

Funding Framework

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1 Introduction

The funding framework overviews approaches through which DuPage County, municipalities, and other partners can implement the systemic safety strategies included in the DuPage County Safety Action Plan. The framework focuses on two main approaches.

First, DuPage County and municipalities can embed the plan's themes, strategies, actions, and Systemic Countermeasures Toolbox into ongoing maintenance operations and capital budgets. Treating regular maintenance projects like resurfacing as opportunities to improve the transportation network allows agencies to advance roadway safety improvements while leveraging existing budgets. Proactively integrating safety across operations and investments is consistent with the principles of the Safe System Approach and is the most realistic path to reach zero deaths and serious injuries from traffic crashes.

Second, agencies can pursue external funding. Grant programs are available to fund a variety of plan strategies and systemic safety activities, the most pertinent of which are summarized in this framework. With the adoption of the Safety Action Plan, local agencies throughout DuPage County are eligible to apply for Safe Streets and Roads for All (SS4A) funding consistent with plan strategies. The Safety Action Plan also demonstrates the need for safety improvements, shows how the plan can create the desired outcomes, and aligns well with other regional plans and initiatives to help qualify for many other grant sources. Grant funding is ideal for filling gaps in ongoing capital and maintenance programs or for costs that are difficult to accommodate within annual budgets like ADA transition plan or active transportation plan updates.

The following sections constitute a general framework for integrating the systemic safety countermeasures described in earlier chapters at the local level, with an emphasis on infrastructure improvements. It goes on to outline funding opportunities for agencies, from key grants to local integration. The accompanying external funding matrices offer an overview of grant programs at varying scales, identifying which **Countermeasures & Policy Recommendations** strategies may be the best match for particular sources.

2 Incorporating Safety into Ongoing Infrastructure Programs

Consistently implementing safety improvements as part of capital projects to incrementally address severe crash risks across intersections and roadways, supplemented by external funding, is a necessary strategy to reaching zero deaths and serious injuries. Where efficient and flexible uses of existing funds is insufficient to meet the full scale of need, developing the habit of routinely identifying severe crash risks and then mitigating them grows the kernel of a safety culture.

Complementing these infrastructure investments with the full suite of systemic behavioral and operational strategies discussed earlier in the Safety Action Plan produces the holistic, overlapping layers of protection needed to eliminate crash deaths and serious injuries. While not explicitly discussed in this section, local agencies looking to target their education, outreach, or enforcement activities might identify what programs exist at the local level and then assess how compatible those programs are with the Action Plan strategies.

Systemic Safety and Capital Maintenance

The bulk of investment in streets and roadways across northeastern Illinois is directed to capital maintenance: preserving the roadways and bridges that are already in place. Building new roadways is relatively uncommon, especially in more urbanized and mature areas of the region like eastern DuPage County. Integrating logical, context-sensitive safety improvements that are consistent with the scope of these activities into everyday projects enables agencies to achieve state of good repair while creating a safer system.

Not every capital maintenance project is an opportunity to substantially re-envision the cross section of a road or implement the full array of safety treatments found in this plan. Understanding where and how the scopes of capital maintenance programs align – or don't – with changes that prioritize safety is the first step in adapting project delivery in a realistic way. Many effective improvements have modest costs and impacts: these are the best treatments to implement through the more common capital maintenance projects.

For the sake of simplicity, capital maintenance activities are broken out into three project types: restriping, resurfacing, and reconstruction. These are complemented by other targeted investments that have scopes that are more explicitly focused on roadway safety such as signal upgrades, sidewalk and path projects, and signage enhancements. **Table 1** orders the three project types from most common or frequent to least. For example, restriping may occur every few years where reconstruction

typically occurs only at the end of the useful life of the asset: once every few decades. Typical scopes and the potential for systemic safety improvements are described for each project type. The potential is consistent with the overall complexity of the project type and does not necessarily reflect typical local practices today.

