

Overview of Active Transportation Funding Sources

Final April 2024

To support the Existing Conditions Assessment for the Illinois Department of Transportation's Active Transportation Plan, Alta Planning + Design developed this funding memorandum to provide a comprehensive list of active transportation funding programs in Illinois. The memorandum provides overview-level information followed by more detailed attributes of each funding source.





Introduction

This document was created to assist statewide partners in identifying the most significant federal, state, and local funding resources for bicycle and pedestrian improvements and programming. These funding sources are administered in different ways by jurisdiction and disbursed both as formula funds and as competitive, discretionary grant awards.

Identifying the appropriate funding source for a project can be complex. The summary of federal, state, and private funding sources included in the following pages is intended to be used as a resource for agencies and organizations across Illinois.

Although funding comes from different sources, Illinois Department of Transportation (IDOT) projects resulting from this funding are all coordinated in the four-year State Transportation Improvement Program (STIP), which itself is a result of the six-year Proposed Highway Improvement Program (or Multi-Year Program). In Fiscal Year (FY) 2021 to FY 2024, the IDOT STIP outlines total transportation improvement spending of about \$34 billion, which includes \$13.9 billion for highway improvements that, depending on the scope of the project, may incorporate new or upgraded active transportation facilities. These are funded through both federal sources and state sources such as gas tax receipts.

However, the STIP and Multi-Year Program do not account for federally administered funding programs that are often awarded on a competitive basis and targeted to very specific goals and needs. This resource also includes these funding programs for IDOT and partners to consider when funding active transportation improvements.

To maximize funding for active transportation, the IDOT funding approach should consider a variety of funding programs that also have a wide variety of eligibility criteria, administrative details, and match requirements. The following pages contain lists of important funding programs, and the most relevant details and requirements for each, organized into three sections:

1. Federal funding programs
2. State funding programs
3. Private funding programs
4. Local funding programs

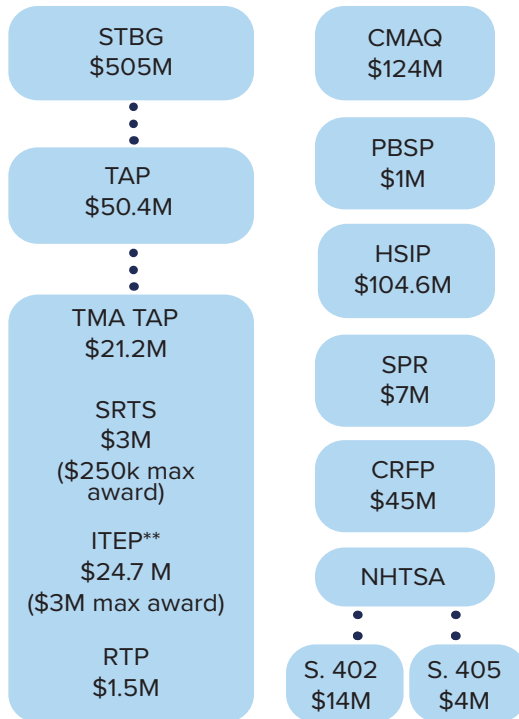
USDOT Funding Resources

Visit transportation.gov/grants for an overview of federal funding opportunities that can aid communities in meeting their active transportation infrastructure needs.

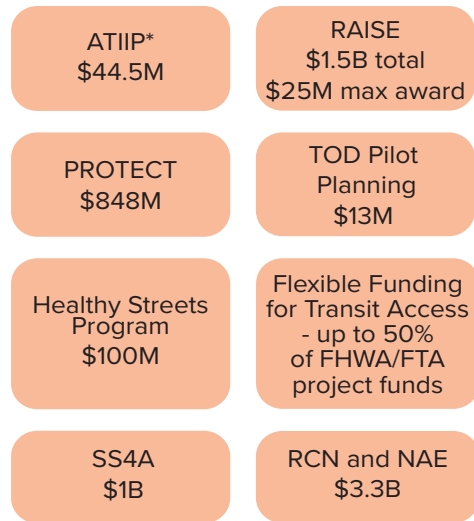
See also the FHWA's updated active transportation project funding guide: [Pedestrian and Bicycle Funding Opportunities](#) (current as of Nov 2023), as well as AASHTO's funding table for the [Infrastructure Investment and Jobs Act](#) (published 2021).

Federal Funding (FY23 and FY24)

Annual Apportionments



Competitive Grant Programs



Legend

<p>ATIIP: Active Transportation Infrastructure Investment Program</p> <p>CMAQ: Congestion Mitigation and Air Quality Improvement</p> <p>CRFP: Carbon Reduction Formula Program</p> <p>FHWA: Federal Highway Administration</p> <p>FTA: Federal Transit Administration</p> <p>HSIP: Highway Safety Improvement Program</p> <p>ITEP: Illinois Transportation Enhancement Program</p> <p>NHTSA: National Highway Traffic Safety Administration</p> <p>PBSP: Pedestrian and Bicycle Safety Program</p> <p>PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation</p>	<p>RAISE: Rebuilding American Infrastructure with Sustainability and Equity</p> <p>RCN: Reconnecting Communities and Neighborhoods</p> <p>RTP: Recreational Trails Program</p> <p>SPR: Statewide Planning and Research</p> <p>SRTS: Safe Routes to School</p> <p>SS4A: Safe Streets and Roads for All</p> <p>STBG: Surface Transportation Block Grant</p> <p>TAP: Transportation Alternatives Program</p> <p>TMA: Transportation Management Areas</p> <p>TOD: Transit-Oriented Development</p>
---	--

*Per FHWA, "Funding beyond FY23 is subject to the availability of appropriation."
 ** IDOT adds \$50M of state funding to ITEP in addition to the federal apportionment.



Federal Funding Programs

There are a variety of funding programs that the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) administers and awards to states and local governments nationwide on a competitive basis. Such funding programs can change frequently to match FHWA priorities and in many cases are only available for a certain number of years to match a specific total budget appropriation.

