intended to advance priorities in the Cook County Policy Road Map.

Data collection requirements

- Project area map (GIS shape file preferred)
- Project milestone schedule
- Most recent financial audit
- Traffic volumes
- Truck/heavy vehicle percent share of traffic

Application process and timeline

Notice of funding opportunity announced annually in January;

project awards announced in July. Call for projects typically opens January and ends in March. Applications are only accepted electronically.

Local match requirement

Sliding scale based on need and community cohort designation.

Contact

Laura McFadden

Phone: (312) 603-1223

Email: InvestInCook.CC@cookcountyil.gov

Motor Fuel Tax (MFT)

Program purpose

The Illinois Motor Fuel Tax (MFT) Fund is derived from a tax on the privilege of operating motor vehicles upon Illinois public highways, as well as operating recreational watercraft upon the waters within the state, based on the consumption of motor fuel. More details on sources and uses, distribution, allocation, and monthly and yearly accounting can be found here.

Program administrator

Illinois Department of Transportation (IDOT), Illinois Department of Revenue

Available funding level

Funding levels vary by unit of local government. Information on MFT monthly and yearly distribution are available here.

Eligible applicants

IDOT allocates funding according to the provisions outlined in the MFT fund distribution statute, 35 ILCS 505/8 and initiates the process for distribution of motor fuel tax to the counties, townships, and municipalities.

Eligible projects

- Repair roads
- Construct new roads
- Grade separations and approaches
- Accessibility projects
- Sidewalks and pedestrian paths
- Street improvements
- Traffic control and school crossing signs
- Street lighting systems
- Storm sewers
- Bicycle facilities
- Vehicle fleet modernization
- Parking
- Intersection Improvements
- Signal interconnects
- Wayfinding signage

Important program details

The expenditure of MFT funds requires IDOT's approval and supervision. The corporate authorities of the municipality must

adopt an ordinance or a resolution appropriating the MFT funds. The ordinance or resolution shall state how the funds will be used and shall be submitted to the appropriate IDOT district office for approval.

When MFT funds are used for construction, the ordinance or resolution must specify the location, type(s), length, and width of proposed construction. The Department of Transportation's approval of plans, specifications, and estimates of any construction project must be obtained prior to advertising it for bids as well as prior to awarding any contract.

When MFT funds are used for maintenance, IDOT's approval of the maintenance estimate must be obtained prior to advertising the project for bid. All work requiring bids must be advertised in IDOT's weekly Contractors Bulletin. Engineering agreements also require approval by the Department.

Application process and timeline

Each month a warrant is issued to each municipal treasurer in the amount of the municipality's share of Motor Fuel Tax Fund collected for the preceding month. Monthly distributions are available here.

Local match requirement

This program can be leveraged with federal funds and can be used as the local match for federal and state grants with matching requirements.

Contact

IDOT
Bureau of Local Roads and Streets

Holly Primm, Central Office
Phone: (217) 782-1662
Email: Holly.Primm@illinois.gov

Charles Riddle, IDOT District 1
Phone: (847) 705-4201
Email: Charles.Riddle@illinois.gov

Steve Chery, IDOT District 3
Phone: (815) 434-8426
Email: Steve.Chery@illinois.gov

Illinois Department of Revenue
Phone: (217) 782-2291
Email: REV.MF@illinois.gov

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Program purpose

Invest in road, rail, transit, and port projects that promise to achieve national objectives and have a significant local or regional impact. Grants were formerly known as BUILD and TIGER grants.

Program administrator

U.S. Department of Transportation (USDOT)

Available funding level

\$7.5 billion in competitive funding between FY2022 and FY2026.

Eligible applicants

State agencies, metropolitan planning organizations, local governments, Tribes, other public authorities, and special purpose districts, including port authorities.

Eligible projects

Highway/bridge, public transportation, passenger or freight rail projects, port infrastructure investments, surface transportation components of an airport, projects for investment in surface transportation facilities on Tribal land, projects to replace or rehabilitate a culvert, or certain projects to prevent stormwater runoff, planning activities for any of the above projects.

Important program details

Applicants must provide a benefit-cost analysis with each application (consult the guide for assistance). Application packages should include sufficient evidence of project milestones (including planning, NEPA, and permitting milestones) achieved and remaining, as well as financial capacity and commitment to support project readiness.

Application process and timeline

The Notice of Funding Opportunity is generally released annually in January, with an application deadline in late February or March.

Local match requirement

Federal share of project costs will not exceed 80 percent unless the project is in a rural area.