Beyond cost, several key items help to differentiate the applicability of countermeasures between resurfacing and reconstruction projects in particular:

- **Planning and design time:** developing design alternatives and performing the necessary analysis and engagement requires lead time. Proven safety countermeasures can be less intensive, but time for design and coordination must be accounted for
- **Drainage and grading:** while limited minor adjustments to drainage structures may be possible through a resurfacing project, new catch basins and changes to curb and flow lines are best handled at scale through reconstruction
- **Utility impacts:** some improvements may trigger utility coordination, which should be avoided or minimized on routine resurfacing but is appropriate for reconstruction projects.
- **Right-of-way:** acquiring ROW is not typically necessary for systemic improvements; designs requiring additional ROW should typically be limited to reconstructions and mitigated where possible by reallocating existing ROW as appropriate

Table 2 illustrates where the Systemic Countermeasures detailed in the toolbox earlier in this plan fit into typical capital maintenance projects and the signal, sidewalk, and signage projects mentioned earlier. Each countermeasure is rated as a strong or potential match for the six project types. A strong match indicates that the costs, impacts, level of engineering complexity, and degree of coordination needed with the public, other agencies, and utilities associated with the countermeasure is commensurate with that of the project type. A potential match denotes that the countermeasure can be delivered through the project type in a limited fashion and with more advanced planning and design effort than is typical. Some countermeasures, such as speed enforcement and speed management plans, are not engineering countermeasures and do not fall within the scope of typical capital maintenance projects.

Other tools in the DuPage County Safety Action Plan can help local agencies take a systemic approach to identifying and scoping safety projects. By consulting locations on the high injury network (HIN) when programming projects and consulting the typologies in the C&PR section to identify which systemic safety countermeasures are most relevant to the project context, local agencies can get more bang for their buck.

Table 1: Capital Maintenance Project Types and Systemic Safety Improvement Potential

Project Type	Typical Scope	Potential for Systemic Safety Improvements
RESTRIPING	Refreshing existing pavement markings, delineators, and some signage	Moderate: Update markings to meet current standards and best practices (e.g., updating transverse crosswalks to high visibility and striping on-street bicycle facilities to meet current preferred design)
RESURFACING	Milling asphalt above the base course, minor concrete repairs, ADA corners, utility cover adjustments, asphalt overlay, rumble strips, rebuilding deteriorated curb and gutter, improving shoulder transitions, restriping, and signage	Considerable: Update markings and signage to meet current standards and best practices (e.g., updating transverse crosswalks to high visibility, auditing all signs for retro reflectivity) Analyze and reallocate excess lanes and widths to reduce speeds and provide space for non-motorized facilities Conduct limited concrete work like curb extensions and refuge islands where impacts to utilities and drainage are minimized or mitigated Implement minor signal enhancements with or as a follow-on to resurfacing
RECONSTRUCTION	Full depth reconstruction of roadway pavement, potential adjustments to curb lines and relocation of subsurface utilities, and minor right-of-way changes	Transformative: Adjust cross section and curb lines to manage access, reallocate space to all users, and set design speed to target appropriate to context and user activity Modernize signals and intersection geometry to reduce conflicts, crossing distances, and intersection speeds Complete networks and enhance lighting for all users

Table 2: Systemic Countermeasure Applicability by Project Type

Systemic Countermeasure	Capital Maintenance Project Type			Safety Project Type		
	Restriping	Resurfacing	Reconstruction	Signals	Sidewalks	Signage
HIGH-VISIBILITY SPEED ENFORCEMENT						
ACCESS MANAGEMENT		○	●	○	○	
LIGHTING			●	●		
INTERSECTION DAYLIGHTING	●	●	●	●		
PEDESTRIAN REFUGE ISLANDS	○ (quick build)	●	●			
RAISED PEDESTRIAN CROSSINGS & SPEED TABLES		○	●		○	
CORNER TREATMENTS	○ (quick build)	○	●	●	●	
SEPARATED BICYCLE LANES & SHARED USE PATHS		○	●		○	
HIGH VISIBILITY CROSSWALKS	●	●	●	●	●	
ROAD DIETS/RIGHT SIZING	○	●	●			
SIGN VISIBILITY & SIGNAL HEAD RETRO-REFLECTIVITY ENHANCEMENTS	○	○	●	●		●
SIDEWALKS		○	●		●	
LANE NARROWING	●	●	●			
CENTERLINE HARDENING	●	●	●	●		
POSITIVE OFFSET TURN LANES	○	○	●	○		
SPEED MANAGEMENT PLANS						
COORDINATED SIGNAL TIMING	○	○	●	●		
PROTECTED LEFT-TURN PHASING	○	○	●	○		
FLASHING YELLOW ARROWS	○	○	●	○		
PEDESTRIAN SIGNAL EQUIPMENT		○	●	●	○	