These funding opportunities contain more discretionary or non-formula funding than the state-funded and IDOT/Metropolitan Planning Organization (MPO)-administered funding programs described in the next section. However, through large one-time award amounts targeted to specific goals, they can be part of the overall strategy to improve active transportation accommodations in Illinois. Award amounts are based on most recent program information.

Active Transportation Infrastructure Investment Program (ATIIP)

- **\$60 million** requested for FY 2024 to fund competitive grants to **support planning and active transportation implementation at the network scale**.

Healthy Streets Program

- **\$100 million** planned for FY 2024 to fund awards of up to \$15 million for communities to **reduce the impacts of heat and climate change** on roadway users, including pedestrians and cyclists.

Flexible Funding for Transit Access

- Allows for up to **50% of FHWA/FTA project funds** to be transferred to a project funded by the other agency, if the project goal is **improving transit access**, including via walking and biking.

Pilot Program for Transit-Oriented Development (TOD) Planning

- **\$13 million** was awarded in 2023 to pilot programs related to **transit-oriented development**.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

- Maximum awards of **\$25 million** awarded to projects that meet criteria including **safety, environmental sustainability, and mobility** and community connectivity, among others.

Reconnecting Communities and Neighborhoods (RCN) Program

- **\$1 billion** allocated to the program from FY 2022 to FY 2025 to fund projects that **remove barriers and improve access** to daily needs, with an emphasis on disadvantaged communities.

Safe Streets and Roads for All (SS4A)

- **\$5 billion** allocated from FY 2022 to FY 2026 to support the development (planning and development grant) and implementation (implementation grant) of a **comprehensive safety action plan**.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program

- **\$848 million** allocated for FY 2022 to FY 2023 to provide funding for projects that **improve resilience of transportation facilities** via the Planning or Resilience Grant programs.

Active Transportation Infrastructure Investment Program (ATIIP)

The ATIIP awards competitive grants “to plan, design, and construct networks of safe and connected active transportation facilities that connect between destinations within a community or metropolitan region” (FHWA). These grants are intended to support planning and active transportation implementation at the network scale, rather than on a project-by-project basis. ATIIP grants may also fund projects to plan, design, and construct an active transportation “spine,” or a facility that connects communities, regions, or states. [Link to program webpage.](#)

Program	Active Transportation Infrastructure Investment Program (ATIIP)
Agency	Federal Highway Administration (FHWA)
Type	Discretionary
Funding	\$45M in FY 2023 \$60M requested for FY 2024
Match	20%; waived for projects serving communities with a poverty rate over 40% (based on the majority of census tracts served by the eligible project)
Eligible Activities	<ul style="list-style-type: none"> › Planning of walking and bicycling facility networks. › Connectivity analysis of active transportation networks. › Asset inventory of walking and bicycling facilities, including compliance with the Americans with Disabilities Act. › Data collection of walking and bicycling volume, route choices, crashes, and other data necessary for measuring performance. › Project prioritization activities for walking and bicycling facilities. › Design and construction of walking and bicycling facilities at a network scale. › Evaluation and performance measurement of resulting networks. › Technical assistance and research, such as: <ul style="list-style-type: none"> ◊ Technical assistance in conducting multimodal network connectivity analysis. ◊ Technical assistance in collection of walking and bicycling data. ◊ Research in estimating levels of comfort with facility types, and forecasting levels of participation in active transportation. ◊ Evaluation of rates of participation in walking and bicycling as a result of network-scale investments. ◊ Estimation of benefits that result from network-scale investments.

Healthy Streets Program

The Healthy Streets Program is a new discretionary grant program to help expand the use of cool and porous pavement, and to expand tree cover. Goals of the program include mitigating urban heat islands, improving air quality, reducing the extent of impervious surfaces, reducing stormwater run-off and flood risks, and reducing heat impacts to infrastructure and road users. These goals can benefit active transportation by creating a more comfortable walking and biking environment. [Link to program webpage.](#)

Program	Healthy Streets Program
Agency	Federal Highway Administration (FHWA)
Type	Discretionary
Funding	\$100M planned for FYs 2024, 2025, and 2026 \$15M maximum award
Match	20%; waived if a community can prove a qualifying hardship
Eligible Activities	<ul style="list-style-type: none"> › Urban heat island or tree canopy assessment › Related equity assessment › Cool and porous pavements › Stormwater flooding mitigation › Purchasing of trees and site preparation › Underground infrastructure assessment › Planning activities

Flexible Funding for Transit Access

Although it is not a source for new funding, this program allows the flexible use of FHWA and FTA project funds to shift allocations between projects. Up to 50% of the respective funds can be transferred to an already-funded project from the other agency, if the goal of the destination project is to improve transit access and transit-related bike and pedestrian facilities.

[Link to program webpage.](#)

Pilot Program for Transit-Oriented Development (TOD) Planning

The Pilot Program for TOD Planning is a competitive grant to support the FTA’s objective to improve public transportation by providing funding to local communities to integrate land use and transportation planning with a capital investment for a new fixed guideway or core capacity improvement project. It has been funded since 2015. Funds are granted to pilot programs that examine ways to improve economic development and ridership, multimodal connectivity and accessibility, and transit access for pedestrian and bicycle traffic. The plans should engage the private sector, identify infrastructure needs, and enable future mixed-use development near transit stations. The 2023 awards favored projects including three or more affordable housing development activities. [Link to program webpage.](#)

Program	Pilot Program for Transit-Oriented Development (TOD) Planning
Agency	Federal Transit Administration (FTA)
Type	Discretionary
Funding	\$13M in 2023
Match	20%; waived or reduced to 10% if a community can prove a qualifying hardship
Eligible Activities	<ul style="list-style-type: none"> ▶ Comprehensive plan report including corridor and station development plan and implementation guidance. ▶ Revised TOD-focused zoning codes and/or resolutions. ▶ Report on financial tools to encourage TOD implementation. ▶ Affordable housing policies that reduce regulatory barriers and parking standards, support affordable rent opportunities, support permanent affordable housing in areas of high homelessness, and encourage streamlined permitting for affordable housing units. ▶ Policies to encourage TOD particularly to: <ul style="list-style-type: none"> ◊ Prioritize areas with high rates of homelessness. ◊ Reduce regulatory barriers that unnecessarily raise the costs of housing development. ◊ Increase access to environmental justice populations and reduce greenhouse gas emissions. ▶ Local or regional resolutions to implement TOD plans or establish TOD funding mechanisms.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE)