Contact

RAISE Program Staff: Howard Hill
Phone: (202) 366-0301
Email: RAISEgrants@dot.gov

Reconnecting Communities Pilot Program (RCP)

Program purpose

Reconnect communities by removing, retrofitting, or mitigating transportation facilities such as highways and rail lines that create barriers to community connectivity including to mobility, access, or economic development.

Program administrator

U.S. Department of Transportation, Office of the Secretary

Available funding level

\$1 billion over 5 years, with \$250 million set-aside for planning and \$750 million for capital construction.

Eligible applicants

States, local governments, metropolitan planning organizations, nonprofit organizations.

Eligible projects

- Planning studies: current traffic patterns on the eligible facility proposed for removal, retrofit, or mitigation and the surrounding street network, transportation network capacity, alternative roadway designs or other uses for the right-of-way, impacts to the mobility of freight and people, and impacts to the safety of the traveling public.
- Construction Grants: Removal, retrofit or mitigation of an existing eligible facility, replacement of an eligible facility with a new facility that restores community connectivity and is sensitive to the context of the surrounding community.

Important program details

For capital construction, the facility owner, or eligible applicants to planning grants, may submit the application if the owner of the transportation facility is a joint applicant with evidence of endorsing the application.

Data collection requirements

Data providing context for underserved or economically and environmentally disadvantaged communities, including the EPA Environmental Justice Screening and Mapping Tool and White House Justice40 Initiative.

Application process and timeline

Notice of Funding Opportunity released in mid-Summer, with applications due in the Fall.

Local match requirement

RCP funding for planning grants must not to exceed 80 percent, while RCP funding for construction grants must not exceed 50 percent. Other federal funding may be put toward capital construction projects, but with total federal funding not to exceed 80 percent for either planning or construction grants.

Contact

USDOT RCP Staff

Email: ReconnectingCommunities@dot.gov

Regional Transportation Authority (RTA) Access to Transit

Program purpose

Improve access to the regional transit system for pedestrians and bicyclists. The program leverages RTA and CMAQ funding to help implement recommendations from planning studies completed through the RTA's Community Planning program or the CMAP Technical Assistance program. For more information, visit <https://www.rtachicago.org/communities/access-to-transit-program>.

Program administrator

RTA

Available funding level

Dependent on CMAQ program funding levels.

Eligible applicants

Municipalities and counties that have completed, or are in the process of completing, a planning or implementation project. Must have CTA, Metra, or Pace service in their community and be located within the RTA's six-county service area.

Eligible projects

Category A funds Phase II engineering and construction for small-scale, bike and pedestrian infrastructure improvements that are based on recommendations from RTA community planning or CMAP technical assistance studies with transit-related components. Category B funds only Phase I engineering for small-scale, bike and pedestrian improvements as described under Category A.

Important program details

Phase I engineering must be completed for Category A eligibility. Category B funding is reserved for municipalities with lower tax bases or median incomes.

Application process and timeline

Applications open in March; applicants are notified by July.

Local match requirement

For most projects, the 20 percent local match required by CMAQ will be shared equally by the RTA and the applicant, with each covering 10 percent of the total project cost.

Contact

Michael Horsting, RTA program manager,
horstingm@rtachicago.org

Safe Streets and Roads for All Program (SS4A)

Program purpose

The USDOT Office of the Secretary's Safe Streets and Roads for All Grant program provides supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as Vision Zero or Toward Zero Deaths initiatives.

Program administrator

U.S. Department of Transportation (USDOT); Chicago Metropolitan Agency for Planning (CMAP)

Available funding level

In 2023, CMAP was awarded \$5,000,000 from the SS4A program to fund a regional traffic safety framework for northeastern Illinois. The grant will fund a comprehensive, regional program called Safe

Travel for All Roadmap (STAR), which will provide a framework for safety research and programs to make northeastern Illinois safer for all travelers.

The Bipartisan Infrastructure Law (BIL) makes available up to \$1,177,213,000 in competitive grants for FY2023. A total of \$5,000,000,000 in advanced appropriations is available between FY2022 - FY2026.

Eligible applicants

Regional metropolitan planning organizations, political subdivisions, tribal governments, and multijurisdictional group of eligible entities.

Eligible projects

Projects to (A) develop a comprehensive safety action plan, (B) conduct planning, design, and development activities for projects and strategies identified in a comprehensive safety action plan, or (C) carry out projects and strategies identified in a comprehensive safety action plan.

Important program details

CMAP was awarded an SS4A grant in 2023 to fund a comprehensive, regional program called Safe Travel for All Roadmap (STAR), which will provide safety research and programs to make northeastern Illinois safer for all travelers. Subsequent programs through CMAP will be offered.