strong (●) or potential (○) match

3 External Funding Opportunities

Overview

Addressing corridors and intersections with elevated severe crash risk in DuPage County is and will continue to be an ongoing process. Projects that retrofit existing infrastructure or expand the multimodal network through additions to, and connections between, the region's off-street trail system require sizable investments that are typically beyond the scope of local capital budgets. Competitive and constrained funding from outside agencies is available to cover high priority projects that align with grant criteria and requirements. These external funding opportunities do not fund all types of systemic improvements in this plan and are unlikely to be sufficient to cover the full scale of need across the county. They, however, help to complete the puzzle of funding necessary to achieve zero deaths and serious injuries from traffic crashes.

This section is organized around the following sources of external funding:

- USDOT discretionary grant programs
 - Safe Streets and Roads for All (SS4A)
 - Better Utilizing Investments to Leverage Development (BUILD)
- State-administered funding
 - Local Highway Safety Improvement Program (HSIP-L)
 - Illinois Transportation Enhancement Program (ITEP)
 - Safe Routes to School (SRTS)
- Regionally administered funding
 - Congestion Mitigation and Air Quality (CMAQ) Improvement Program
 - Transportation Alternatives Program – Local (TAP-L)
 - Surface Transportation Program – Shared (STP)
- Locally administered funding
 - Surface Transportation Program – Local (STP-L)
 - Community Development Block Grant (CDBG)

A brief summary of smaller funding opportunities that are best suited for building momentum towards larger projects through demonstrations and other events concludes this section.

Sources and Requirements

The funding sources described in this section flow from federal and state sources. Federal funds are subject to the requirements set forth by Congress as well as the policies of the United States Department of Transportation (USDOT) and, with very limited exceptions, the Illinois Department of Transportation (IDOT). This includes, for example, compliance with the National Environmental

Protection Act (NEPA) and the National Historic Preservation Act (NHPA). State funded projects must comply with IDOT requirements and procedures set forth by the Bureau of Design and Engineering (BDE) and Bureau of Local Roads and Streets (BLRS). Due to these requirements, federal and state funds are most appropriate to fund larger scale safety projects. Grant program structure and processing requirements do not favor widespread, systemic improvements.

External grant funds differ not only in the types of projects they fund, but in the activities that they cover. Only a few grant programs cover the full spectrum of design from preliminary engineering and NEPA through to final engineering, letting, and construction. By and large, preliminary engineering and NEPA are not covered and must be funded through other means.

Alignment with Plan Strategies

This section provides a brief overview of the funding sources that are most relevant to larger safety projects in DuPage County. Matrices illustrate whether potential sources are **strong** (●) or **potential** (○) matches for the following select Safety Action Plan strategies found in the Countermeasures and Policy Recommendations (C&PR) section, sorted by theme and numbered by plan strategy :

Theme 1: Encourage Safe Speeds

- 1** MANAGE SPEEDS ON MAJOR ROADS THROUGH DESIGN, EDUCATION, AND ENFORCEMENT

Theme 2: Design and Build Roads and Streets that Prioritize Safety for Vulnerable Users

- 2.1** PROVIDE SYSTEMIC PEDESTRIAN AND BICYCLE IMPROVEMENTS
- 2.3** COMPLETE PEDESTRIAN AND BICYCLE NETWORK
- 2.5** ADVANCE SAFE ACCESS TO TRAIL SYSTEMS

Theme 3: Enhance Partnerships and Collaboration

None applicable

Theme 4: Champion a Culture of Safety

- 4.3** PROVIDE TARGETED TRAFFIC SAFETY EDUCATION AND ENGAGEMENT

Theme 5: Take a Data-driven, Transparent Approach to Safety

- 5.4** PURSUE PROJECTS ALONG THE 'HIGH INJURY NETWORK'
- 5.5** SYSTEMICALLY DEPLOY SAFETY COUNTERMEASURES
- 5.6** DESIGN ENFORCEMENT STRATEGIES AND REGULARLY EVALUATE THEIR EFFECTIVENESS

USDOT Discretionary Grant Programs

Safe Streets and Roads for All (SS4A)

What is it?

