



Chicago Metropolitan
Agency for Planning

FFY 2023-28 transportation improvement program



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Chapter 1: Introduction

About CMAP

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

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

Metropolitan Planning Area

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

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

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

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

About the TIP

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

Requirements

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

Overview of the CMAP TIP

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

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

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

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

The eTIP database

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

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

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

Partners involved in the TIP development process

[Numerous partners](#) have roles in developing the TIP and directly programming projects for implementation.

Local government

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

Municipalities

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

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

Counties

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

Operating agencies

State of Illinois

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

Illinois Tollway

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

Transit agencies

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

Class I railroad companies

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

Public participation

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

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

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

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

Title VI & environmental justice

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

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

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

Chapter 2: Relationship to ON TO 2050

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

ON TO 2050 framework

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

ON TO 2050 Mobility principles and recommendations

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

Harness technology to improve travel and anticipate future impacts ([full recommendation](#))

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

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

Make transit more competitive ([full recommendation](#))

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

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

Retain the region’s status as North America’s freight hub ([full recommendation](#))

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

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

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

Leverage the transportation network to promote inclusive growth ([full recommendation](#))

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

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

Improve travel safety ([full recommendation](#))

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

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

Improve resilience of the transportation network to weather events and climate change ([full recommendation](#))

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

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

Fully fund the region's transportation system ([full recommendation](#))

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

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

Enhance the region's approach to transportation programming ([full recommendation](#))

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

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

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

Build regionally significant projects ([full recommendation](#))

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

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

Performance targets

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

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

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

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

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

*Note: 28% of the projects have the potential to impact multiple performance targets and are reported (number and cost) in all categories of potential influence.

**Excludes illustrative projects, many of which are ON TO 2050 RSPs that influence multiple performance target categories.

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

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

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

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

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

Regionally significant projects

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

1. Costs at least \$100 million and either (a) changes capacity on the National Highway System or is a new expressway or principal arterial, or (b) changes capacity on transit services with some separate rights of way or shared right of way where transit has priority over other traffic.
2. Costs at least \$250 million and improves the state of good repair for a particular highway or transit facility.

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

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

Chapter 3: Financial plan

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

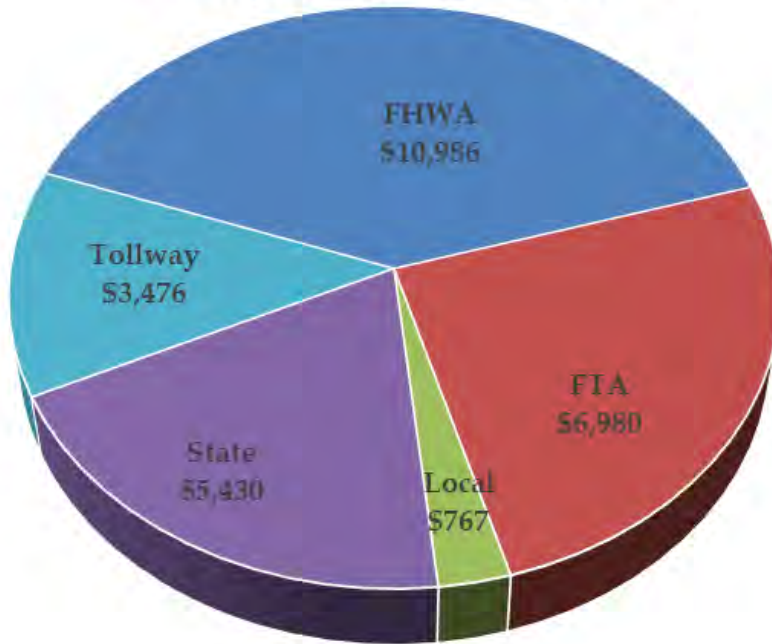
Financial resources

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

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

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

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



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

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

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

Federal resources

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

FHWA State Resources:

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

FHWA Regional Resources:

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

FTA Resources:

