



HARLEM CORRIDOR AVENUE

FUNDING AND IMPLEMENTATION SOURCES **DECEMBER 2011**



THE HARLEM AVENUE CORRIDOR PLAN





FUNDING AND IMPLEMENTATION SOURCES

INTRODUCTION

Large-scale redevelopment areas and improvement projects such as the Harlem Avenue Corridor require a combination of funding tools from various levels of government. Due to the complexity and diversity of issues typically involved in the range of projects proposed in the Corridor Plan, the Conference, participating municipalities and public agencies will need a number of resources to help address these varying aspects of the Plan. However, locally controlled funding tools cannot be overemphasized. Based on national experience, local funding tools are critical in the implementation of planning initiatives because local funding tools empower municipalities to guide project execution and provide timely assistance.

This report summarizes the most relevant funding tools that the Conference and its members may consider to implement the Corridor Plan. Locally-controlled funding sources are discussed first, followed by external sources including grants. Funding tools and programs are also presented in tabular format, with an at-a-glance guide to the Plan elements to which they apply.

LOCAL FUNDING TOOLS

1 CAPITAL IMPROVEMENT PLANS

Municipal Capital Improvement Plans (CIP) can be used to help fund improvements in the Corridor. The CIP typically schedules the implementation of a range of capital and infrastructure projects, such as the restoration and upgrading of existing utilities and infrastructure facilities, including the water system, sanitary sewers, storm water facilities, and the street system.

2 MUNICIPAL BONDS

Municipal bonds may also be considered for special projects during various phases of the implementation of the Plan that may require more long-term financing. General obligation bonds (GOB) are supported by the full faith and credit of the municipality and typically offer the benefit of low inter-

est rates. (Actual rates vary based upon each municipality's bond rating). Although GOBs may be fully paid off with dedicated revenues generated from a TIF district, SSA, MFT, and hotel taxes, etc., any shortcomings would necessarily come from the municipality's General Revenue Fund.

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

3 MOTOR FUEL TAX REVENUES

Each municipality's allocation of Motor Fuel Tax (MFT) revenues is based on the local government population. The funds are collected at the sale of gasoline, on a per gallon basis. These can be used for infrastructure expenses in coordination with the Illinois Department of Transportation (IDOT). Typical projects include: engineering services; roadway reconstruction; sewer improvements; bicycle paths, lanes, signs, and parking facilities; pedestrian subway or overhead crossings; sidewalks; off-street parking facilities; and street lighting systems.

4 TAX INCREMENT FINANCING

Public incentives, such as Tax Increment Financing (TIF), can be used to guide the types of development that might occur in an area by encouraging developers to construct buildings or other private improvements and/or by paying for public improvements, such as streets, sidewalks, sewer and water, and similar improvements. Optimally, TIF funds should be used strategically to help provide long-term benefits to both the immediate area and to the city and county, creating an improved tax-base for when the term of the funding program expires.

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

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

TIF works by capturing new property tax revenues within a specific area and reinvesting them in that area for a period of 23 years. When a TIF is established, the value of all the property in the TIF is examined to determine the Base Equalized Assessed Value, or Base EAV. The property taxes generated annually by the frozen Base EAV are distributed to all taxing districts on a prorated basis. The property taxes generated by growth in EAV above the Base EAV are distributed to the municipality's TIF fund. The growth in EAV occurs as a result of private investment in new development, rehabilitation of existing development, as well as growth in property values through reassessment. TIF districts are currently established in Illinois on the basis of detailed eligibility criteria reflecting conditions of economic stagnation and blight, but other states and communities are exploring utilization of TIF districts on a voluntary basis to capture the value from improvement projects in a non-blighted area, such as new transit infrastructure, which would be channeled back to pay for capital or operating costs.

5 SPECIAL SERVICE AREAS

SSAs, also known as Business Improvement Districts (BIDs) and Special Improvement Districts (SIDs), are a useful tool for improving, managing, and maintaining a defined district.

FUNDING AND IMPLEMENTATION SOURCES

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

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

- Maintenance and beautification;
- Security services, including, but not limited to, the development of safety programs;
- Recruitment and promotion of new businesses and retention and pro-

motion of existing businesses within the service area;

- Coordinated marketing and promotional activities;
- Strategic Planning for the general development of the service area;
- Financing of storefront façade improvements;
- Other technical assistance activities to promote commercial and economic development including, but not limited to, streetscape improvements, strategic transit/parking improvements including parking management studies, and enhanced land use oversight and control initiatives.