RAISE is a competitive grant program that allows the United States Department of Transportation (USDOT) to provide funds for road, rail, transit, and port projects. This grant program was previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants. USDOT evaluates applications for this grant program on the requested infrastructure project’s potential to improve safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity (including tourism), state of good repair, partnership and collaboration, and innovation. [Link to program webpage.](#)

Program	Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
Agency	Federal Highway Administration (FHWA)
Type	Discretionary
Funding	Minimum award of \$5M in urban areas and \$1M in rural areas \$25M maximum award
Match	20%, unless the project is in a rural area, a historically disadvantaged community, or an area of persistent poverty
Eligible Activities	<ul style="list-style-type: none"> › Highways › Bridges › Pedestrian facilities › Bicycle and other nonmotorized facilities › Passenger and freight rail › Ports › Airports

Reconnecting Communities and Neighborhoods (RCN) Program

The RCN program provides funding to transportation projects “1) to advance community-centered transportation connection projects, with a priority for projects that benefit disadvantaged communities[...], that improve access to daily needs such as jobs, education, healthcare, food, nature, and recreation, and foster equitable development and restoration, and 2) to provide technical assistance to further these goals” (FHWA).

The following types of grants are available under this program: Community Planning Grants and Capital Construction Grants, and Regional Partnership Challenge Grants. These are offered as part of two programs that are now under the umbrella of the RCN program: the Reconnecting Communities Pilot (RCP) Program and the Neighborhood Access and Equity (NAE) Program. A single application through the RCN program allows an applicant to be considered for both RCP and NAE grants. [Link to program webpage.](#)

Program	Reconnecting Communities and Neighborhoods (RCN) Program
Agency	Federal Highway Administration (FHWA)
Type	Discretionary
Funding	\$1B from FY 2022 to FY 2026
Match	<p>Community Planning Grants</p> <ul style="list-style-type: none"> › 20% (RCP) › 20%; waived for projects in a disadvantaged or underserved community (NAE) <p>Capital Construction Grants</p> <ul style="list-style-type: none"> › 20%-50% (RCP) › 20%; waived for projects in a disadvantaged or underserved community (NAE)
Eligible Facilities	Highways or other transportation facilities that pose barriers to community connectivity due to high speeds, grade separations, or other design factors
Eligible Activities	<p>Community Planning Grants</p> <ul style="list-style-type: none"> › Planning studies to assess the feasibility of removing, retrofitting, or mitigating an existing eligible dividing facility to reconnect communities. › Other planning activities in advance of the project. <p>Capital Construction Grants</p> <ul style="list-style-type: none"> › Preliminary and detailed design activities and associated environmental studies; predevelopment/preconstruction; construction; permitting activities including the completion of the National Environmental Policy Act (NEPA) process.

Safe Streets and Roads for All (SS4A)

The SS4A program supports development and implementation of a comprehensive safety action plan (Action Plan) to identify and treat the most significant roadway safety concerns in a community. SS4A comprises two types of grants: a planning and demonstration grant to develop, complete, or supplement an Action Plan, and an implementation grant to implement strategies identified in the Action Plan. Applicants must have an eligible Action Plan to apply for an implementation grant. The SS4A program can be used to support safety projects and strategies that address serious safety violations of drivers (e.g., speeding, alcohol, and drug-impaired driving), so long as the proposed strategies are data-driven and demonstrate a process in alignment with goals around community policing and in accordance with federal civil rights laws and regulations. [Link to program webpage.](#)

Program	Safe Streets and Roads for All (SS4A)
Agency	Federal Highway Administration (FHWA)
Type	Discretionary
Funding	<p>\$5B from FY 2022 to FY 2026</p> <ul style="list-style-type: none"> ➤ \$100,000 to \$10,000,000 awards for Planning and Demonstration. ➤ \$2.5M to \$25M awards for Implementation.
Match	20%
Eligible Activities	<p>Planning and Demonstration Grants</p> <ul style="list-style-type: none"> ➤ Developing an Action Plan: leadership commitment and goal setting, planning structure, safety analysis, engagement and collaboration, equity considerations, policy and process changes, strategy and project selections, progress and transparency. ➤ Conducting planning, design, and development activities to advance projects and strategies identified in Action Plan. ➤ Carrying out projects and strategies identified in an Action Plan. <p>Implementation Grants</p> <ul style="list-style-type: none"> ➤ Must carry out projects and strategies identified in an Action Plan, and may include the two other Planning and Demonstration activities. ➤ Projects and strategies’ activities must be either infrastructure, behavioral, or operational that are already identified in the Action Plan. ➤ Projects and strategies’ activities must be directly related to addressing safety problems.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program

The PROTECT grant is a USDOT fund for projects that address the climate crisis by improving the resilience of all surface transportation. Projects should closely follow best available information and practices for climate change risks, impacts, and vulnerabilities. Projects can be funded for any level and scale of transportation, and this is reflected in that states, MPOs, local governments, federally recognized tribes and affiliated groups, and US territories can all apply directly for the grant. There are two types of grants: Planning and Resilience Grants. Resilience grants have four sub-types: Resilience Improvement, Community Resilience and Evacuation Routes, and At-Risk Coastal Infrastructure. Bicycle and pedestrian paths are eligible surface transportation facilities. [Link to program webpage.](#)

Program	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program
Agency	Federal Highway Administration (FHWA)
Type	Discretionary
Funding	\$848M for FY 2022 to FY 2023
Match	<p>Planning Grants: No match required.</p> <p>Resilience Grants: 20%, can use other federal funds to meet 20% match.</p> <p>Match reductions are available if the state is implementing a project identified in an existing Resilience Improvement Plan.</p>
Eligible Activities	<p>Planning Grants</p> <ul style="list-style-type: none"> ➤ Development of a state or MPO Resilience Improvement Plan. ➤ Resilience planning, predesign, design, or development of data tools to simulate transportation disruption scenarios, including vulnerability assessments. ➤ Technical capacity building by the eligible entity in order to assess surface transportation vulnerabilities, community response strategies. ➤ Evacuation planning and preparation. <p>Resilience Grants</p> <ul style="list-style-type: none"> ➤ One or more construction projects to improve climate change resiliency, such as: <ul style="list-style-type: none"> ◊ Reconstruction, realignment, or improvement of an existing facility, natural infrastructure, floodwater mitigation measures and strengthening drainage systems, structural stormwater controls, relocating roadways, vegetation management practices, and erosion control. ➤ Any activity that addresses risks from coastal flooding, erosion, wave action, storm surge, or sea level change. ➤ Construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements functionally connected to a transportation improvement.