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

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

State resources

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

Local resources

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

Other reasonably expected revenues

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

Operations and maintenance

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

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

Demonstration of fiscal constraint

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

Fiscal constraint and advance construction

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

Chapter 4: Project selection

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

Projects selected by CMAP and Subregional Councils

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

CMAQ and TAP-L

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

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

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

STP

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

Regional Shared Fund (STP-Shared)

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

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

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

Local Programs (STP-L)

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

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

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

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

Projects selected by IDOT

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

Competitive Programs for Local Agencies

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

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

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

Other IDOT programs

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

Projects selected by transit providers

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

Projects selected by others

United States Department of Transportation (US DOT)

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

Illinois Tollway

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

Counties and Townships

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

Municipalities

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

Changes to major projects from the 2019–24 TIP

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

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

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

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

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

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

Chapter 5: Conformity analysis

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

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

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

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

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

[Tier II Consultation](#) process. Decisions made through this interagency consultation process guide the MPO in making conformity determinations.

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

Current conformity analysis

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

[ON TO 2050 Update Air Quality Conformity Analysis Appendix](#)

[ON TO 2050 Update Socioeconomic Forecast Appendix](#)

[ON TO 2050 Update Travel Demand Model Documentation Appendix](#)

Conformity amendments

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

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

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

Chapter 6: TIP amendment procedures

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

Types of amendments

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

Administrative

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

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

Formal

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

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

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

Formal amendments require seven days public comment and approval by the [Transportation Committee](#).

Conformity

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

Schedule

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

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

Submittal and approval

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

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

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

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

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

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

Program & project versions

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

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

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

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

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

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

Administrative amendment: Changes that are below the financial thresholds for a formal amendment or that do not otherwise require Transportation Committee or MPO approval are administrative amendments and are typically indicated by a decimal point in the TIP Document number. For example, 17-01.1, 17-01.2, 17-02.1.

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

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

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

In Progress: A user has saved a change to a project, but has not submitted the change to CMAP. Additional changes may be made by the user.

In Denied: CMAP staff reviewed a change, but cannot accept the change until corrections are made.

Pending: A user has submitted a change for CMAP staff review. CMAP staff has neither accepted nor denied. Only CMAP staff can make additional changes;

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

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

Appendix 1: eTIP database overview

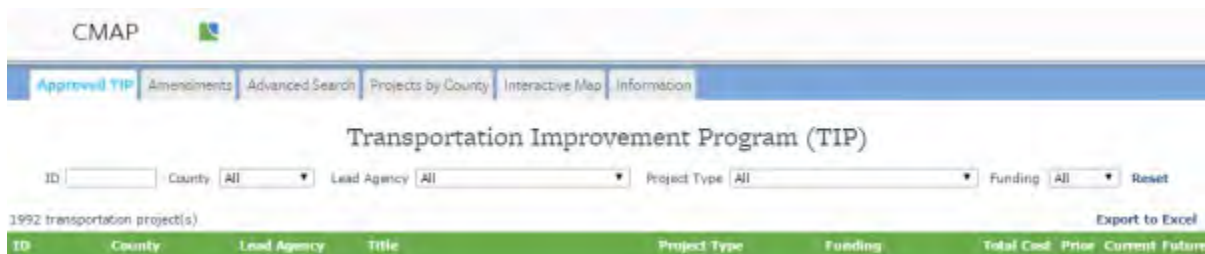
The online eTIP database is the official record of federal transportation funding and regionally significant state or locally funded projects. The database is a tool for programmers to submit new projects and project changes for consideration by the CMAP Transportation Committee and MPO Policy Committee.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

eTIP public website

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

Navigating eTIP

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



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

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

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

Approved TIP

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

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

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

The Approved TIP listing contains the following fields:

ID

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

County

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

Lead agency

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

Title

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

Project type

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

Funding

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

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

Total Cost and percentages

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

Amendments

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

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

The Amendments tab contains the following information:

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

[View Project List] link

Click on this link to view the projects included in the listed Amendment.

[View Change Details] link

Click on this link to view a report containing the details of changes included in the listed Amendment.

[Draft Project List] link

Click on this link to view projects pending committee, state, and federal approval in the listed Amendment.