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

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

6 MASS TRANSIT DISTRICT

Corridor municipalities could work cooperatively with the RTA, Metra, Pace, IDOT, and the Conference to create a Mass Transit District (MTD) covering or including the study area from Harlem Avenue Corridor Plan. A MTD, which would need to be formed under Illinois State statutes, would

allow participating jurisdictions to collect funds in support of capital investment or improvement of transit services within the MTD boundaries. Funding mechanisms to satisfy the contribution commitments of member jurisdictions within the MTD could vary according to local preferences, and could include the funding tools described above, such as allocations from capital budgets, local tax revenues, MFT revenues, or from value capture tools such as TIF and SSA. The funds raised could be used to supplement capital investments made by the local transit operators to fulfill local preferences for service and amenities. There are a number of MTDs in northeast Illinois, each of which are governed by a board of representatives of member jurisdictions. A broader vision of this funding tool would be establishment of a Mass Transportation District, which could enable contribution to non-transit transportation modes in the district.

7 TRANSPORTATION ENHANCEMENT DISTRICTS

Corridor municipalities can create Transportation Enhancement Districts (TED), also known as Parking Improvement District (PID) within a single municipality or collaboratively with multiple municipalities. A TED is a local development tool that helps communities manage parking resources while supporting both economic development and mobility. Parking TEDs charge market rates for parking on the street or in off-street public spaces and use part of the increased revenue to make the area more accessible. Other TEDs may fund bicycle and pedestrian infrastructure, or more general transportation improve-

TABLE 1: LOCAL FUNDING SOURCES

Funding Tool	Agency	Eligible Projects								Eligible Project Activities					Eligible Applicants				Notes
		Roadways	Signals	Transit	Pedestrian / Sidewalks	Bicycles / Trails	Streetscape	Freight	Redevelopment	Planning / Engineering	Construction	Maintenance	Operations	Public Outreach	Land Acquisition	Municipal	County	Agency / MPO	
1 Capital Improvement Plans	Local	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	▪ Short-term plan to guide internal infrastructure spending
2 Municipal Bonds	Local	X	X		X	X	X		X	X	X				X	X	X	X	▪ Debt financing for large cost projects
3 Motor Fuel Tax (MFT)	Local	X	X		X					X	X				X	X			▪ Based on local population ▪ Use by local communities
4 Tax Increment Financing (TIF)	Local	X	X	X	X	X	X	X	X	X	X				X	X			▪ Value capture tool ▪ Subject to eligibility of underlying area
5 Special Service Area (SSA)	Local	X			X	X	X		X	X	X	X	X		X		X	X	▪ Subject to agreement by majority of property owners ▪ Managed by local chamber, govt or non-profit
6 Mass Transit District (MTD)	Local	X	X	X	X	X	X		X	X							X	X	▪ Consortium of municipalities who contribute and aggregate funding for transportation capital projects
7 Transportation Enhancement Districts (TED)	Local			X	X	X	X		X	X	X	X		X	X	X	X	X	▪ Potential funding for local transportation improvements
8 Public-Private Partnerships	Local	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	▪ Deal structures vary, from joint development, to leasing, operation and maintenance of public assets ▪ Subject to eligibility per state statutes
9 Development Agency	Local								X	X	X	X		X	X		X	X	▪ Non-profit or quasi-government body that oversees development projects; powers vary according to charter
10 Revolving Loan/Downtown Loan Fund	Local				X	X	X		X	X	X				X	X		X	▪ Low-cost loan option for economic development and community improvements ▪ Must be first seeded, potentially in partnership with local banks
11 Enterprise Zone	Local								X						X	X			▪ Subject to eligibility of underlying area

FUNDING AND IMPLEMENTATION SOURCES

ments and amenities. TEDs are managed like an SSA. These districts can be used to make the area more pedestrian-oriented and connected to the larger neighborhood, improve transit connections, invite more bicycling, and revitalize the streetscape to reflect the character of the neighborhood, and provide a degree of local control over transportation amenities that reflect local priorities.

8 PUBLIC-PRIVATE PARTNERSHIPS

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

9 DEVELOPMENT AGENCY

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

10 REVOLVING LOAN/DOWNTOWN LOAN FUND

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

Typically, the managing entity (usually a municipality or a local non-profit organization) facilitates a revolving loan fund or a community lending pool capitalized by commitments from local financial institutions to provide low-interest/low-cost loans. For example, the managing entity could fund 40% out of the loan pool at a low interest rate. A consortium of private local banks could contribute to the loan fund at prime +1%. Often, to

qualify for a loan, jobs must be created or retained and made available to a low or moderate income person. Some residents in parts of the Corridor are considered low or moderate income and could be potential employees at local businesses.