The SS4A grant program administered by USDOT was created under the Bipartisan Infrastructure Law and funded for five years. Through SS4A, Congress made available \$5 billion through Federal Fiscal Year 2026 – equating to roughly \$1 billion/year in federal funding – for communities to develop safety action plans, conduct supplemental planning, pilot demonstration projects, and implement safety projects and programs. The SS4A program is broken up into two grant types:

- **Planning and Demonstration Grants** fund safety action plans, demonstration projects, and supplemental planning, including combinations of these activities. Awards for action plans have averaged \$329,300, awards for action plans bundled with demonstration projects have averaged \$740,675, and awards for planning and demonstration projects have averaged \$1,200,000.
- **Implementation Grants** fund infrastructure projects, behavioral interventions across a full community, and/or operational improvements. Implementation Grants may fund infrastructure and non-infrastructure projects. USDOT allows Implementation grant applications to simultaneously apply for Planning and Demonstration grant. Implementation grants have averaged \$12,900,000.

What are eligible projects?

- Safety planning
- Demonstration/pilot projects at one or multiple locations including technology pilots
- Capital projects with a primary safety benefit and impact
- All phases of infrastructure projects (preliminary and final engineering, NEPA, construction)
- Operational and behavioral programs covering education, enforcement, and post-crash care
- Multi-jurisdictional projects
- Federal aid and local network improvements

What makes a good project?

- Tied to the DuPage County Safety Action Plan (required for Implementation Grants)
- Proven safety need and benefit (utilizes proven safety countermeasures with crash modification factors)
- Project readiness
- Funds benefitting Areas of Persistent Poverty

More Information

- [Safe Streets and Roads for All Grant Program](#)

Better Utilizing Investments to Leverage Development (BUILD)

What is it?

The BUILD program, previously known as the RAISE or TIGER discretionary grants, is administered by USDOT and provides grants between \$5,000,000-\$25,000,000 (\$1.32 billion allocated in total in 2024) for surface transportation infrastructure projects with significant local or regional impact. While previously there was focus on projects that make it safer to walk or bike, the scope is now broader. Active transportation is still included as an element for a little more than one-third of awarded projects. It is a good fit for major projects. Award sizes are based on community size.

What are eligible projects?

- Planning and/or constructing surface transportation infrastructure including streetscapes, bikeways, sidewalks, pedestrian improvements, rails-to-trails, and highway-rail grade crossing improvement projects
- Public road and non-motorized projects that are not otherwise eligible under Title 23, United States Code

What makes a good project?

- Strong benefit-cost ratio inclusive of but exceeding safety benefits alone; targeting areas with histories of deaths and serious injuries helps to provide a strong benefit-cost ratio
- Well rounded team (agencies, departments, community and state leaders) backed by letters of support
- Data-driven, evidence-based methods
- Project readiness and detail

More information

- [Better Utilizing Investments to Leverage Development \(BUILD\)](#)

USDOT Discretionary Grant Programs Funding Matrix

Funding opportunity	Application timeframe	Award amount	Required Match	Admin	Completion	DuPage County SAP Select Strategies							
						1.1 MANAGE SPEEDS	2.1 PED-BIKE IMPROVEMENTS	2.3 BIKE-PED NETWORK	2.5 TRAIL SYSTEM	4.3 EDUCATION	5.4 HIN	5.5 COUNTER-MEASURES	5.6 ENFORCEMENT
SAFE STREETS AND ROADS FOR ALL (SS4A) IMPLEMENTATION	Annual through 2026	\$2.5M - \$25M	20%	USDOT	Completed in 5 years	●	●	●		●	●	●	●
SAFE STREETS AND ROADS FOR ALL (SS4A) PLANNING AND DEMONSTRATION		\$100K - \$5M				●	○	○		●	○	○	○
BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)	Bi-annual	\$5M - \$25M	20%*	USDOT	Prelim. Eng. ONLY Completed in 4 years Eng./Construction Obligated in 4 years; Completed in 10 years	●	●	●	●		●	●	