[Draft Change Details] link

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

Amendment

The sequential title and type of the TIP amendment.

Notes

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

CMAP Approved

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

State Approved

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

Federal Approved

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

Advanced search

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

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

The screenshot shows a web-based search interface with a navigation bar at the top containing links for 'Approved TIP', 'Amendments', 'Advanced Search', 'Projects by County', 'Interactive Map', and 'Information'. The 'Advanced Search' section is expanded, showing several filter categories: 'Project ID', 'Title or Description', 'Location / County', 'Lead Agency', 'Municipality', 'Project Type', and 'Federal Funding'. The 'Location / County' section is further detailed, showing a 'Systemic' filter with options for 'Highway/ Road', 'Local Streets & Roads', 'Transit', 'Non-Infrastructure', and 'N/A'. Below this is a text input field for 'Street/Road Name'. The 'County' filter includes an 'All' option and a row of checkboxes for 'COOK', 'DE KALB', 'DURAGE', 'GRUNDY', 'KANE', 'KENDALL', 'LAKE', 'MCHENRY', 'REGIONWIDE', and 'WILL'. At the bottom of the form are 'Submit' and 'Reset' buttons.

Project ID

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

Title or description

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

Location/county

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

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

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

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

Municipality

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

Lead agency

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

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

Project type

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

Federal funding

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

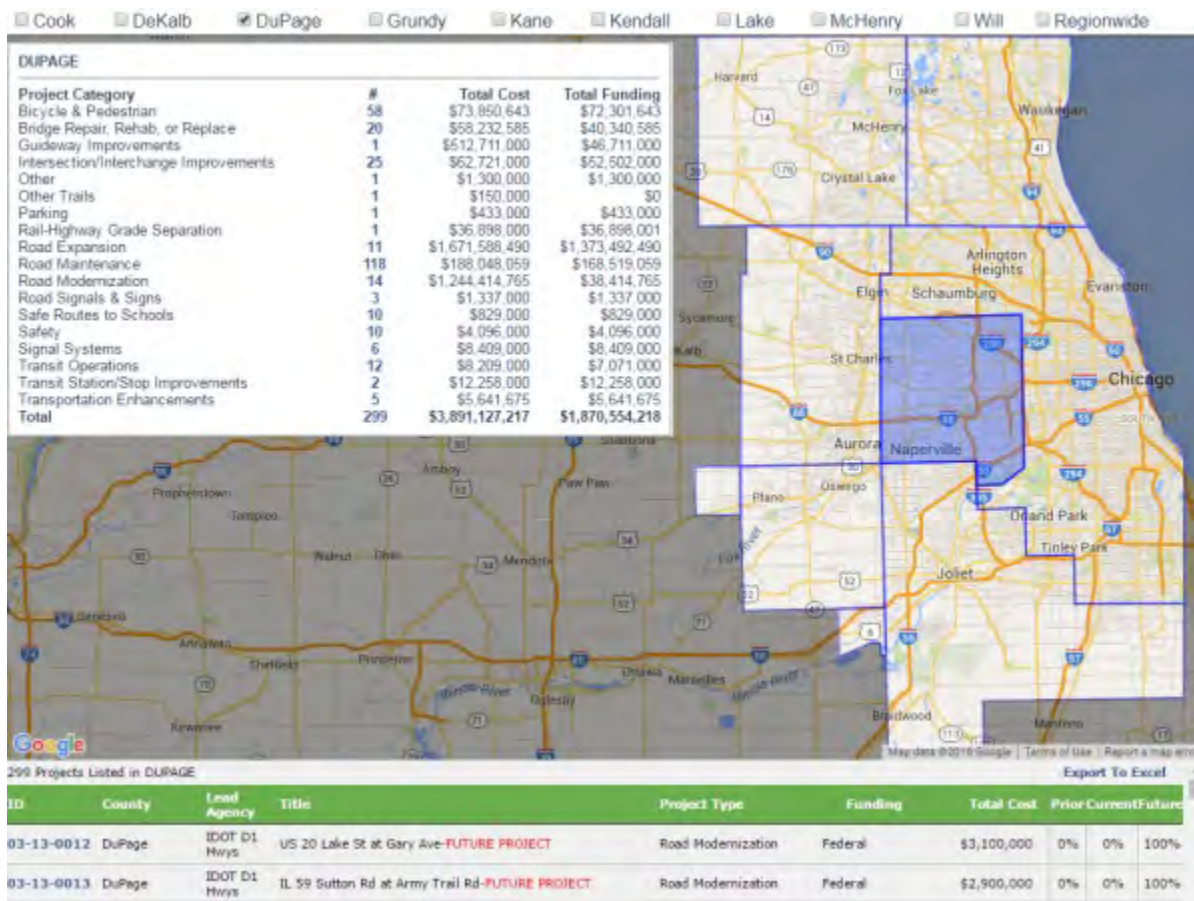
When using Advanced Search it is important to consider that search results depend entirely on the data entered in the TIP database by programmers. For example, if the programmer did not include the marked state route number in the project description, searching by state route will not return any results.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