Data Collection Requirements

TBD

Application process and timeline

The Notice of Funding Opportunity (NOFO) for FY2024 grant applications is expected to open in February 2024. In FY2023, the NOFO for grant applications closed on July 10th, 2023, and awards were made in October and December 2023.

Local match requirement

N/A

Contact

Lindsay Bayley, CMAP Program Lead
Email: lbayley@cmmap.illinois.gov

State and Community Highway Safety Grant Program (Section 402)

Program purpose

To create safety programs aimed at reducing traffic crashes. Funding is dedicated to increasing high visibility enforcement of traffic safety laws.

Program administrator

Illinois Department of Transportation (IDOT), Bureau of Safety Programs and Engineering (BSPE)

Available funding level

\$30 million annually

Eligible applicants

Local governments, civic organizations, schools and universities, hospitals, health departments, nonprofit groups.

Eligible projects

- Enforcement campaigns to improve bike/pedestrian safety
- Helmet promotion
- Education materials
- Training

Important program details

- A BSPE 411 must be completed if the grant is for enforcement to demonstrate how the request will help meet BSPE's performance goals. All other requests that are non-enforcement grants must complete a BSPE 421.
- Grants do not support infrastructure projects
- Grants cannot be spent on automated enforcement programs
- Grants are considered seed funding and are not meant for ongoing support
- Projects must address goals written in State Highway Safety Plan

Data collection requirements

- Traffic safety data
- Number of crashes in last three years
- Percent of crashes that are serious/fatal

Application process and timeline

Notice of funding opportunity announced annually in the spring, with applications due by July 1. The NHTSA will have 45 days to review and approve any grant applications.

Local match requirement

None required, but local agency must pay up front costs and be reimbursed.

Contact

Courtney Bott
Phone: 217-782-7820
Email: courtney.bott@illinois.gov

Surface Transportation Program - Shared Fund (STP-SF)

Program purpose

The Surface Transportation Program - Shared Fund (STP-SF) uses federal Surface Transportation Block Grant (STBG) funds that are suballocated to CMAP to implement important regional projects that make large and lasting contributions to regional transportation priorities and advance the goals of ON TO 2050.

Program administrator

Chicago Metropolitan Agency for Planning (CMAP)

Available funding level

\$31 million annually in FFY 2024; \$80 million available to program in the FFY 2024-2028 funding cycle.

Eligible applicants

Local, state, or regional governments with taxing authority (private or non-profits agencies may apply with a public sponsor) meeting one of two requirements:

- Joint application from at least 3 local partners, including at least one municipality
- Total project cost of \$5 million or more

Eligible projects

- Road reconstructions or expansions
- Transit station, yard, or terminal improvements
- Bridge rehabilitation or reconstructions
- Highway/rail grade crossing improvements
- Bicycle and pedestrian barrier elimination
- Bus speed improvements
- Corridor-level or small area safety improvements
- Truck route improvements

Important program details

- Projects must be included in adopted planning document, such as a comprehensive plan, long range plan, access to transit plan, bicycle and pedestrian plan, pavement management system, etc.
- Phase I engineering is not funded, except for very high need communities (cohort 4) may request and receive phase I engineering funds
- Projects evaluated on project readiness, transportation impact (need, improvement, and jobs/households), and planning factors (resilience, freight movement, inclusive growth, complete streets, and transit supportive density).

Data collection requirements

Various, depending on project scope. See the STP Shared Fund application booklet, application workbook, and eTIP User Guide under on the CMAP Call for Projects webpage for more details.

All STP projects require a TIP ID, a list of participating partners, an approved or adopted existing plan, funding need by phase, and a detailed cost estimate. Additional data requirements, such as traffic volumes, crash experience, and local policy documents vary by project type. The requested data is detailed in the Application Workbook on the Call for Projects webpage.

Application process and timeline

Applications accepted biannually. Starting with the FFY 2026-2030 programming cycle, applications will be accepted in even years (2024, 2026, etc.) from October through December; The

STP Project Selection Committee approves a program of projects, then the Transportation Committee recommends approval of the TIP amendment reflecting the program to the MPO Policy Committee for consideration in June.

Local match requirement

A committed local match that is a minimum of 20 percent of the total cost, by phase. Highest need communities (cohort 4) may request up to 100 percent federal funding through the use of Transportation Development Credits per this policy.

Contact

Kama Dobbs, Senior Analyst
Phone: 312-386-8710
Email: kdobbs@cmmap.illinois.gov

Transportation Alternatives Program - Local (TAP-L)

Program purpose

The Transportation Alternatives Program (TAP-L) supports non-motorized modes of transportation with a focus on implementing bike facility projects and completing the Regional Greenways and Trails Plan.