State Funding Programs

Some of IDOT's highway funding programs that include active transportation investments originate with FHWA formula funds and are dispersed through the state's MPOs and other entities, including Transportation Management Associations (TMAs), which are TDM agencies focused on congestion reduction. Though the funds come from federal sources, IDOT and the MPOs administer these funding programs and decide how those funds are spent. These funds are also coordinated with the IDOT State Transportation Improvement Program (STIP). Such programs include the Transportation Alternatives Set-Aside of the Surface Transportation Block Grant (STBG) Program and the Congestion Mitigation and Air Quality Improvement (CMAQ) program. Other programs that originate with FHWA funding, like the Highway Safety Improvement Program (HSIP), are awarded based on a project selection process. Most of these programs are generally not targeted specifically toward active transportation, but they can fund roadway improvements that incorporate active transportation facilities or improvements.

IDOT also administers programs that use a greater portion of state funding for active transportation improvements, such as the Illinois Transportation Enhancement Program (ITEP), which is a major program for local bicycle and pedestrian improvements. Some ITEP funds do come from the Transportation Alternatives Set-Aside of the STBG Program.

The funding programs listed on the following pages are a compilation of sources that **IDOT administers in partnership with the state's MPOs and the FHWA**, and which can be used for active transportation funding in Illinois. Award amounts are based on most recent program information. Pages 14-23 contain greater detail on the programs, with briefer descriptions of those that are simply revenue sources or lack the administrative structure of a full program.

USDOT Funded – Semi-Competitive Funds Administered by Illinois

Highway Safety Improvement Program (HSIP)

- **\$3.4 billion** available nationwide in FY 2024 to fund improvements to state or local roads that will **reduce fatalities and serious injuries** among motorized and nonmotorized roadway users. Over **\$102 million** was available to Illinois in FY 2023 after set-asides. Funds are awarded based on demonstrated need: priority is given to projects with higher total numbers of fatalities and serious injuries.

USDOT Funded – Formula Funds Administered by Illinois

Congestion Mitigation and Air Quality Improvement (CMAQ)

- **\$124 million** available statewide for FY 2024 to fund projects that will **improve air quality and reduce congestion**.

Carbon Reduction Formula Program

- Over **\$225 million** available statewide over five years for projects that will **reduce transportation emissions**.

National Highway Traffic Safety Administration (NHTSA) Grants

- NHTSA provides USDOT formula funding to states that have an approved Highway Safety Plan (HSP), totalling about **\$18 million** in FY 2023. These funds can be used by IDOT or local sub-grantees for **various safety improvements and programs, vehicle occupant protection, and traffic safety information system improvements.**

Recreational Trails Program (RTP)

- This program is funded by the FHWA and provides **\$1.5 million** to fund the **development and maintenance of recreational trails** and trail-related facilities.

Surface Transportation Block Grant (STBG) Program

- **\$505 million** available statewide for FY 2024 for MPOs to use flexibly in accordance with **local transportation priorities.** The funding also allows transfers to and from other federal aid apportioned programs, including HSIP, CMAQ, and the Carbon Reduction Program.

Other State Funding Sources

Illinois Transportation Enhancement Program (ITEP)

- **\$125 million** was awarded in 2022 to projects that **improve quality of life and access to multimodal transportation,** with an emphasis on granting awards to communities most in need.

Motorist User Fees

- 54.4% of the money deposited each month in the state Motor Fuel Tax Fund is distributed by IDOT as follows: **49.1% to the municipalities,** apportioned in proportion to population; 16.74% to counties with a population of 1 million or more; 18.27% to counties with a population of less than 1 million; 15.89% to road districts/townships, apportioned to each in proportion to the total mileage of roads in the state.

Pedestrian and Bicycle Safety Program (PBSP)

- **\$1 million** was available in 2023 for projects designed to reduce **incidence of bicycle- and pedestrian-involved crashes** resulting in fatalities and serious injuries.

Rebuild Illinois Capital Plan

- Allocates a total of **\$33.2 billion over six years** to develop needed infrastructure in each area of the state, This includes **\$25.4 billion for roads and bridges** and \$1.4 billion for rail projects, including added Grade Crossing Protection projects.

Safe Routes to School (SRTS)

- Maximum award of **\$250,000 for infrastructure projects and \$100,000 for non-infrastructure projects** that aim to encourage and **make it safer for children to walk, bike, and roll to school.** Both types of project must be completed within a two-mile radius of a school campus.

Statewide Planning and Research (SPR)

- **\$7 million in total** available for FY 2024 to fund planning and research activities related to transportation; in particular, projects can be related to **further studying or implementing a goal, strategy, or objective contained in the State's Long Range Transportation Plan** or in one of the Department's modal plans.

Congestion Mitigation and Air Quality Improvement (CMAQ)

The CMAQ program is federally funded, but in Illinois, it is administered through the Chicago Metropolitan Agency for Planning and the St. Louis East-West Gateway (EWG) Council of Governments. The program’s overall goals are to improve air quality and reduce congestion, through four objectives: localized congestion relief, operational improvements, mode shift, and direct emissions reduction. Both administrated areas are considered non-attainment areas for the eight-hour ozone standard, so priority is given to projects that reduce ground-level ozone. This can include active transportation projects that have the potential to facilitate mode shift. [Link to program webpage.](#)

Program	Congestion Mitigation and Air Quality Improvement (CMAQ)
Agency	CMAP and EWG
Type	Formula
Funding	\$124M available statewide in FY 2024
Match	20%
Timing	Depends on municipalities
Selection Criteria	Selected by municipalities
Eligible Activities	<ul style="list-style-type: none"> ▶ Transit improvement for facilities, operational frequency or speed, and bike and pedestrian connections to transit. ▶ Traffic flow improvements to eliminate bottlenecks, improve intersections, and coordinate signal phases. ▶ Direct emissions reduction projects through idle reduction, lower-emission fuels, retrofitting existing diesel engines, and vehicle replacements with alternative fuel vehicles. ▶ Bicycle facility projects, which are scored according to safety and attractiveness, connectivity, their connected roadways’ level of traffic stress, and transit availability.