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

Projects by County

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

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



Interactive Map

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

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

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

CMAP Enter a Location

MULTIPLE PROJECTS
Projects with various locations may not be shown on map.

PROJECT LAYERS

- Active Transportation
- Roads & Bridges
- Transit
- Other

ADDITIONAL LAYERS

- Cook Boundaries
- IL Congressional Districts
- IL State House Districts
- IL State Senate Districts
- NE IL Community Boundaries

TIP ID: 08-00-0033
Title: BLISS RD/FABYAN FROM FABYAN TO BLISS RD
Project Type: ROAD EXPANSION
Total Cost: \$50,002,866
Construction Years: 2021, 2022

Map Satellite

Projects Currently Visible On Map

| ID | County | ASPO Account | Title | Project Type | Funding | Federal | Other | Complete | Balance |
|------------|--------|--------------|--|----------------------|---------|------------------|-------|----------|---------|
| 01-08-0052 | Cook | | Wacker Dr (North/South) from Randolph St to Congress Hwy (HSP #074, HSP 1396, TEA21 #1574) | Road Modernization | Federal | \$443,282,568.00 | 100% | 0% | 0% |
| 01-01-0092 | Cook | | Navy Pier Pier 17/18 from Jane Addams Park to Chicago River | Bicycle & Pedestrian | Federal | \$117,963,899.00 | 100% | 0% | 0% |

Project details

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

Project Overview

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

Project Overview | Funding History | Amendment History

>> Back to Approved TIP

| | | | | | | | |
|--------------|---|--------------|------------------------------|----------------------|-------------|------------|-----------|
| TIP ID | 09-15-0012 | TIP Document | 16-00 | State Job # | | PPS # | |
| Lead Agency | Kane/Kendall Council | Contact | Patrick Knapp (630) 584-1170 | Municipality | South Elgin | County | Kane |
| Project Type | Road Maintenance | Air Quality | Exempt | Open to Traffic Year | | Total Cost | \$561,400 |
| Title | Concord Avenue from Spring Street to IL 31 | | | | | | |
| Limits | From Spring Street (PAU 1342) to IL 31 of Distance (mile) 1 | | | | | | |
| Description | Resurface | | | | | | |

| Segment | Phase | Fund Source | Prior FFY | FFY2016 | FFY2017 | FFY2018 | FFY2019 | Future FFY | Total |
|---------|-------|--------------------------------|-----------|-----------|---------|---------|---------|------------|-----------|
| ENG 2 | | Local Funds | \$27,000 | - | - | - | - | - | \$27,000 |
| | | Total ENG 2 | \$27,000 | - | - | - | - | - | \$27,000 |
| CON | | Local Funds | - | \$120,350 | - | - | - | - | \$120,350 |
| CON | | STP - Locally Prgrmd (AC) | - | \$361,050 | - | - | - | - | \$361,050 |
| | | Total Construction | - | \$481,400 | - | - | - | - | \$481,400 |
| CE | | Local Funds | - | \$13,250 | - | - | - | - | \$13,250 |
| CE | | STP - Locally Prgrmd (AC) | - | \$39,750 | - | - | - | - | \$39,750 |
| | | Total Construction Engineering | - | \$53,000 | - | - | - | - | \$53,000 |
| | | Total Programmed | \$27,000 | \$534,400 | - | - | - | - | \$561,400 |