Program administrator

Chicago Metropolitan Agency for Planning (CMAP)

Available funding level

\$9 million annually; no project maximum

Eligible applicants

Local governments, regional transportation authorities, transit agencies, natural resource agencies, school districts, and any other local or regional governmental entity with responsibility for transportation or recreational trails.

Eligible projects

Bicycle and pedestrian facilities with a transportation purpose

Important program details

- Phase I engineering is not funded unless the community is designated as very high need (cohort 4).
- Program funding is primarily focused on completing the Northeastern Illinois Regional Greenways and Trails Plan.
- Timely implementation will be considered as a major factor in project selection.
- Bonus points are awarded to projects that have no right of way or easements to obtain and where phase II engineering is already complete. Phase I engineering substantially complete (unless community is cohort 4).
- Bicycle facility projects must be included in at least one adopted plan by a local government, subregional council, CMAP, or the State of Illinois.

Data collection requirements

For a comprehensive list of data requirements, see the CMAQ and TAP application booklet, application workbook, and eTIP User Guide under “How to Apply” on the CMAP Call for Projects webpage for more details.

In addition, an overview of the required data by project is featured here:

- Detailed cost estimate
- Integration with existing transit
- Current/existing conditions
- Connectivity goals

Application process and timeline

Applications accepted biannually. Starting with the FFY 2026-2030 programming cycle, applications will be accepted in even years (2024, 2026, etc.) from October through December; The CMAQ and TAP-L Project Selection Committee approves a program of projects, then the Transportation Committee recommends approval of the TIP amendment reflecting the program to the MPO Policy Committee for consideration in June.

Local match requirement

Minimum 20 percent non-federal funds; highest need communities (cohort 4) may request up to 100 percent federal funding through the use of Transportation Development Credits per this policy.

Contact

Doug Ferguson, Senior Analyst
Phone: 312-386-8824
Email: dferguson@cmmap.illinois.gov

FLOODING AND STORMWATER MANAGEMENT

Building Resilient Infrastructure and Communities (BRIC)

Program purpose

Supports states, local communities, tribes, and territories as they undertake hazard mitigation projects, reducing the risks they face from disasters and natural hazards. The BRIC program’s guiding principles are supporting communities through capability- and capacity-building, encouraging and enabling innovation, promoting partnerships, enabling large projects, maintaining flexibility, and providing consistency.

Program administrator

Illinois Emergency Management Agency (IEMA) and Federal Emergency Management Agency (FEMA)

Available funding level

Funding varies by year. There was \$3 billion available nationally in fiscal year 2022.

Eligible applicants

Any state agency, public transit agency, or unit of government having the authority to levy taxes, including counties, municipalities, townships, park districts, and forest preserve districts. Private or non-profit agencies may apply with a public sponsor.

Eligible projects

Eligible projects must fit into one of three categories:

- Capability- and capacity-building (C&CB) activities
- Mitigation projects
- Management costs
- Direct technical assistance, which provides non-monetary assistance in mitigation project planning

Funding priorities for IEMA’s 2023 Notice of Intent included:

- Completion of FEMA Hazard Mitigation Plans.
- Adoption of 2018 or 2021 versions of the International Building Code and International Residential Code.
- Mitigation projects to enhance adaptation to climate change and developing an effective response to climate change.
- Mitigation projects to address equities and inequities to provide the greatest support to economically disadvantaged rural communities.
- Acquisition of substantially damaged flood-prone structures, severe repetitive loss structures, and repetitive loss structures.

Application process and timeline

IEMA posts a notice of intent (NOI) in early summer to begin developing a state application.

Local match requirement

A twenty-five percent non-federal match is required.

Contact

Zachary Krug
State Hazard Mitigation Officer
217-524-6513
Zachary.Krug@Illinois.gov

Coastal Management Program (CMP) Pass-Through Grants

Program purpose

CMP grants protect, preserve, and restore the natural and cultural resources along the Illinois Lake Michigan shoreline. Funding is administered by CMP through a cooperative agreement between the Illinois Department of Natural Resources (IDNR) and the National Oceanic and Atmospheric Administration’s Office for Coastal Management.

Program administrator

Illinois Department of Natural Resources

Available funding level

Total annual funding has historically ranged from \$550,000 to \$975,000.

Individual awards between \$1,000 and \$150,000 are currently available. Citizen science grants are limited to \$10,000.

Eligible applicants

Municipalities, special districts, counties, municipalities, and not-for-profit organizations.

Eligible projects

Local coastal education, recreation, water quality protection and habitat restoration projects along the Lake Michigan

To receive funding, a project must advance CMP's priorities within the coastal area boundary. Habitat and low-cost construction projects (including signage) must be located entirely within the coastal area.