11 ENTERPRISE ZONE PROGRAM

The Illinois Enterprise Zone (EZ) Program is managed by the Department of Commerce and Economic Opportunity (DCEO). The EZ Program is designed to stimulate economic growth and neighborhood revitalization in economically depressed areas. Businesses that locate in a designated EZ can become eligible to obtain special state and local tax incentives, regulatory relief, and improved government services, thus providing an economic stimulus to an area. Businesses that locate or expand in an EZ may be eligible for several incentives from the State of Illinois:

- Exemption from the retailer's occupation tax paid on building materials
- Investment tax credit of 0.5% of qualified property
- Tax credit for jobs created for which a certified dislocated worker or economically disadvantaged worker is hired

EXTERNAL FUNDING SOURCES

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

TRANSPORTATION AGENCIES

1 SURFACE TRANSPORTATION PROGRAM

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

2 CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is a federally funded program part of the surface transportation improvements designed to improve air quality and to mitigate congestion. Eligible projects may include transit improvements, commuter parking, traffic flow improvements, and pedestrian and bicycle enhancements. Projects

are submitted for northeastern Illinois through the Chicago Metropolitan Agency for Planning (CMAP). CMAQ grants are awarded each fiscal year dependent on available funding from the Congressional appropriation of funds. Funding is available for 80% of the total engineering and construction costs.

3 HIGHWAY SAFETY IMPROVEMENT PROGRAM

The goal of the Highway Safety Improvement Program (HSIP) program is to significantly reduce traffic fatalities and severe injuries. Funds are used to make safety improvements to locations where there has been an historical occurrence of crashes.

4 TIGER

Transportation Investment Generating Economic Recovery (TIGER) grants invest in road, rail, transit, and port projects to preserve and create jobs, promote economic recovery, invest in transportation infrastructure to provide long-term economic benefits, and assist those areas most affected by the economic downturn. Projects can include highway or bridge rehabilitation, interchange reconstruction, road realignments, public transportation projects (including projects in the New Starts or Small Starts programs), passenger rail projects, and freight rail projects. Projects must be between \$10 million and \$200 million. No more than 25% of total funds (\$131 million) may be awarded to projects in a single state. Grants are available for 80% of project cost but higher priority is given to those projects with higher local commitment.

5 NEW STARTS /SMALL STARTS/VERY SMALL STARTS

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

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

6 TRANSPORTATION, COMMUNITY AND SYSTEM PRESERVATION PILOT PROGRAM

The Transportation, Community and System Preservation Program (TCSP) is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify sector-based initiatives to improve such

FUNDING AND IMPLEMENTATION SOURCES

TABLE 2: TRANSPORTATION AGENCY FUNDING SOURCES

Funding Tool	Agency	Eligible Projects								Eligible Project Activities					Eligible Applicants				Notes
		Roadways	Signals	Transit	Pedestrian / Sidewalks	Bicycles / Trails	Streetscape	Freight	Redevelopment	Planning / Engineering	Construction	Maintenance	Operations	Public Outreach	Land Acquisition	Municipal	County	Agency / MPO	
1	Surface Transportation Program (STP)	USDOT	X	X	X	X	X	X		X	X	X			X		X	X	<ul style="list-style-type: none"> 20% local match
2	Congestion Mitigation Air Quality (CMAQ)	USDOT	X	X	X	X	X	X		X	X	X			X	X			<ul style="list-style-type: none"> 20% local match Apps due to COG Planning Liaison by mid-March
3	Highway Safety Improvements Program (HSIP)	USDOT	X	X				X		X	X			X	X	X			<ul style="list-style-type: none"> 10% match Applications due to Bureau of Local Roads by March 1
4	TIGER Grants (Transp. Investment Generating Economic Recovery)	USDOT	X		X			X		X	X				X	X	X		<ul style="list-style-type: none"> 20% match required but priority given to projects with greater local contribution Grants should be between \$10 - \$200 million Pre-applications for TIGER III due 10/3/11; final applications due 10/31/011; No state may receive more than 25% of total appropriation Projects must be in TIP
5	FTA New Starts / Small Starts / Very Small Starts	USDOT			X					X	X						X		<ul style="list-style-type: none"> Competitive pool Local match required Alternatives Analysis required
6	Transportation, Community & System Preservation (TCSP)	USDOT	X		X	X	X	X		X	X	X		X	X	X	X	X	<ul style="list-style-type: none"> 20% local match Applications due in June
7	Capital Plan	State of Illinois	X	X	X			X		X				X	X	X	X	X	<ul style="list-style-type: none"> Date of available future funding is uncertain
8	IL Transportation Enhancement Program (ITEP)	IDOT			X	X	X	X		X	X			X	X				<ul style="list-style-type: none"> 20% local match Application due February 2012
8a	ITEP Illinois Green Streets Initiative	IDOT				X	X			X	X			X	X				<ul style="list-style-type: none"> 20% local match Funding only for tree/grass plantings
9	Pedestrian & Bicycle Safety Program	IDOT				X	X			X			X		X	X	X	X	<ul style="list-style-type: none"> Applications due in March Matching funds via other state funding or local
10	Safe Routes to School (SRTS)	IDOT	X	X		X	X	X		X	X		X		X	X	X	X	<ul style="list-style-type: none"> IL School Travel Plan required No match required New applications to be accepted in late 2012
11	Truck Access Route Program (TARP)	IDOT	X	X				X		X				X	X				<ul style="list-style-type: none"> 50% local match; \$900K max limit Applications accepted each fall
12	Economic Development Program	IDOT	X	X				X		X					X	X			<ul style="list-style-type: none"> 50% match Pre-application required; full application due per Statewide Program Planning notification Must have local gov't sponsor