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

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

Funding History

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

| Project Overview | | Funding History | | Amendment History | | | | | | |
|----------------------------|-------------------------------|--------------------------------------|------------|-------------------|------------|-----------------|------------|------------------|-----------------|------------------|
| >> Back to Approved TIP | | | | | | | | | | |
| VERSION | FFY | SOURCE | ENG | IMP | ENG 1 | ENG 2 | ROW | CON | CE | TOTAL |
| 3 | 16-00 2016-2020 eTIP Rollout | Local Funds | \$0 | \$0 | \$0 | \$27,000 | \$0 | \$0 | \$27,000 | \$27,000 |
| 3 | 16-00 2016-2020 eTIP Rollout | STP - Locally Prgrmd | \$0 | \$0 | \$0 | \$0 | \$0 | \$361,050 | \$0 | \$400,800 |
| 3 | 16-00 2016-2020 eTIP Rollout | Local Funds | \$0 | \$0 | \$0 | \$0 | \$0 | \$130,350 | \$0 | \$133,600 |
| TOTAL FOR VERSION 3 | | | \$0 | \$0 | \$0 | \$27,000 | \$0 | \$481,400 | \$27,000 | \$561,400 |
| 2 | 15-01 2015-2019 Imported data | Local Funds | \$0 | \$0 | \$0 | \$27,000 | \$0 | \$0 | \$27,000 | \$27,000 |
| 2 | 15-01 2015-2019 Imported data | STP - Locally Prgrmd | \$0 | \$0 | \$0 | \$0 | \$0 | \$481,000 | \$0 | \$481,000 |
| 2 | 15-01 2015-2019 Imported data | * Local Fund Match - historical fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$133,000 | \$0 | \$133,000 |
| TOTAL FOR VERSION 2 | | | \$0 | \$0 | \$0 | \$27,000 | \$0 | \$534,000 | \$27,000 | \$561,000 |
| 1 | 15-00 2015-2019 Imported data | Local Funds | \$0 | \$0 | \$0 | \$23,000 | \$0 | \$0 | \$23,000 | \$23,000 |
| 1 | 15-00 2015-2019 Imported data | STP - Locally Prgrmd | \$0 | \$0 | \$0 | \$0 | \$0 | \$324,000 | \$0 | \$324,000 |
| 1 | 15-00 2015-2019 Imported data | * Local Fund Match - historical fund | \$0 | \$0 | \$0 | \$0 | \$0 | \$108,000 | \$0 | \$108,000 |
| TOTAL FOR VERSION 1 | | | \$0 | \$0 | \$0 | \$23,000 | \$0 | \$432,000 | \$23,000 | \$455,000 |

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

Amendment History

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

| Project Overview | | Funding History | | Amendment History | |
|-------------------------|-----------------------|--|---------------|-------------------|--|
| >> Back to Approved TIP | | | | | |
| VERSION | PROJECT TITLE | STATUS | APPROVAL DATE | | |
| 3 | 16-00 2016-2020 TIP | CONCORD AVENUE FROM SPRING STREET TO IL 51 | PROGRAMMED | 04/22/2016 | |
| 2 | 15-01 2015-2019 ADMIN | CONCORD AVENUE FROM SPRING STREET TO IL 51 | PROGRAMMED | N/A | |
| 1 | 15-00 2015-2019 TIP | FALL 1680 CONCORD AVENUE FROM FALL 1342 SPRING STREET TO IL 51 | PROGRAMMED | 6/29/2015 | |