* Local match could be waived for disadvantaged communities

strong (●) or potential (○) match

More information:

- [Safe Streets and Roads for All \(SS4A\) Grant Program](#)
- [Better Utilizing Investments to Leverage Development \(BUILD\) Grant Program](#)

State-administered Funding

Local Highway Safety Improvement Program (HSIP-L)

What is it?

Illinois's local Highway Safety Improvement Program intends to produce a measurable and significant reduction in fatalities and serious injuries resulting from traffic-related crashes on all public roads, including local streets. Federal HSIP funds distributed to the Local Road Program are administered by the Bureau of Local Roads and Streets (BLRS) in conjunction with the Bureau of Safety Programs and Engineering (BSPE).

HSIP-L in DuPage County

- **Aurora** > high friction surface treatment on Bilter Road
- **DuPage County** > flashing yellow arrow on 63rd Street corridor intersections

What are eligible projects?

- Projects that incorporate countermeasures proven to reduce fatal and severe injury crashes with demonstrated CMFs
- Funds can be used for any phase of a safety project including preliminary engineering
- Federal aid routes or local streets

What makes a good project?

- Data-driven, cost-effective solutions with a benefit-cost ratio greater than 1.0
- Address observed fatal and serious injury crashes
- Protect Vulnerable Roadway Users
- Addresses emphasis areas in the Illinois Strategic Highway Safety Plan and/or DuPage County Safety Action Plan
- Applicant has a history of successfully completing projects

More Information

- [Highway Safety Improvement Program Guidelines](#)

Illinois Transportation Enhancement Program (ITEP)

What is it?

Illinois Transportation Enhancement Program (ITEP) is a state and federally funded reimbursement program that allocates resources to well planned, smaller scale, but critically important projects that provide and support connected alternative modes of transportation that are safe for all users, enhance the transportation system through preservation of visual and cultural resources, and improve the quality of life for members of the communities impacted. The average award in 2024 was \$2,000,000, with \$140,000,000 in total awarded.

ITEP in DuPage County

- **Warrenville** > Route 59 Multi-Use Path
- Cenacle Bridge Replacement in Blackwell Forest Preserve
- **Roselle** > Irving Park Road (IL-19) Corridor Enhancements and Multi-Use Path

What are eligible projects?

- Projects that connect and enhance the transportation system like streetscapes and pedestrian improvements
- Projects that provide alternative transportation use or benefit like bikeways, sidewalks, and rails-to-trails, as long as they aren't solely recreational in purpose

What makes a good project?

- Connectivity + accessibility
- Safety solutions
- Project readiness
- Local commitment + support
- Alignment with transportation plans
- Past performance of sponsor
- Land acquisition/ rail coordination is complete or in progress

More information

- [Illinois Transportation Enhancement Program \(ITEP\)](#)

Safe Routes to School (SRTS)

What is it?

SRTS is a reimbursement program that funds projects at 100% with no local match required but does not cover Phase I costs. All infrastructure projects must be completed within a 2-mile radius of a school. The program has an infrastructure application and separate non-infrastructure application (for programs like bike rodeos or school safety plans).

What are eligible projects?

- Within 2 miles of a school campus (K-12)
- Private + parochial schools may apply if projects are on public right-of-way
- Each school district limited to (1) infrastructure and (1) non-infrastructure application
- May include sidewalks, traffic calming, on- and off-street bike facilities, and bike parking

What makes a good project?