Highway Safety Improvement Program (HSIP)

HSIP is federally funded and administered by IDOT. It is intended to fulfill IDOT and FHWA goals of reducing fatalities and serious injuries of motorized and nonmotorized roadway users through the Safe Systems Approach. The grant allocates 80% of available funds to state roads and 20% to local roads for highway safety improvements. Priority is given to projects with higher total numbers of fatalities and serious injuries. The grant is intended for highway improvement, but bicycle and pedestrian safety improvements are also eligible activities. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. Applications will reopen in spring 2024. [Link to program webpage.](#)

Program	Highway Safety Improvement Program (HSIP)
Agency	IDOT
Type	Discretionary
Funding	\$3.4B nationally in FY 2024
Match	20%
Timing	Call for projects typically each spring; deadline end of spring
Selection Criteria	https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/manuals-guides-and-handbooks/safety/safety-1.06---safety-engineering-policy-memorandum.pdf
Eligible Activities	<ul style="list-style-type: none"> › Improvement for pedestrian or bicyclist safety. › Improvement of highway safety through facility upgrades, behavioral strategies, and operational improvements. › Development of performance measures to ensure there are reductions in fatalities and serious injuries.

Carbon Reduction Formula Program

This program provides funds for projects designed to reduce transportation emissions, defined as CO₂ emissions from on-road highway sources. The application process and eligibility criteria are the same as CMAQ. [Link to program webpage.](#)

Illinois Transportation Enhancement Program (ITEP)

ITEP is funded by the State of Illinois through federal and local sources to fund local partners' transportation, including local governments and regional planning commissions. In 2022, there was a special focus on quality-of-life projects with the goal of granting awards to the communities most in need. The grant intends to improve overall quality of and access to multimodal transportation as an economic growth booster. Over two-thirds of 2022 awards were granted to bike and pedestrian projects. More detailed information will be available in August 2024, when the application cycle reopens. [Link to program webpage.](#)

Program	Illinois Transportation Enhancement Program (ITEP)
Agency	IDOT
Type	Discretionary
Funding	\$125M in 2022, maximum award of \$3M
Match	Variable
Timing	Call for projects every other year in summer/fall; deadline in fall
Selection Criteria	https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/doing-business/pamphlets-and-brochures/itep/cycle-15-2022-itep-funding-guidelines.pdf
Eligible Activities	<ul style="list-style-type: none"> › Bike and pedestrian paths › Trails › Streetscape beautification › Improvements for safe, multimodal transportation

Motorist User Fees

Motorist user fees, including the fuel tax and a portion of vehicle registration fees, are an important source of revenue administered by IDOT to municipalities, counties, and road districts/counties within Illinois. 54.4% of the money deposited each month in the state Motor Fuel Tax Fund is distributed by IDOT as follows: 49.1% to the municipalities, apportioned in proportion to population; 16.74% to counties have a population of 1 million or more; 18.27% to counties with a population of less than 1 million; 15.89% to road districts/townships, apportioned to each in proportion to the total mileage of roads in the state. [Link for more information.](#)

National Highway Traffic Safety Administration (NHTSA) Grants

NHTSA provides two formula funding sources, subsequently administered by IDOT, that are dedicated to improving safety nationwide: Section 402 and Section 405. Together, these two sources provided IDOT with about \$18 million for safety improvements and programs in FY 2023. These funding sources may be used for programmatic safety improvements related to education, enforcement, and emergency management.

The State Highway Safety Program, also known as Section 402, provides funding to support various safety projects and programs, some of which may directly and indirectly enhance bicycle and pedestrian safety. IDOT may use these funds directly or award funding to sub-grantees such as local governments, law enforcement agencies, universities, or healthcare organizations. At least 40% of Section 402 funds must be used to address locally-identified traffic safety issues, and an approved Highway Safety Plan is required for IDOT to remain eligible for these funds.

Section 405 is a separate NHTSA formula grant that in FY 2023 focused on programs such as occupant protection and traffic safety information system improvements. While these have a less direct impact on bicycle and pedestrian safety, improving the safety of the overall transportation system can provide benefits for all users. [Link to program webpage.](#)

Program	National Highway Transportation Safety Administration (NHTSA) Grants
Agency	IDOT
Type	Formula
Funding	Section 402: \$14M in FY 2023 Section 405: \$4M in FY 2023
Timing	Formula funding awarded annually; sub-grantees designated at IDOT's discretion.
IDOT Info	https://idot.illinois.gov/transportation-system/transportation-safety/safety-grants.html
Eligible Activities	<p>Section 402 funds may be used in support of the Illinois Highway Safety Plan to:</p> <ul style="list-style-type: none"> ➤ Improve pedestrian and bicycle safety. ➤ Reduce the number of injuries and deaths resulting from driving in excess speeds. ➤ Reduce the number of injuries and deaths resulting from driving while impaired. ➤ Reduce the number of crashes from unsafe driving behavior. ➤ Improve law enforcement services in motor vehicle accident prevention, traffic supervision, and post-crash procedures. <p>Section 405 funds may be used for activities such as:</p> <ul style="list-style-type: none"> ➤ Improving occupant protection. ➤ Improving state traffic safety information systems.