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

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

Tools for programmers

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

Individual projects

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

Project information

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

Project location

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

Project IDs

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

Project Documents

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

Project amendment history

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

Reports

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

Amendment reports

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

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

Grouped reports

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

Conformity reports

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

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

Financial reports

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

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

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

Obligation reports

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

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

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

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

Data exports

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

Other reports

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

Fund Name Report

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

Scheduled Projects

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

Project Questions Report

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

Obligation tracking

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

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

Tools for state and federal partners

Financial Constraint

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

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

TIP action approvals

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

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

Calls for projects

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

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

Appendix 2 – Fund sources

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

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

Active Federal Funds

All Stations Accessibility Program (ASAP)

Programmed as: All Stations Accessibility Program

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

Bridge Formula Program

Programmed as: I Bridge – State Prgmd and Bridge – Local Prgmd

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

Bridge Investment Program

Programmed as: Bridge Investment Pgm – Pln, Bridge Investment Pgm – Proj, and Bridge Investment Pgm – Lg Proj

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

Carbon Reduction Program

Programmed as: Carbon Reduction Pgm

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

Congestion Mitigation & Air Quality Improvement Program

Programmed as: CMAQ and CMAQ PM2.5

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

Congestion Relief Grant Program

Programmed as: Congestion Relief Grant Pgm

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

Consolidated Rail Infrastructure and Safety Improvements (CRISI)

Programmed as: Consolid Rail Infra and Safety Imps

Federal funds for projects that reduce congestion, improve short-line and regional railroad infrastructure, relocate rail lines, enhance multi-modal connections and facilitate service integration between rail and other modes such as at ports or intermodal facilities. Projects are selected by U.S. DOT and programmed by implementing agencies. Not fiscally constrained.

Coronavirus Response and Relief Supplemental Appropriations Act Funds

Programmed as: CRRSAA-Bridge, CRRSAA-County, CRRSAA-Local, CRRSAA-Shared Fund, CRRSAA-State, and CRRSAA-5307

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

FTA 5307 Urbanized Formula

Programmed as: FTA 5307 Urban Formula

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

FTA 5309 Capital Investment Grants

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

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

FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

Programmed as: FTA 5310 Elderly/Disabled

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

FTA 5312 Public Transportation Innovation

Programmed as: FTA 5312 Research

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

FTA 5337 State of Good Repair

Programmed as: FTA 5337 Good Repair

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

FTA 5337 Rail Vehicle Replacement

Programmed as: FTA 5337 Rail Vehicle Repl (Comp)

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

FTA 5339 Bus and Bus Facilities

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

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

FTA 5339C Low- or No-Emission Bus

Programmed as: FTA 5339C Low or No Emission Bus

Competitive funding for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Projects are selected by the FTA and programmed and implemented by the recipient service boards. Not fiscally constrained.

High-Speed Intercity Passenger Rail Program

Programmed as: High Speed Rail

Federal funds to build new high-speed rail corridors, upgrade existing intercity passenger rail corridors, and lay the groundwork for future high-speed rail services through corridor and state planning efforts. Projects are selected by U.S. DOT and programmed by implementing agencies. Not fiscally constrained.

Highway Safety Improvement Program

Programmed as: Hwy Safety Improve Pgm

Federal formula funds for highway safety improvement projects on any public road, which includes projects that protect pedestrians and bicyclists. Projects are selected by IDOT and programmed and implemented by the subregional councils and major implementing agencies. Fiscally constrained at the regional level.

Homeland Security

Programmed as: Homeland Security

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

Intelligent Transportation Systems Program

Programmed as: Intelligent Transportation Pgm

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

National Electric Vehicle Infrastructure (NEVI) Program

Programmed as: Natl Electric Vehicle Infra, EV Infrastructure – Corridor, EV Infrastructure - Community

Federal formula funds to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collections, access, and reliability along designated alternative fuel corridors identified in the state's Electric Vehicle Infrastructure Deployment Plan. Project selection, programming, and implementation is TBD. Fiscal constraint is anticipated at the regional level.