Important program details

This is a reimbursement grant.

Data collection requirements

Performance reporting is required quarterly for projects \$25,000 and over, and twice annually for smaller projects. Final narrative reports are required after project completion.

Application process and timeline

RFPs released annually.

Local match requirement

A 1:1 match is required for most projects, though local government applicants from Economically Challenged Communities qualify for lower match requirements.

Contact

Ania Bayers, program manager, 312-814-6384, DNR.
CMP@illinois.gov

Corps Water Infrastructure Financing Program (CWIFP)

Program purpose

The Corps Water Infrastructure Financing Program (CWIFP) enables local investment in infrastructure projects that enhance community resilience to flooding, promote economic prosperity, and improve environmental quality. Through CWIFP, the U.S. Army Corps of Engineers (USACE) will accelerate non-federal investments in water resources infrastructure by providing long-term, low-cost loans to creditworthy borrowers.

Program administrator

U.S. Army Corps of Engineers

Available funding level

Projects must exceed \$20 million to be eligible for funding.

Eligible applicants

Corporations, partnerships, joint ventures, trusts, states, local governments, tribal governments or consortia of tribal governments, and state infrastructure financing authorities. Applicants must have a dedicated source of repayment (local taxes, user fees, etc.) and meet all statutory requirements, including credit worthiness.

Eligible projects

Planning, land acquisition, construction, and other capital expenses for:

1. Safety projects to maintain, upgrade, and repair dams (including dam removal) identified in the National Inventory of Dams.
2. Any project that meets the criteria in the preceding paragraph must also be a project for flood damage reduction, hurricane and storm damage reduction, aquatic environmental restoration, coastal or inland harbor navigation improvement, or inland and intracoastal waterways navigation improvement that the Secretary determines is technically sound, economically justified, and environmentally acceptable.
3. Acquisition of real property or an interest in real property, given that the associated costs are for the purposes noted in items (1) and (2) above –
 - a. If the acquisition is integral to a project eligible for CWIFP credit assistance; or
 - b. Pursuant to an existing plan that, in the judgment of the Secretary, would mitigate the environmental impacts of water resources infrastructure projects otherwise eligible for CWIFP credit assistance.
4. A combination of projects secured by a common security pledge, each of which is eligible for CWIFP credit assistance, for which an eligible entity, or a combination of eligible entities, submits a single application.

Important program details

- Long-term, low-cost credit assistance for water resource infrastructure projects (currently limited to dam safety projects that are non-federally owned, operated, and maintained)
- Funding of up to 49% of project costs, or up to 80% of project costs for projects that serve economically disadvantaged communities
- Augments other public or private funding and financing sources
- Requires a dedicated source of repayment (i.e., state or local taxes, user fees, etc.)

- Available to projects or group of projects with eligible costs in excess of \$20 million

Application process and timeline

Applications are accepted beginning September 20, 2023, through the CWIFP portal. All applications must include these materials.

Local match requirement

Funding of up to 49 percent of project costs, or up to 80 percent of project costs for projects that serve economically disadvantaged communities.

Contact

Email: cwifp@usace.army.mil

Flood Damage Reduction Projects (Section 205)

Program purpose

Study, design, and construct small flood control projects.

Program administrator

U.S. Army Corps of Engineers

Available funding level

Up to \$10 million per project.

Eligible applicants

Cities, counties, special authorities, or units of state government.

Eligible projects

Feasibility studies for and/or construction of a broad range of flood mitigation damage reduction projects. Many types of interventions qualify. Levees and channel modifications are specifically highlighted.

Application requirements

Requests for assistance should be in the form of a letter describing the location and nature of the problem and requesting assistance under the program. The request should be submitted by a state or local government agency to:

Mr. John Kennelly, Chief, Planning Division,
U.S. Army Corps of Engineers, New England District,
696 Virginia Road,
Concord, MA 01742-2751.

Data collection requirements

Each data requirement varies based on the type of project. Commonly requested data for these programs are listed below. For comprehensive information, see the CMAQ, CRP and TAP application booklet, application workbook, at eTIP User Guide on the CMAP Call for Projects webpage for more details.

In addition, all projects must include a detailed cost estimate,

eTIP project funding and financing request, and an Application Workbook.

Application process and timeline

Funding is awarded on a rolling basis. A sample letter of interest is available here.