relationships. Planning grants may include those to improve walking, biking, and transit systems, as well as the development of new types of transportation financing. Implementation grants may include grants for activities to implement TOD plans.

7 CAPITAL PLAN

The State of Illinois' Capital Plan is a legislative budget that governs the amount of spending allocated for roadway and infrastructure projects in the state, including identification and description of specific projects. Future funding levels are uncertain due to fiscal challenges.

8 ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM

The Illinois Transportation Enhancement Program (ITEP) provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental improvements related to transportation infrastructure. A project must fall into one of twelve eligible categories listed within the ITEP Guidelines Manual and also must relate to surface transportation in order to qualify. IDOT administers this program. Funding is available for 80% of engineering and construction costs.

A sub-category of the ITEP program is the Illinois Green Streets Initiative with a goal to reduce greenhouse gas emissions, and to address the growing threat of global climate change, through landscape or streetscape projects that involve the planting of native trees and prairie grasses.

9 PEDESTRIAN AND BICYCLE SAFETY PROGRAM

The Pedestrian and Bicycle Safety (PBS) grant program is designed to aid public agencies in funding cost effective projects that will improve pedestrian and bicycle safety through education and enforcement. Applicants for this grant can apply for one or more of three grant categories: enforcement efforts; educational efforts, which can include pedestrian and bicycle master plans, distribution of education materials, walk and bike promotional programs, and distribution of protective equipment; and research and training.

FUNDING AND IMPLEMENTATION SOURCES

10 SAFE ROUTES TO SCHOOL

The Illinois Safe Routes to School Program (SRTS) supports projects and programs that enable and encourage walking and bicycling to and from school. SRTS aims at facilitating the planning, development, and implementation of projects that will improve safety and reduce traffic, fuel consumption and air pollution within two miles of public and private schools (K-8 grades). The program funds 100% of both infrastructure improvements as well as non-infrastructure projects with project types including sidewalks, crosswalks, bike facilities, and traffic calming improvements.

11 TRUCK ACCESS ROUTE PROGRAM

The Truck Access Route Program (TARP) program aims to help upgrade roads to accommodate trucks, and provides up to \$30,000 / lane mile and \$15,000 / intersection, with a maximum contribution limit of 50% or \$600,000.

12 ECONOMIC DEVELOPMENT PROGRAM

IDOT provides funding for constructing highway access improvements to new or expanding industrial, distribution, or tourism developments. The focus of the program is retention and creation of jobs. The program provides 50% matching funds for roadway-related construction and engineering.

REGIONAL PLANNING AGENCIES

1 CMAP LOCAL ASSISTANCE PROGRAM

The Chicago Metropolitan Agency for Planning (CMAP) offers technical assistance to advance the implementation of the regional plan, GO TO 2040. The program is primarily focused on providing technical assistance with a small amount of grant funding available. Typical projects include local comprehensive plans, zoning ordinance updates, subarea plans, and projects related to sustainability and the natural environment.

2 RTA/CMAP COMMUNITY PLANNING

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

3 RTA SUBREGIONAL PLANNING

These RTA grants provide funding and planning assistance for county, subregional or corridor level transit and land use focused studies. Projects may explore a range of corridor transportation options and their impacts, identifying alternatives that offer the best net advantage to corridor communities. (Note: This Plan was funded through the program)

RTA has also prepared an inventory of funding sources specifically in support of Transit Oriented Development projects. The Municipal Funding Opportunities for Transit-Oriented Development, prepared and maintained by a group of regional government and non-profit agencies (Regional TOD Working Group), is available on the RTA's website at <http://www.rtachicago.com>.