National Highway Performance Program

Programmed as: NHPP and NHPP – Bridge Penalty

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

National Highway Freight Program

Programmed as: Natl Hwy Freight Pgm

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

National Infrastructure Project Assistance Program (Mega)

Programmed as: Mega Grant Prgm

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

Nationally Significant Multimodal Freight & Highway Projects (INFRA)

Programmed as: INFRA

Federal funding for multimodal freight and highway projects of national and regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Other – Federal

Programmed as: Other - Federal

Other federal funds that are not frequently utilized in the northeastern Illinois region. Not fiscally constrained.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

Programmed as: PROTECT (Formula) and PROTECT (Discretionary)

Federal formula and discretionary funds to increase the resilience of the transportation system. Project selection, programming, and implementation is TBD. Fiscal constraint is anticipated at the regional level.

Rail-Highway Safety

Programmed as: Rail-Hwy Safety

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

Railroad Crossing Elimination Program

Programmed As: Railroad Xing Elim Pgm

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

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

Programmed as: RAISE

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

Recreational Trails Program

Programmed as: Rec Trails

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

Reduction of Truck Emissions at Ports

Programmed As: Reduction of Truck Emissions at Ports

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

Safe Routes to School

Programmed as: Safe Routes to School

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

Safe Streets and Roads for All

Programmed as: Safe Streets and Roads for All

Federal funds to develop and implement Comprehensive Safety Action Plans to prevent roadway deaths and serious injuries. Projects are selected by U.S. DOT. Programming and implementation are TBD. Not fiscally constrained.

Surface Transportation Block Grant

Programmed as: STP-County, STP-Locally Prgmd, STP-Shared Fund, STP-State Prgmd Rural, STP-State Prgmd Urban

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

Transportation Alternatives Set-Aside

Programmed as: TAP – Locally Prgmd, TAP - State Prgmd

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

Transportation Infrastructure Finance and Innovation Act (TIFIA)

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

State Funds

Consolidated County

Programmed as: Consolidated County

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

Economic Development

Programmed as: Econ Dev Pgm

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

Emergency Repair

Programmed as: Emergency Repair

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

Grade Crossing Protection Fund

Programmed as: Grade Xing Protection

State discretionary funds for safety improvements at rail-highway crossings. Projects are selected by IDOT and programmed by the subregional councils and major implementing agencies.

High Growth Cities

Programmed as: High Growth Cities

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

Illinois Commerce Commission Grade Crossing Protection Fund

Programmed as: ICC- RR Safety

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

Illinois Funds

Programmed as: IL Funds and IL Funds – Transit

State funds used for highway and/or transit projects. Projects are selected and programmed by IDOT.

Needy Township

Programmed as: Needy Township

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

Rebuild Illinois

Programmed as: Rebuild Illinois

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

State Match – Chicago

Programmed as: State Match – Chicago

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

State Matching Assistance

Programmed as: State Matching Assistance

State funds used to assist counties in matching federal funds. Projects selected and programmed by counties are reviewed by IDOT for state participation.

Township Bridge Program

Programmed as: Township Bridge Prgm

State formula funds distributed to townships and road districts for the construction of bridges. Projects are selected and programmed by the subregional councils and major implementing agencies.

Truck Access Route Program (TARP)

Programmed as: Truck Access Rt Prgm

Competitive program to assist local governments with upgrading roads to accommodate 80,000-pound truck loads. Projects are selected by IDOT and programmed by the subregional councils and major implementing agencies.

Local Funds

Chicago Transit TIF

Programmed as: Transit TIF – Chicago

The City of Chicago’s transit tax increment financing district funds used to match federal funds used for transit projects. Projects are selected by the City of Chicago and programmed by CTA.

Federal Flexible Match

Programmed as: Fed Flex Match

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

Ground Transportation Tax

Programmed as: Ground Transportation Tax

Funds generated through fees imposed by the City of Chicago on businesses providing vehicles for hire in Chicago. Projects selected and programmed by CDOT.

Invest in Cook

Programmed as: Invest in Cook

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

Local Funds

Programmed as: Local Funds

Funds from local jurisdictions’ general revenue. Projects are selected and programmed by the implementing agency.

Motor Fuel Tax

Programmed as: MFT-Local, MFT-State Allocation

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

RTA Bonds

Programmed as: RTA Bonds

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

RTA Sales Tax

Programmed as: RTA Sales Tax and RTA Tax – Collar Counties

Funds collected through sales tax in the six-county RTA service area, distributed to the counties and service boards. Projects are selected and programmed by the implementing agency.