Local match requirement

The Feasibility Study is 100 percent federally funded up to \$100,000. Costs over \$100,000 are shared equally with the non-federal sponsor. Up to one-half of the non-federal share can be in the form of in-kind services. Costs for preparation of plans and specifications and construction are shared at 65 percent federal/35 percent non-federal. The non-federal share of construction consists of provision of any necessary lands, easements, rights-of-way, relocations and disposal areas (LERRD), plus a cash contribution of 5 percent of the total project costs. In the event that the value of LERRD, plus 5 percent cash, does not equal at least 35 percent of the total project cost, the non-federal sponsor must contribute additional cash to equal 35 percent. If LERRD plus 5 percent exceeds 35 percent, the sponsor is responsible up to a maximum of 50 percent of the total project costs.

Contact

Name: Christopher Hatfield
Photo: 978-318-8520

Green Infrastructure Grant Opportunities (GIGO)

Program purpose

Funds projects to construct green infrastructure best management practices (BMPs) that prevent, eliminate, or reduce water quality impairments by decreasing stormwater runoff into Illinois' rivers, streams, and lakes.

Program administrator

Illinois Environmental Protection Agency (IEPA)

Available funding level

\$75,000-\$2.5 million per project (reimbursement).

Eligible applicants

Grant Accountability and Transparency Act Pre-Qualified entities that have legal status to accept funds from the State of Illinois. These may include local watershed groups, land conservancies or trusts, public and private profit and nonprofit organizations and institutions, units of government (county, municipal, township, or state), universities and colleges, park districts and other local land managing agencies, soil and water conservation districts, and conservation organizations. Applicants must have the financial ability to fund the project and authority and ability to implement the proposed project (or an agreement to subcontract to appropriate entity).

Eligible projects

Eligible projects will construct BMPs to decrease stormwater runoff prior to release into rivers, streams, and lakes, and include:

- Reconnection of a stream with its floodplain (e.g., two-stage ditch, daylighting)
- Treatment and flow control of stormwater runoff at sites directly upstream or downstream of an impervious area that currently impacts river, stream, or lake water quality through stormwater runoff discharge
- Treatment and flow control of water generated from impervious surfaces associated with urban development (such as roads and buildings). Projects that support alternative fuel vehicle deployment

Application process and timeline

A Green Infrastructure Grant Opportunities Notice of Funding Opportunity is now open. Applications for the GIGO Program are due by 12:00 p.m. CT on October 18, 2023.

Local match requirement

GIGO may provide up to 75 percent of the approved project costs, except for those applicants that propose projects within a defined disadvantaged area (MHI below \$54,422) which may be eligible for up to 85 percent GIGO assistance.

The remaining 25 percent (15 percent for approved disadvantaged areas) is the responsibility of the grantee and constitutes the match. Match may include money spent or in-kind services utilized to complete the approved project tasks. Match can be provided by the grantee, sub-contractor, or project partners (e.g., State programs, private foundations, landowners). A grantee may match greater than 25 percent (15 percent for projects located within an approved disadvantaged area).

Contact

Jeff Edstrom, Illinois Environmental Protection Agency, 217-782-3362, Jeffrey.Edstrom@illinois.gov

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation

Program purpose

Provide funds for resilience improvements through formula funding distributed to States; competitive planning grants to enable communities to assess vulnerabilities to current and future weather events and natural disasters and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities and competitive resilience improvement grants.

Program administrator

Federal Highway Administration

Available funding level

\$256.6 million (formula) over five years (2022-2026) to U.S. DOT and \$1.4 billion in competitive funding.

Eligible applicants

State (or political subdivision of a State), MPO, local governments, special purpose districts, or public authority with a transportation function.

Eligible projects

Highway, transit, intercity passenger rail, port facilities, resilience planning activities, flood resilience projects, construction activities (oriented toward resilience), and construction of (or improvement to) evacuation routes.

Important program details

May only use up to 40 percent of the grant for construction of new capacity, up to 10 percent for development phase activities, and at least 2 percent for resilience-related planning activities.

Data collection requirements

Utilize guidance provided on the U.S. Department of Transportation INFRA website, including project map, implementation, urbanized areas, and areas of persistent poverty mapping tools when formulating an application.

Application process and timeline

Processes and deadlines have not been announced.

Local match requirement

The federal share is not to exceed 80 percent, up to 90 percent if states meet certain requirements pertaining to Resilience Improvement Plans, and up to 100 percent of federal funding for tribal governments. Waivers are available in some circumstances.

Contact

PROTECTdiscretionary@dot.gov

Sewer Overflow and Stormwater Reuse Municipal Grants Program

Purpose

Provides funding for planning, designing, and construction of combined sewer overflows, sanitary sewer overflows, and stormwater management projects.