- Project readiness, such as:
 - Resolution and letter of support
 - Parent survey + student tally summary
 - Detailed cost estimate
- Local commitment + support
- Utilizes part of the 6Es framework
- Evidence of overall need + benefit

More Information

- [Illinois Safe Routes to School Program](#)

SRTS in DuPage County

- **DuPage County** > Sidewalks, curb ramps, lighting on 91st Street
- **Addison** > New sidewalks, crosswalks, ADA-compliant ramps on Armitage Avenue
- **Aurora** > Eliminating sidewalk gaps with ADA compliant ramps, high visibility crosswalks, striping, and signs
- **Willowbrook** > Sidewalks and ADA improvements

State-administered funding matrix

Funding opportunity	Application timeframe	Award amount	Required Match	Admin	Completion	DuPage County SAP Select Strategies							
						1.1 MANAGE SPEEDS	2.1 PED-BIKE IMPROVEMENTS	2.3 BIKE-PED NETWORK	2.5 TRAIL SYSTEM	4.3 EDUCATION	5.4 HIN	5.5 COUNTER-MEASURES	5.6 ENFORCEMENT
LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP-L)	Annual	\$75K - \$3M	10%	IDOT	Obligated within 2 years		●	●	○		●	●	
ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM (ITEP)	Bi-annual	\$1.5M - \$3M	20% Eng. & Construction, 50% Land Acquisition, Lighting	IDOT	Prelim. Eng. ONLY Completed in 4 years Eng./Construction Obligated in 4 years; Completed in 10 years	●	●	●	○		●	●	
SAFE ROUTES TO SCHOOL (SRTS) INFRASTRUCTURE	Bi-annual	\$1.5M - \$3M	NA	IDOT	Obligated within 18 months; Constructed in 3 years	○	●	●			○	●	
SAFE ROUTES TO SCHOOL (SRTS) NON-INFRASTRUCTURE	Bi-annual	\$2,500 - \$250K	NA	IDOT	Completed before end of school year	●				●			●

strong (●) or **potential** (○) match

More information:

- [Highway Safety Improvement Program Guidelines](#)
- [Illinois Transportation Enhancement Program \(ITEP\)](#)
- [Illinois Safe Routes to School Program](#)

Regionally Administered Funding

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

What is it?

The CMAQ Improvement Program is a federally funded program for surface transportation improvements designed to improve air quality and mitigate congestion. Northeastern Illinois receives CMAQ funding because the region does not meet federal air quality standards for ozone emissions.

What are eligible projects?

- Transit improvements
- Traffic flow improvements (e.g., intersection, signal, or bottleneck eliminations)
- Improvements that directly reduce emissions
- Bicycle or pedestrian facilities with non-recreational focus
- Intelligent Transportation Systems
- Projects on federal aid-eligible roadways

What makes a good project?

- Projects that have completed Phase I engineering
- Cost benefit of emission reduction
- Transportation impact criteria
- Equity

More Information

- [Congestion Mitigation and Air Quality Program](#)

CMAQ in DuPage

- **Westmont** > Grade Separated Crossing
- **Glen Ellyn** > Metra Station & Multimodal Access Improvements
- **Elmhurst** > Bicycle & Pedestrian Overpass
- **DuPage River Greenway Trail** > Weber Road Improvements

Surface Transportation Program – Shared (STP)

What is it?

The Surface Transportation Program (STP) is a federally funded program which supports highways and bridges, transit capital improvements, as well as bike and pedestrian projects. The STP Shared Fund is programmed by the STP Project Selection Committee and administered by CMAP staff. The regional distribution covers 15% for regional projects, with the remaining 85% distributed by Councils of Mayors and CDOT through the STP Local fund.

What are eligible projects?

- Bicycle and pedestrian barrier elimination
- Highway/rail grade crossing improvement
- Road reconstruction
- Corridor or small safety area
- Must be included in a locally adopted plan
- Total project costs must be at least \$5 million
- Projects on federal aid-eligible roadways

What makes a good project?