Service Board Funds

Programmed as: Service Board Funds

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

Tollway Funds

Programmed as: Tollway Funds

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

Tollway - Move Illinois

Programmed as: Tollway – Move IL

Illinois Tollway capital program funds. Projects are selected and programmed by the Tollway.

Transportation Development Credits

Programmed as: Trans Credit – Local/State Hwy, Trans Credit – Transit

Toll revenue capital expenditures used as credit toward the non-federal matching share of eligible highway programs and transit projects. Projects are selected and programmed by the implementing agency after requesting and receiving approval from IDOT for the use of credits.

Other Funds

Local

Programmed as: Other - Local

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

Private Funds

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

U.S. EPA Clean Diesel

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

Historic Funds

American Recovery and Reinvestment Act (ARRA)

Programmed as: ARRA – Local, ARRA – State/Highway

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

Bridge Discretionary Program

Programmed as: Bridge Discretionary Program

Federal discretionary program in FFY 2005 to improve the condition of highway bridges through

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

Equity Bonus

Programmed as: Equity Bonus

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

FTA 5316 Job Access and Reverse Commute (JARC) Program

Programmed as: FTA 5316 JARC

Federal formula funds for capital, planning, and operating expenses for projects that transport low-income individuals to and from jobs and activities related to employment, and for reverse commute projects. Projects were selected, programmed, and implemented by the service boards.

FTA 5317 New Freedom

Programmed as: FTA 5317 New Freedom

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

High Priority Projects

Programmed as: HPP, HPP SAFETEA-LU, HPP TEA-21, Sec 117 Earmark, and Sec 125 Earmark

Federal funds for specific High Priority Projects earmarked by Congress. Projects were selected by Congress and programmed and implemented by the subregional councils and major implementing agencies.

High-Speed Rail Hazard Elimination

Programmed as: HSR Hazard Elim

Federal discretionary funding for safety improvements at highway-rail grade crossings along federally designated high-speed rail corridors. Projects were selected by the Federal Railroad Administration and FHWA and programmed and implemented by major implementing agencies.

Illinois Jobs Now!

Programmed as: Illinois Jobs Now

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

Interstate Maintenance

Programmed as: Interstate Maintenance

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

National Corridor Infrastructure Improvement Program

Programmed as: Natl Corridor Inf. Imp

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

National Highway System Program

Programmed as: NHS

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

Projects of National and Regional Significance

Programmed as: Natl/Reg Significance

Competitive program under MAP-21 to improve the safe, secure, and efficient movement of people and goods to improve the national economy. Projects were selected by U.S. DOT and programmed by IDOT. Not fiscally constrained.

Rail Line Relocation & Improvement Capital Grant Program

Programmed as: Rail Reloc & Imp

Federal funds for local rail line relocation and improvement projects that improve rail traffic safety, motor vehicle traffic flow, community quality of life, or economic development, or involve relocation of any portion of the rail line. Projects were selected and programmed by IDOT.

Repurposed Earmarks

Programmed as: Repurposed Earmarks

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

Surface Transportation Program (STP) Bridge

Programmed as: STP-Bridge

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

Surface Transportation Program (STP) – Enhancements

Programmed as: STP-Enhancements

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

Transportation Investment Generation Economic Recovery

Programmed as: TIGER

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

Transportation, Community, and System Preservation Program

Programmed as: TCSP

Federal discretionary planning, implementation, and research grants to investigate and address the relationships among transportation, community, and system preservation plans and practices.

Transit Investment in Greenhouse Gas & Energy Reduction (Tigger)

Programmed as: Tigger

Federal discretionary program for capital investments that assist in reducing the energy consumption or greenhouse gas emissions of a transit agency. Projects were selected by FTA and programmed and implemented by the service boards.

Appendix 3 – Work Types

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

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

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

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

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

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

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

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

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

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

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433 West Van Buren Street
Suite 450
Chicago, IL 60607

cmap.illinois.gov
312-454-0400