Pedestrian and Bicycle Safety Program

The Pedestrian and Bicycle Safety Program is designed to reduce the incidence of crashes involving pedestrians and bicyclists and the resulting fatalities and serious injuries. Applications should be data-driven with strong built-in performance measures. The grant is intended for enforcement improvement, public education, emergency response service, and infrastructure. The project should be aligned with the Bureau of Safety Programs & Engineering’s performance measures in the Highway Safety Plan. [Link to program webpage.](#)

Program	Pedestrian and Bicycle Safety Program
Agency	IDOT
Type	Discretionary
Funding	\$1M in 2023
Match	None
Timing	Call for projects typically in the fall; deadline usually end of year
Selection Criteria	https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/reports/safety/hsp/plans/2023-hsp.pdf
Eligible Activities	<ul style="list-style-type: none"> › Law enforcement training for nonmotorized road user safety. › Campaigns and mobilizations designed to enforce State traffic laws applicable to cyclists and pedestrians. › Public education campaigns to inform the public about bike-ped safety and mobility, including the importance of speed management for the safety of nonmotorized road users. › Public education for nonmotorized road users on value of safety equipment. › Infrastructure designed to improve nonmotorized safety. › Establishment and maintenance of data collection infrastructure.

Rebuild Illinois Capital Plan

Statewide capital plan that will allocate \$33.2 billion over six years to transportation improvements around the state, including \$25.3 billion to roads and bridges, and \$4.6 billion to mass transit. [Link to program webpage.](#)

Recreational Trails Program (RTP)

Administered by the State’s Department of Natural Resources, the Recreational Trails Program is an FHWA-funded grant program to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. Funds can benefit recreation including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, and ATV riding. [Link to program webpage.](#)

Program	Recreational Trails Program (RTP)
Agency	Illinois Department of Natural Resources (IDNR)
Type	Discretionary
Funding	\$1.5M
Match	20%
Timing	Call for projects typically at beginning of year; deadline in March
Selection Criteria	https://dnr.illinois.gov/aeg/federalrecreationaltrailsprogram.html
Eligible Activities	<ul style="list-style-type: none"> › Maintenance and restoration of existing trails. › Development and rehabilitation of trailside and trailhead facilities and trail linkages, including, but not limited to, drainage, crossings, stabilization, parking, signage, controls, shelters, water, restroom buildings, and access facilities. › Lease of recreational trail construction and maintenance equipment. › Construction of new recreational trails. › Acquisition of easements and fee simple title to property for recreational trails or trail corridors. › Assessment of trail conditions for accessibility and maintenance. › Operation of educational programs to promote safety and environmental protection. <ul style="list-style-type: none"> ◊ Maximum 5% of total fund.

Safe Routes to School (SRTS)

SRTS is a federally-mandated, IDOT-administered program. The program has changed since it was first introduced; it is part of the Transportation Alternatives Program and no longer requires a full-time local SRTS coordinator. SRTS aims to improve conditions for walking and biking to school through three main goals:

1. To enable and encourage children, including those with disabilities, to walk and bicycle to school.
2. To make bicycling and walking to school a safer and more appealing transportation alternative.
3. To facilitate the planning, development, and implementation of projects that will improve safety and reduce traffic, fuel consumption, and air pollution within two miles of primary, middle, and high schools.

All projects must be completed within a two-mile radius of the school campus. Each school district is limited to one infrastructure and one non-infrastructure application. [Link to program webpage.](#)

Program	Safe Routes to School (SRTS)
Agency	IDOT
Type	Discretionary
Funding	<p>Infrastructure Projects</p> <ul style="list-style-type: none"> › Minimum \$25,000 and maximum \$250,000 <p>Non-Infrastructure Projects</p> <ul style="list-style-type: none"> › Minimum \$2,500 and maximum \$100,000
Match	No match needed in 2023
Timing	Call for projects every other year in summer/fall; deadline in fall
Selection Criteria	<p>https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/transportation-system/memos---letters/safe-routes/2023-funding-guidelines.pdf</p> <p>Infrastructure Projects</p> <ul style="list-style-type: none"> › Sidewalk improvements › Traffic calming and speed reduction › Traffic control devices, including permanently mounted solar-powered speed feedback signs › Pedestrian and bicycle crossing improvements › On-street bicycle facilities › Off-street bicycle facilities › Secure bicycle parking facilities <p>Non-Infrastructure Projects</p> <ul style="list-style-type: none"> › Enforcement programs › Education and educational materials for students, parents, and wider community › Encouragement campaigns like contests, events, and Walking School Bus programs › Evaluation costs for data gathering, analysis, and reporting at the local level › Equity and Engagement to gather feedback from disadvantaged communities

Surface Transportation Block Grant (STBG) Program

The STBG is an FHWA-funded grant program that allows state and local transportation decision-makers flexibility in allocating funds where they are needed. The program allows transfers of up to 50% of funding to and from other federal aid apportioned programs, like the HSIP, CMAQ, and Carbon Reduction Program. Individual MPOs like the Tri-County Regional Planning Commission can set goals and determine which activities and projects are eligible for awards. It should be noted that the Chicago Metropolitan Agency for Planning has ceded administration of STBG funds to the local region’s Mayors and City Councils. STBG applications will open again in the spring of 2024. [Link to program webpage.](#)