Program administrator

U.S. Environmental Protection Agency

Available funding level

In FY2023, \$50 million was available, \$1.273 million of which was available in Illinois.

At least 25 percent of each state grant must fund eligible projects in financially distressed communities and/or to communities with

a population of 10,000 or less.

Eligible applicants

States, suballocated to local governments.

Eligible projects

Planning, designing, and construction of combined sewer overflows, sanitary sewer overflows, and stormwater management projects.

Application process and timeline

RFPs are generally released early in the (calendar) year, applications are due in spring. Updated details and instructions are provided each year.

Local match requirement

Varies by year and project type.

Contact

OSG@epa.gov

Sustain Our Great Lakes Program

Program purpose

Sustain Our Great Lakes is a public-private partnership designed to sustain, restore and protect fish, wildlife and habitat in the basin by leveraging funding, building conservation capacity, and focusing partners and resources toward key ecological issues. The program achieves this mission, in part, by awarding grants for on-the-ground habitat restoration and enhancement.

Program administrator

National Fish and Wildlife Foundation (NFWF)

Available funding level

Varies by year. In 2023, \$18.7 million were awarded with individual awards ranging from \$200,000 to \$1 million.

Eligible applicants

Eligible applicants include non-profit 501(c) organizations, state government agencies, local governments, municipal governments, Tribal governments and organizations, and educational institutions. Ineligible applicants include federal government agencies, unincorporated individuals, and for-profit businesses.

Eligible projects

May vary by year. Generally, projects that advance the NFWF Great Lakes Business Plan.

The 2023 Request for Proposals features four project categories:

1. Habitat Restoration to Conserve Species and Improve Water Quality
2. Green Stormwater Infrastructure in Great Lakes Communities
3. Invasive Species Control to Protect and Enhance Restored Habitat
4. Conservation Practices and Regenerative Agriculture on

Working Lands

Ineligible projects

- NFWF funds and matching contributions may not be used to support political advocacy, fundraising, lobbying, litigation, terrorist activities or Foreign Corrupt Practices Act violations.
- NFWF funds may not be used to support ongoing efforts to comply with legal requirements, including permit conditions, mitigation and settlement agreements. However, grant funds may be used to support projects that enhance or improve upon existing baseline compliance efforts.

Important program details

Anticipated completion time for funded projects will typically be two to three years (or field seasons) following finalization of a grant agreement. The standard grant period may include up to a fourth year in cases with a demonstrated need for additional time to complete planning, permitting, final design, engineering, implementation or monitoring.

Data collection requirements

All applicants will be required to select and report on metrics to monitor the progress of projects throughout the lifetime of the grant and quantify project impact and outcomes. Additional guidance is available to assist applicants in selecting and reporting metrics and project outcomes. All grantees should review this document when selecting metrics as a part of their Easygrants application.

Application process and timeline

RFPs are generally released early in the (calendar) year, applications are due in spring. Updated details and instructions are provided each year.

Local match requirement

Varies by year and project type. In 2023, matchings funds were encouraged by not required for categories 1-3. Category 4 required a 1:1 match.

Contact

Aislinn Gauchay
Program Director, Great Lakes
Email: aislinn.gauchay@nfwf.org
Phone: 612-564-7284

Urban Waters Small Grants

Program purpose

The mission of EPA's Urban Waters Program is to help local residents and their organizations, particularly those in underserved communities, restore their urban waters in ways that also benefit community and economic revitalization. This program recognizes that healthy and accessible urban waters can help grow local businesses and enhance educational, recreational, social, and employment opportunities in nearby communities.

Program administrator

United States Environmental Protection Agency

Available funding level

\$6.6 million has been awarded since 2012, with individual award amounts of up to \$60,000.

Eligible applicants

States, local governments, Indian Tribes, public and private universities and colleges, public or private nonprofit institutions/organizations, intertribal consortia, and interstate agencies.

Eligible projects

Community Greening and Green Infrastructure
Communities and Water Quality Data

Important program details

Priorities may vary between RFPs. The most recent request encouraged projects that:

- Address local water quality issues related to urban runoff pollution
- Provide additional community benefits
- Actively engage underserved communities
- Foster partnerships

Application process and timeline

RFPs have historically been released every two years in early fall. The most recent RFP was released in September 2016.

Local match requirement

Minimum of 10 percent of non-federal funds

Contact

Urban Waters, 1301 Constitution Ave, NW, Washington, DC 20460, email via form.