- Project readiness with a completed Phase I report
- Transportation impact
- Planning factors (inclusive growth, complete streets, resilience, freight, transit supportive density)
- Subregional priority

More information

- [Surface Transportation Program – Shared \(STP\)](#)

STP Shared in DuPage

- **Naperville** > North Aurora Road
- **Elmhurst** > Bicycle and Pedestrian Overpass
- **Aurora** > Sullivan Road
- **DuPage County** > Butterfield Road
- **Aurora** > Galena Blvd

Transportation Alternatives Program – Local (TAP-L)

What is it?

Locally programmed Transportation Alternatives Program (TAP-L) is a federally funded program for surface transportation improvements designed to support non-motorized transportation. The goal of the program is to support a multimodal transportation system, promotes efficiency, ensures accessibility, and strengthens sustainability. Project size is more limited than other external funding sources, with the most recent awards averaging around \$1 million, but, unlike CMAQ, proposed projects don't need to demonstrate direct emissions reductions.

TAP-L in DuPage

- **Elmhurst > Bicycle & Pedestrian Overpass**
- **DuPage River Greenway Trail > Weber Road Improvements**

What are eligible projects?

- On- and off-street bicycle facility projects that serve a transportation purpose
- Trail bridges and underpasses
- Pedestrian bridges
- Trails
- Traffic signal modernizations
- Projects that have completed Phase I

What makes a good project?

- Completes the Regional Greenways & Trails plan
- Proven demand or market for facility
- Safety and attractiveness
- Equity
- Project readiness

More Information

- [Transportation Alternatives Program](#)
- [CMAQ Regional greenways and trails plan](#)

Regionally administered funding

Funding opportunity	Application timeframe	Award amount	Required Match	Admin	Completion	DuPage County SAP Select Strategies							
						1.1 MANAGE SPEEDS	2.1 PED-BIKE IMPROVEMENTS	2.3 BIKE-PED NETWORK	2.5 TRAIL SYSTEM	4.3 EDUCATION	5.4 HIN	5.5 COUNTER-MEASURES	5.6 ENFORCEMENT
CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM (CMAQ)	Bi-annual	Varies	20%*	CMAP	Determined by year funds are programed; funds must be authorized in that year	●	●	●	●		●	●	
SURFACE TRANSPORTATION PROGRAM (STP) SHARED						●	●	●	○		●	●	
TRANSPORTATION ALTERNATIVES PROGRAM - LOCAL (TAP-L)						○	●	●	●		○	●	

* Local match could be waived for disadvantaged communities

strong (●) or **potential** (○) match

More Information:

- [CMAQ](#)
- [STP-Shared](#)
- [TAP-L](#)

In Fall 2025, Illinois legislators passed landmark transit funding and reform bill (SB 2111). The bill reorganizes the regional transit system under a new authority, the Northern Illinois Transit Authority, replacing the Regional Transportation Authority. Reform includes but is not limited to:

- Transit-supportive development opportunity inventory
- Minimum parking requirements (People Over Parking Act)
- Pedestrian access to transit and other transit supportive infrastructure

Locally Administered Funding

Surface Transportation Program – Local (STP-L)

What is it?

In DuPage, the DuPage Mayors and Managers Conference (DMMC) is responsible for programming local STP funds and has incorporated objectives such as decreasing vehicle emissions and congestion through increased use of Traffic Control Measures (TCMs).

What are eligible projects?

- *Highway*: resurfacing/rehabilitation, reconstruction, intersection improvements, grade separation
- *Traffic Control Measure*: on-street bike/ped facilities, trail projects, intelligent transportation system (ITS) technology, signal interconnects

What makes a good project?

- Safety Improvement + Need
- Project Readiness (Phase I Engineering, ROW)
- Annual Average Daily Traffic
- Pavement Condition
- Local Needs
- Financial Commitment
- Planning Factors: Complete Streets, Green Infrastructure, Freight
- Points awarded for overmatch

More Information

- [Surface Transportation Program](#)
- [Surface Transportation Program Policies and Procedures of DuPage Council](#)

Community Development Block Grants (CDBG)

What is it?

Through the U.S. Department of Housing and Urban Development's (HUD) CDBG program, the DuPage County Community Development Commission (CDC) distributes funding for a range of activities that revitalize neighborhoods, support economic development, and provide community facilities and services. CDBG funds are distributed through several categories, most notably Neighborhood Investment and Accessibility Improvements. Municipalities or townships in DuPage County may use this source of funding for capital improvements that benefit a low- to moderate-income service area.