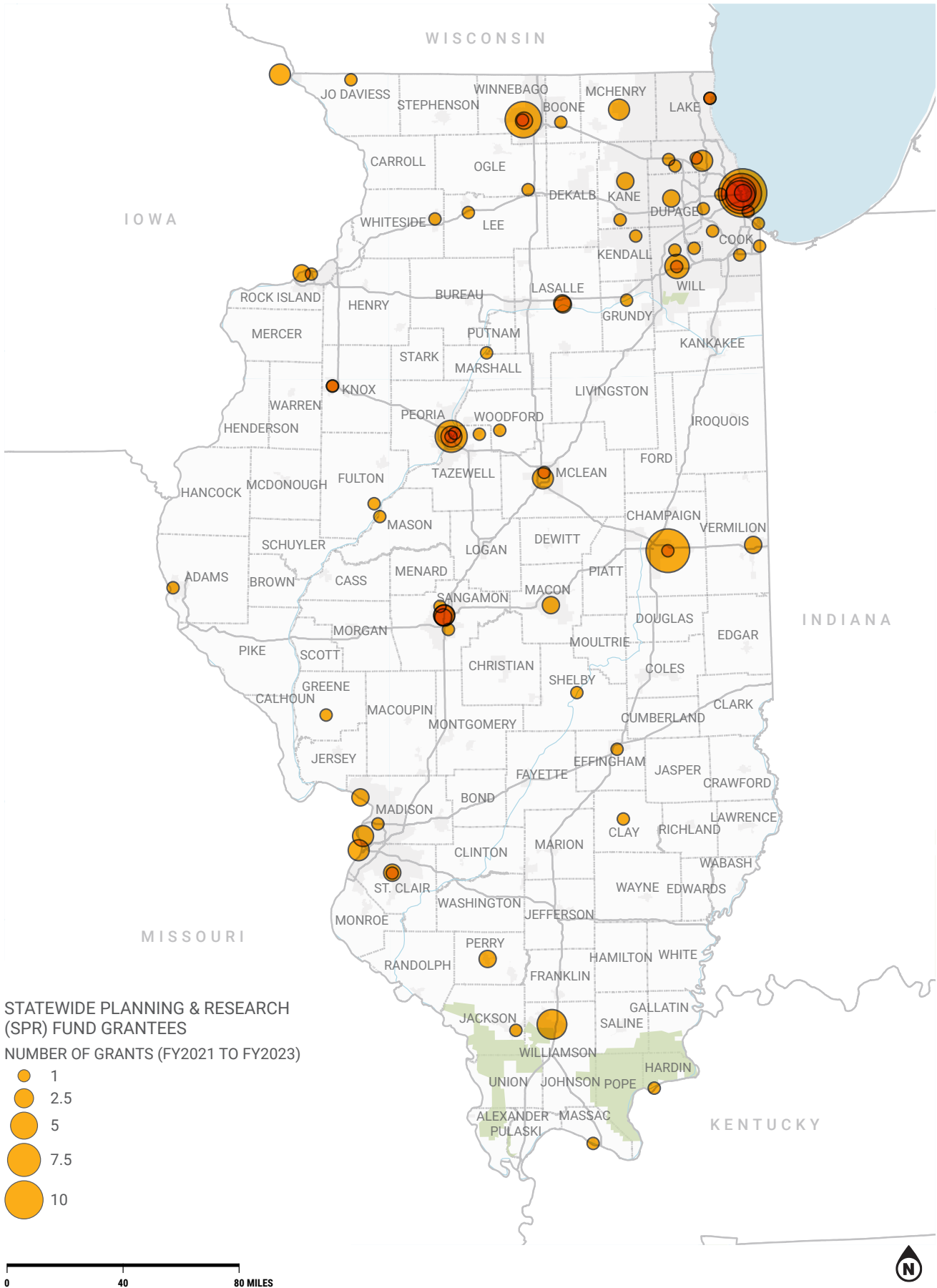
Program	Surface Transportation Block Grant (STBG) Program
Agency	IDOT, MPOs
Type	Formula
Funding	\$505M available statewide FY 2024.
Match	20%
Timing	Depends on MPOs
Selection Criteria	Depends on MPOs
Eligible Activities	<ul style="list-style-type: none"> ➤ Eligible activities are very broad and depend on an individual MPO’s priorities. ➤ Bicycle and pedestrian barrier elimination. ➤ Construction, reconstruction, rehabilitation, or operational improvements of roadways. ➤ High-risk, high-congestion intersection projects. ➤ Transportation alternatives.

Statewide Planning and Research (SPR) Funds

SPR funds are administered by IDOT's Bureau of Planning and are awarded to support planning and research activities related to transportation, with a goal to further implement IDOT planning and performance-based initiatives. Funds under this program may be used for a wide range of transportation topics, including active transportation efforts such as bicycle and pedestrian plans or data collection for long-term performance measurement. SPR funds cannot be used for preliminary engineering, design, right-of-way, construction, or maintenance projects. All projects should be related to further studying or implementing a goal, strategy, or objective within the State's Long Range Transportation Plan or one of IDOT's modal plans. IDOT distributes SPR funds statewide, with grantees selected according to how well their projects match with the eligible activities listed in the table below. [Link to program webpage.](#)

The map on the following page shows the distribution of grantees and frequency of awards from FY 2021 through FY 2023.

Program	Statewide Planning and Research (SPR) Funds
Agency	IDOT
Type	Formula
Funding	Total maximum of \$7M is available for FY 2024. There is no minimum award amount.
Match	20%, unless a waiver is granted (especially for disadvantaged/economically distressed communities)
Timing	Call for projects in winter/spring; deadline in spring
Selection Criteria	IDOT evaluated previously awarded projects based on the following criteria: studying or implementing a goal strategy or objective within the state's Long Range Transportation Plan or one of the Department's associated plans, implementing a performance-based program development process, implementing asset management, benefiting a disadvantaged/economically distressed community, climate change/carbon reduction, equity, resiliency improvement planning, discretionary grant program development (from program webpage)
Example Eligible Activities	<ul style="list-style-type: none"> › Planning studies › Data purchase, collection, and/or analysis › Research activities › Program development activities › Performance management activities › Coordination/outreach activities



Local Funding Programs

The revenue sources described below flow into local government general funds. Funds that are, or can be, explicitly earmarked to fund transportation improvements include the mass transit district sales tax, motor vehicle user fees including fuel tax revenue, and special service area programs.

Mass Transit District Sales Tax

Sales taxes [imposed by mass transit districts](#) (the Regional Transportation Authority (RTA) which serves the Chicago region, and the Metro-East Mass Transit District (MED) which serves Madison and St. Clair counties) are collected and distributed by the Illinois Department of Revenue and are an important source of funding for public transportation providers. These funds can be used to improve all equipment or property that is "useful or necessary for providing, maintaining or administering public transportation," which could include accessibility improvements.

Motor Fuel Tax Revenue

49.1% of IDOT's distributable share of the money deposited each month in the state [Motor Fuel Tax Fund](#) is distributed to the municipalities, apportioned in proportion to population; 16.74% is distributed to counties with a population of 1 million or more; 18.27% to counties with a population of less than 1 million; and 15.89% is distributed to road districts/townships, apportioned to each in proportion to the total mileage of roads in the state.

