

CASE STUDY: BIKE/PED FUNDING

Policy Goal

A fair share of available funding, staff, and other resources will be allocated (e.g. included in the annual city budget) to support the Complete Streets Policy and Active Transportation Plan. Funding opportunities from federal, state and regional levels will also be identified and sought after.

Available Active Transportation Funding Options

- **Private**
- **Local**
- **Regional**
 - Local Technical Assistance (LTA)
- **State**
 - Illinois Transportation Enhancement Program (ITEP)
- **Federal**
 - Surface Transportation Program (STP)
 - Congestion Mitigation and Air Quality (CMAQ) Improvement Program
 - Transportation Alternatives Program (TAP)

Why is funding important?

Funding Resources

How Communities are Paying for Innovative On-Street Bicycle Infrastructure

- This great resource from Advocacy Advance provides background information about funding opportunities for on-street bikeways from the federal, state, regional and local levels. Learn about how communities around the country are accessing funding to implement their Bike Plan and build new infrastructure.

Bicycle and Pedestrian Funding Sources in Cook County

<https://tinyurl.com/cookcountyfunding>

- Funding for biking and walking infrastructure in your community doesn't have to be paid for entirely by your municipality. Find information about funding opportunities through the Illinois Department of Transportation, the Illinois Department of Natural Resources, the Chicago Metropolitan Agency for Planning and more in this resource created by Active Trans.

How to Use Surface Transportation Program Funds to Create Active Living in Suburban Cook County

<https://tinyurl.com/stpfunds>

- Using case studies from Peoria, IL, and Nashville, TN, this Active Trans resource presents a variety of methods and a tiered approach to incorporate health evaluation criteria into Surface Transportation Program (STP) funding criteria.

Putting Places First: Targeting Infrastructure Improvements to Spur Investment in Priority Development Areas

<https://tinyurl.com/puttingplacesfirst>

- Learn more about Illinois-specific funding opportunities and their pitfalls in this report from the Center for Neighborhood Technologies (CNT). Key arguments of the report include that our region currently spreads Surface Transportation Program funding too thinly and the Congestion Mitigation and Air Quality Program prioritizes too many projects for cars and too few for biking and walking. While we face challenges in local opportunities, CNT offers ways we can advocate for changing these programs to make them better for biking, walking and transit.

Local and Regional Funding Examples

- **Local Funding:**
 - After adopting a Complete Streets policy in 2016, the Village of Skokie allotted \$20,000 per year in its 5-year Capital Improvement Plan for Complete Streets improvements.
 - The Village of Lombard developed a Complete Streets policy in 2014, and subsequently realized they needed a Bicycle and Pedestrian Plan to know what infrastructure to build and prioritize. They funded the creation of a plan locally which was then adopted in 2016 and used to populate their Capital Improvement Plan. The Village's first projects resulting from the adopted plan included a bike lane along Madison Street and a flashing beacon installed at Main Street and the Illinois Prairie Path.
- **Regional Funding:** In 2017, several communities applied for and were awarded an Invest in Cook grant from the Cook County Department of Transportation and Highways for bicycle and pedestrian related projects:
 - Glenview received funding for preliminary engineering to fill in a 3.9 mile gap of the Skokie Valley Trail, and Richton Park received funds for the extension of its Poplar Avenue Bike Trail.
 - South Barrington was awarded funds for the construction phase of building a multi-use path to better connect regional trails.
 - Bartlett was awarded funds for the design engineering of an existing bike path to eliminate flooding issues and improve access to the downtown Metra station.
 - Crestwood, Lansing and Maywood each received funding for preliminary engineering of resurfacing projects that include a variety of improvements such as new bike paths and improvements to crosswalks and sidewalks.
 - Northfield, Prospect Heights and Steger received grants to fund construction of sidewalks to better connect residents between businesses, local colleges and transit stations. Steger also received funds for the construction of new bike lanes.

Case Study: Finding a Local Match, University Park

One of the biggest challenges for municipalities is the lack of funding sources for transportation projects. A little ingenuity can go a long way in funding a project, including identifying a source for local match.

The Village of University Park paid for a road maintenance project with an innovative combination of federal and local funding. Stuenkel Road in University Park hadn't been repaved in decades. When nearby Governors State College changed from a community college into a 4-year university, traffic on the road shot up, and with it an urgent need for road repairs.

University Park was able to secure federal funding in the form of Surface Transportation Program (STP) funds. But the municipality couldn't meet the 20% local match requirement. Will County and University Park's council of government, the South Suburban Mayors and Managers Association (SSMMA), stepped up to help University Park. Will County provided the local match so that the project could be completed. SSMMA's transportation committee then gave Will County the same amount in STP funds for use on their own roads.

Not all agencies will be able to implement this funding switch, but other creative methods can be found to source match dollars for Complete Streets projects.