What are eligible projects?

- Must benefit a low- to moderate-income service area which must be primarily residential
- CDBG Neighborhood Investment and Accessibility Improvements projects may include:
 - Flood/drainage improvements, including green infrastructure improvements
 - Water/sewer improvements
 - Parks/recreational facilities improvements, including open space areas or public facilities for recreational use
 - Street improvements, including street replacement, curbs/gutters, tunnels, bridges, street drains, storm drains, or traffic signals
 - Sidewalk improvements, including ADA upgrades
 - Accessibility improvements for people with disabilities
 - Engineering/design funded by other sources or already completed

What makes a good project?

- Clear problem, need, activity, and outcome that the Neighborhood Investment project will address
- Points awarded for meeting Plan Priority Need stated in the DuPage County [Consolidated Plan For Housing And Community Development \(ConPlan\)](#)
- Serves a high concentration of low-moderate income persons
- Serves a small, densely populated census block group
- Provides a significant positive impact to the low/moderate community to be served

More Information

- [CDBG Neighborhood Investments and Accessibility Improvements Projects](#)

Locally Administered Funding

Funding opportunity	Application timeframe	Award amount	Required Match	Admin	Completion	DuPage County SAP Select Strategies							
						1.1 MANAGE SPEEDS	2.1 PED-BIKE IMPROVEMENTS	2.3 BIKE-PED NETWORK	2.5 TRAIL SYSTEM	4.3 EDUCATION	5.4 HIN	5.5 COUNTER-MEASURES	5.6 ENFORCEMENT
SURFACE TRANSPORTATION PROGRAM (STP-L) LOCAL	Bi-annual	Highway \$250K - \$6.5M TCM \$400K - \$4M	Highway 30% TCM 25%	DMMC	Completed in 5 years	●	●	●	●		●	●	
COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)	Bi-annual	Neighborhood Investment \$200k-\$600k	None	DuPage County CDC	Funding terms established in project agreement with County, ideal projects can be constructed within one year	○	●	●			○	●	

strong (●) or potential (○) match

More Information

- [Surface Transportation Program](#)
- [Surface Transportation Program Policies and Procedures of DuPage Council](#)
- [CDBG Neighborhood Investments and Accessibility Improvements Projects](#)

Other Funding

DuPage County SAP Select Strategies

Funding opportunity	Application timeframe	Award amount	Required Match	Admin	Completion	1.1 MANAGE SPEEDS	2.1 PED-BIKE IMPROVEMENTS	2.3 BIKE-PED NETWORK	2.5 TRAIL SYSTEM	4.3 EDUCATION	5.4 HIN	5.5 COUNTER-MEASURES	5.6 ENFORCEMENT
ACCESS TO TRANSIT	Annual	PI: \$5K - \$55K PII +: \$150K - \$1M	10%	RTA		○	●	○	●		○	●	
COMMUNITY TRAFFIC SAFETY GRANTS	Annual	\$50K - \$200K	0%	NSC	1 year	●					●	●	
COMMUNITY CONNECTORS	Annual	Up to \$25K	0%	Smart Growth America			●			●			
BIKE SAFETY QUICK MINI-GRANTS	Annual	Up to \$2K	0%	Ride Illinois	NA					●			
COMMUNITY SPARK GRANT	Annual	\$2K	0%	League of American Bicyclists	1 year		●			●			
HOMETOWN GRANTS	Annual	Up to \$50K	0%	T-Mobile	1 year		●	○	●			●	
POWERING SAFE COMMUNITIES GRANT PROGRAM	Annual	Up to \$10K	50%	ComEd	1 year	●	●					●	●

strong (●) or potential (○) match

More Information

- [Access to Transit](#)
- [Community Traffic Safety Grant](#)
- [Community Connectors](#)
- [BikeSafety Quick Mini-Grants](#)
- [Community Spark Grants](#)
- [Hometown Grant Program](#)
- [Powering Safe Communities](#)