Wastewater/Stormwater and Drinking Water Loans**Program purpose**

The Wastewater and Drinking Water loan programs provide low-interest loans through Illinois' State Revolving Fund (SRF). The SRF includes two loan programs: the Water Pollution Control Loan Program which funds both wastewater and storm water projects, and the Public Water Supply Loan Program for drinking water projects. These programs are annually the recipients of federal capitalization funding which is combined with state matching funds, interest earnings, repayment money, and the sale of bonds to form a source of financing for infrastructure projects. The term "Revolving Fund" means that interest earned, and money repaid, is put back into the program to fund additional projects.

Program administrator

Illinois Environmental Protection Agency (IEPA)

Available funding level

\$459.8 million projected Water Pollution Control Loan Program funds for FY 2024. All loan funded projects exceeding a total project cost of \$500,000 are subject to Illinois Works Jobs Program Act Apprenticeship Initiative requirements.

Eligible applicants

Public and private entities—most often municipalities, special districts, and other units of local government.

Eligible projects

Eligible projects include:

- New drinking water or wastewater infrastructure construction
- Upgrading or rehabilitating existing infrastructure
- Storm water-related projects that benefit water quality
- Other projects that protect or improve the quality of Illinois's rivers, streams, and lakes

Application process and timeline

The IEPA SRF yearly cycle is based on the State of Illinois fiscal year, which starts July 1st and ends June 30th. As SRF funding is limited, projects with approved planning are scored and ranked to prioritize which ones will receive loan program resources during a specific FY. The Intended Funding List (IFL) period is the first one-half of the FY (July 1st to December 31st). To qualify for inclusion on the IFL, a project must have submitted a funding nomination form (FNF) and obtained planning approval by March 31st. To start construction during the IFL period and utilize reserved funding, the project must be on the IFL. Once a project is listed on the IFL, funding is reserved for it during that FY; however, delays may cause projects to be bypassed. Additional details are available here.

Local match requirement

This is a revolving loan program. Funds must be repaid with the following interested rates:

- Base Rate: 1.81%
- Small Community Rate: 1.36%
- Hardship Rate: 1.00%

Contact

Infrastructure Financial Assistance Section, 217-782-2027
View staff contacts.

Water Infrastructure Finance and Innovation Act (WIFIA) Loans**Program purpose**

The WIFIA program is an EPA-operated bank that provides low-cost, flexible loans for water infrastructure projects across the country.

WIFIA loans support a wide variety of drinking water, wastewater, and stormwater projects. Eligible borrowers include public entities, private entities, and public-private partnerships. WIFIA

loans can support a broad range of project costs, including project planning and design, construction, land and equipment acquisition, and more. Prospective borrowers can apply for and receive a single WIFIA loan or bundle multiple WIFIA loans under a single application for nearly any stage of project completion, including design-only loans.

Program administrator

U.S. Environmental Protection Agency (EPA)

Available funding level

\$20 million minimum project size for large communities, \$5 million for small communities.

Eligible applicants

Local, state, and tribal government entities, partnerships and joint ventures, corporations and trusts, Clean Water and Drinking Water SRF programs.

Eligible projects

The WIFIA program can fund development and implementation activities for eligible projects:

- Projects that are eligible for the Clean Water SRF, notwithstanding the public ownership clause
- Projects that are eligible for the Drinking Water SRF
- Enhanced energy efficiency projects at drinking water and wastewater facilities
- Brackish or seawater desalination, aquifer recharge, alternative water supply, and water recycling projects
- Drought prevention, reduction, or mitigation projects
- Acquisition of property if it is integral to the project or will mitigate the environmental impact of a project
- A combination of projects secured by a common security pledge or submitted under one application by an SRF program

Eligible development and implementation activities are:

- Development phase activities, including planning, preliminary engineering, design, environmental review, revenue forecasting, and other pre-construction activities
- Construction, reconstruction, rehabilitation, and replacement activities
- Acquisition of real property or an interest in real property, environmental mitigation, construction contingencies, and acquisition of equipment
- Capitalized interest necessary to meet market requirements, reasonably required reserve funds, capital issuance expenses and other carrying costs during construction

Application process and timeline

Funding is awarded on a rolling basis with no application deadlines. The process begins by submitting a Letter of Interest. Application information, including LOI templates and checklists, are available here.

Local match requirement

WIFIA may fund up to 49 percent of a project's total cost, which may be combined with other public and private loans and grants, provided federal assistance does not exceed 80 percent of total cost.

Contact

WIFIA hosts regular webinars and office hours for potential applicants and offer one-on-one meetings via wifia@epa.gov.

The Chicago Metropolitan Agency for Planning (CMAP) is the region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See cmap.illinois.gov for more information.

433 West Van Buren Street
Suite 450
Chicago, IL 60607

cmap.illinois.gov
312-454-0400



Chicago Metropolitan
Agency for Planning