

WILL COUNTY
COMMUNITY FRIENDLY
FREIGHT MOBILITY PLAN



CED WILL COUNTY
CENTER FOR
ECONOMIC DEVELOPMENT

APPENDIX M
STATE AND LOCAL
FUNDING SOURCES

September 2017

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STATE ROAD FUND

Illinois' State Road fund receives funds from the Federal Aid Highway System through Federal Highway Administration (FHWA) reimbursements, licenses, permits, and fees for motor vehicles and drivers; State motor vehicle license fees, motor fuel taxes, and other miscellaneous fees. In 2012, the State Road Fund had \$2.88 Billion in revenues. A portion is spent on debt service and operations, and the remaining \$1.3 Billion is used for capital spending. Expenditures from this fund are limited to State highway projects (and supporting activity).

STATE CONSTRUCTION ACCOUNT FUND

The State Construction Account is funded through state sources of revenue such as Motor Fuel Taxes, driver's license fees, and other fees. In 2012, there was \$680 million in revenue in the Construction Account. Funds are used on capital spending for highways and bridges.

ILLINOIS GRADE CROSSING PROTECTION FUND

Highway-railway grade crossings often impose a safety risk to local communities. As of 2015, there were 7,696 highway-rail grade crossings in Illinois, 163 of which are in Will County. This fund was established by the General Assembly to improve safety at public highway rail grade-crossings in Illinois. While it is appropriated through IDOT, it is administered through the Illinois Commerce Commission and is funded by state motor fuel tax receipts totally \$27 million annually. The fund was established to help local governments pay for safety improvements at grade crossings on local roads. Grade crossings improvements along state roads must be paid for by IDOT.

TARP FUNDS

The Truck Access Route Program (TARP) is an IDOT program used to help local governments upgrade their roadways to accommodate heavy trucks up to 80,000 pounds. The TARP funds provides \$45,000 per lane mile and \$22,000 for intersections up to 50% of the project cost up to \$900,000 dollars. The Freight Plan will help Will County identify routes that may be suitable for a truck route to improve the efficient movement of trucks. If improvements are needed to upgrade the roadway, TARP funds could be an eligible funding source for those projects.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

The HSIP program is a federally funded program administered through IDOT to reduce crashes resulting in deaths and serious injuries on all public roads, state or local. Local governments cannot apply for this funding, rather it is programmed through data analysis of crash data and performance.

ECONOMIC DEVELOPMENT PROGRAM

The EDP is a flexible source of funding for increasing highway access to new or growing industrial developments. IDOT provides up to 50% matching funds for local roads and 100% funding for state owned roadways for those improvements where facilities will increase jobs and create new employment within the state. The EDP is funded at \$15 million annually and can provide up to \$2 million for local development projects.

RAIL FREIGHT LOAN PROGRAM

While this is a source of financing and not funding, the Rail Freight Loan Program provides loan assistance to communities, railroads, and shippers to improve rail service. The funds are used for rail line improvements, construction or rehabilitation of industrial service tracks and facilities. Limited information is available on this program but could be considered for rail improvements and a potential place to partner with the private sector using the rail system in Will County.

STP FUNDS

The Surface Transportation Program (STP) is a federally funded program administered through CMAP. However, CMAP administers these funds through the subregional Council of Mayors. In 2017, the regional allotment was about \$134 million; this amount is then sub allocated to the sub regional councils where they are responsible for programming those funds to meet local needs. STP funds are a fairly flexible funding source for highway improvement projects and could be a viable source for projects identified in the Freight Plan.

CMAQ FUNDS

The Congestion Mitigation and Air Quality program is a federally funded program administered through the Chicago Metropolitan Agency for Planning (CMAP). The current program totals \$582 million over 5 years, of which \$122 million is programmed for 2017. CMAQ is intended to improve air quality and mitigate congestion. Projects that are eligible include pedestrian and bicycle facilities, transit improvements, and traffic flow projects. Phase 1 engineering must be complete to be eligible to apply, so freight improvements that are identified as more near term needs in the Freight Plan may be eligible.

TAP FUNDS

Like CMAQ Funds, the Transportation Alternatives Program (TAP) is a federally funded program administered through CMAP. However, use of TAP funds are more restricted and used to support non-motorized transportation. Specifically, the Chicago region uses this program to complete bicycle infrastructure projects identified in the Regional Greenways and Trails Plan, of which there are several in Will County. As such, this is not a viable source for direct freight infrastructure support, but could be considered in conjunction when planning for other roadway improvements projects.

RTA SALES TAX

The RTA imposes a sales tax throughout six-counties in Northeastern Illinois, a portion of which is allocated directly to each county for transportation improvements and public safety. Known as the RTA Sales Tax, these revenues represent the Will County DOT's primary source of funding for transportation improvements. The Will County portion of the RTA Sales Tax averages about \$20 million per year where 75% of funds are used for transportation purposes in the County.