4 RTA JOB ACCESS REVERSE COMMUTE

Job Access Reverse Commute (JARC) is a federally funded program administered by the RTA that provides operating and capital assistance for transportation services planned, designed, and carried out to meet the needs of eligible low-income individuals and of reverse commuters regardless of income.

5 RTA NEW FREEDOM

The New Freedom (NF) program provides new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA). Projects funded through this program advance the vision and goals of the RTA by reducing transportation barriers and expanding mobility options.

TABLE 3: REGIONAL FUNDING SOURCES

Funding Tool	Agency	Eligible Projects								Eligible Project Activities					Eligible Applicants				Notes	
		Roadways	Signals	Transit	Pedestrian / Sidewalks	Bicycles / Trails	Streetscape	Freight	Redevelopment	Planning / Engineering	Construction	Maintenance	Operations	Public Outreach	Land Acquisition	Municipal	County	Agency / MPO		COG / Redev. Authority
1	CMAP Local Assistance Program			X	X	X	X		X	X						X	X		X	<ul style="list-style-type: none"> Technical assistance to implement GOTO2040, funded by HUD grant No local match Oak Lawn, Orland Park, Palos Park submitted applications and ranked by CMAP as "higher priority projects"
2	Community Planning	X	X	X	X	X	X	X		X						X	X			<ul style="list-style-type: none"> 20% local match Call for Projects each Spring Joint review program with CMAP
3	RTA Planning Grant Program - Subregional Planning		X	X	X	X	X	X		X						X	X			<ul style="list-style-type: none"> 20% local match for planning Call for Projects each Spring
4	Job Access Reverse Commute (JARC)			X						X			X			X	X	X	X	<ul style="list-style-type: none"> 20% local match for planning/50% local match for vehicles Applications due each Autumn
5	New Freedom (NF)			X						X			X			X	X	X	X	<ul style="list-style-type: none"> 20% local match for planning/50% local match for vehicles Applications due each Autumn

ENVIRONMENTAL AGENCIES

1 ILLINOIS GREEN INFRASTRUCTURE GRANT

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

FUNDING AND IMPLEMENTATION SOURCES

requirement minimums are 15%-25%. Winning projects in the 2011 program included (among others) green pavement and alleys, riparian zone restorations, rain gardens, and campus and neighborhood improvements.

2 BICYCLE PATH PROGRAM

The Illinois Department of Natural Resources (IDNR) administers several outdoor recreation grant programs that may be applicable to the Plan. The IDNR Bicycle Path Program helps with the acquisition, construction and rehabilitation of public, non-motorized bicycle paths and directly related support facilities.

3 RECREATIONAL TRAILS PROGRAM

The IDNR Recreational Trails Program provides up to 80% funding assistance for acquisition, development, rehabilitation and maintenance of motorized and non-motorized recreation trails.

4 OPEN SPACE LANDS ACQUISITION AND DEVELOPMENT

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

5 RIVERS, TRAILS AND CONSERVATION ASSISTANCE

The Rivers, Trails and Conservation Assistance (RTCA) program is the community assistance arm of the National Park Service (NPS). RTCA staff provides technical assistance to communities to conserve rivers, preserve open space, and develop trails and greenways. RTCA staff assists communities with natural resource conservation and outdoor recreation projects including multi-use trail, single-purpose trails, greenways, river corridor conservations, land protection, and park planning.

6 USEPA AREA-WIDE PLANNING PILOT PROGRAM

The US Environmental Protection Agency (USEPA) provides technical and financial assistance for brownfields activities, supporting revitalization efforts through environmental assessments, cleanup, and job training. The USEPA Area-wide Planning Pilot Program is a flexible grant that supports developing area-wide brownfields plans, identifying next steps, and re-

TABLE 4: ENVIRONMENTAL FUNDING SOURCES

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

sources needed for implementation. Awards are limited to \$175,000.

7 USEPA ASSESSMENT GRANTS

Assessment grants from the USEPA provide funding for brownfields inventories, planning, environmental assessments, cleanup planning, and community outreach. Grants limited to \$200,000 per assessment or total grant funding \$400,000, and are highly competitive. Grant applicants are typically public or quasi-public agencies, although the properties in question may still be owned by private property owners.

8 USEPA CLEANUP GRANTS

Cleanup grants from the USEPA provide direct funding for cleanup activities at a specific brownfield site. Grants are limited to \$200,000 per site with 20% local match required. The grant applicant must own the property.

FOUNDATIONS AND PRIVATE GRANTS

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

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