Permissible uses of the Illinois Motor Fuel Tax Fund for municipalities related to active transportation include:

Construction and Maintenance of:

- › Traffic Control and School Crossing Signals
- › Street Lighting Systems
- › Pedestrian Subway or Overhead Crossings
- › Sidewalks and Pedestrian Paths

- › Bicycle Signs, Paths, Lanes, of Bicycle Parking Facilities

Allotment of Funds for:

- › Investments and Deposits
- › Matching Federal-aid Funds
- › Engineering Services
- › Local Mass Transit Districts

Although the Statutes do not explicitly state that MFT funds can be used for the work items below, IDOT has determined that the costs for these items are eligible if they are related to MFT maintenance or construction.

- › Curb Ramps
- › Right-of-Way
- › Utility Adjustments
- › Railroad Signal Protection and Crossing Work

Property Tax

Approximately 6,000 local government units in Illinois, including municipalities, townships, counties, schools, and park districts, use [property taxes](#) to finance the majority of the services that they provide to their citizens. A large share of property tax revenue goes to school districts, while the remainder is spent on other services including police and fire, street maintenance, and recreation. Property taxes may be used to fund active transportation projects.

Real Estate Transfer Tax

This tax is imposed on the transfer of a title to real estate or a beneficial interest in real property. Counties may impose a tax of 25 cents per \$500 of value on real estate transactions, and home rule municipalities may impose an additional [real estate transfer tax](#). Real estate transfer tax revenues go into local government general funds and can be used to fund active transportation projects.

Special Service Area Programs

A [tool used by a municipality or county](#) to finance services, improvements, or facilities in a certain portion of its jurisdiction, taxing those who will directly benefit from the improvements. Establishment of an SSA is a nine-step process involving extensive opportunities for community input. To begin the process, the jurisdiction should adopt an ordinance that includes a statement detailing:

- The purpose of the SSA
- A legal description of the boundaries
- An annual maximum tax rate
- The maximum number of years the tax will be levied

Private Funding Programs

Some private funding options are available for active transportation projects, although these are often highly competitive or smaller in scale than federal and state funding programs. Some private funding sources are summarized below.

American Hiking Society

The American Hiking Society runs a National Trails Fund, which allows applicants to create, expand, and renovate hiking trails. Grant awards range from \$500 to \$3,000 and are only awarded to American Hiking Society Alliance members. Alliance members can apply during the once-per-year application window. [Link to program webpage.](#)

National Recreation and Park Association (NRPA)

NRPA opens grants periodically for park facilities, operations, and programming. Park and recreation agencies, their affiliated friend groups, and 501(c)(3) nonprofits are to receive funding. Examples of past grants are “Walk with Ease” in partnership with the Centers for Disease Control and Prevention and a partnership with the National Football League to fund after-school play fields, equipment, and staff for children. [Link to program webpage.](#)

Bike Industry Community Grant Program

PeopleforBikes funds this program to support bicycle infrastructure projects to increase the ease and safety of biking for all. Grants range from \$5,000 to \$10,000 and are capital grants for construction of infrastructure projects. Trails, shared-use paths, bike parks, pump tracks, bicycle playgrounds, neighborhood greenways, and protected bike lanes are all eligible, as well as proof of concept, quick-build projects. Ideally used to meet a federal fund’s local match requirement. [Link to program webpage.](#)

Robert Wood Johnson Foundation (RWJF)

Focused on increasing health equity, to enable a healthy life for everyone, the RWJF grant program is flexible and funds a diverse range of projects. Applicants should clearly connect the bike and pedestrian proposal with the goals outlined by RWJF’s Culture of Health. Recent Built Environment grant awards have ranged from \$60,000 to \$2 million. Most awarded projects are selected through a call for proposals on the foundation’s website. [Link to program webpage.](#)

The Conservation Fund

The Conservation Fund focuses on environmental and land conservation. Their fund loans projects the funds for land acquisition. Land acquisition funds can be used to purchase land for new bicycle and pedestrian facilities. Their organization provides recipients with significant expert support and guidance on financing and for specific project work in their communities. The fund is committed to helping communities create and maintain projects on their own land. [Link to program webpage.](#)

Kresge Foundation

The Kresge Foundation provides an average \$160 million annually in grant awards and funds a wide range of projects. The organization’s work is focused on cities. Grants for bike and pedestrian projects could be suited to their American Cities, Environment, or Health initiatives, depending on their scope. Connected communities, transportation resilience and emissions reductions, and active transportation could be relevant to a bike and pedestrian project for each of the respective initiatives. [Link to program webpage.](#)

Trails Capacity Program

Led by the American Trails organization, this program supports grants for trail maintenance, research, and stewardship training across the country, serving all types of trail users. The program has a total of \$50,000 available for awards, and grant awards range between \$2,000 and \$15,000. Their funding is focused on state and local lands, but federal land projects are also accepted. Fund priorities are for trail maintenance, research, and stewardship training. Funds awarded must be used in the calendar year they are awarded. [Link to program webpage.](#)

Walmart Foundation

The Walmart Foundation offers Local Community Grants and accepts applications quarterly. Although they fund in eight priority areas, three are relevant to bike and pedestrian projects: Community and Economic Development, Environmental Sustainability, and Quality of Life. Grant awards range from \$250 to \$5,000. [Link to program webpage.](#)

Heart of the Community Program

Southwest Airlines and Points of Light's partnership program is dedicated to funding local stakeholders in a whole-community effort to take individual and collective action to change low-income neighborhoods into places of opportunity. Place-making and operational projects are both welcome to address how these communities "look, feel, and function." Projects must be in publicly accessible outdoor space and completed within one year of the award. [Link to program webpage.](#)

Rockefeller Foundation Grants

The Rockefeller Foundation funds diverse projects to benefit people worldwide. For bike and pedestrian programs, the Equity & Economic Opportunity, Health, and Power & Climate Grants provide opportunities for funding. The Rockefeller Foundation has a strong body of work in transforming city transportation networks and looking to the future. Grants range in size and are regularly updated on the foundation's website. [Link to program webpage.](#)