2020 REGIONAL TRANSPORTATION PLAN
SUMMARY
2000 EDITION

DESTINATION 2020
CHICAGO AREA TRANSPORTATION STUDY
CATS POLICY COMMITTEE

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Chicago Area Transportation Study

Chicago Area Transportation Study (CATS) was formed in 1955 to develop the first comprehensive long-range transportation plan for the northeastern Illinois region. Since then the CATS Policy Committee has been designated by the governor of Illinois and northeastern Illinois local officials as the metropolitan planning organization (MPO) for the region.

The Policy Committee is the Metropolitan Planning Organization for northeastern Illinois. It plans, develops and maintains an affordable, safe and efficient transportation system for the region, and provides the forum through which local decision makers develop regional plans and programs.

This document was prepared by the Chicago Area Transportation Study sponsored by the agencies on the Policy Committee. The report has been financed in part by the U.S. Department of Transportation, Federal Highway Administration and the Federal Transit Administration and authorized by the State of Illinois.
Introduction

The 2020 Regional Transportation Plan (RTP) is the long-range guide for major transportation investments in northeastern Illinois. The 2020 RTP recommends major transportation projects, systems, policies and strategies designed to maintain our existing systems and serve the region’s future travel needs.

The many agencies responsible for operating and maintaining the region’s transportation system will develop their plans and programs within the 2020 RTP framework. The 2020 RTP is integrated with land resource management strategies and air quality goals for northeastern Illinois. Without an official, endorsed plan, the Chicago area would not receive federal funds for its transportation investment needs.

The plan emphasizes improvements to the existing expressway, arterial, and transit systems and includes policies in support of bicycle and pedestrian transportation and intermodal freight needs. To stretch our transportation dollars, the plan incorporates transportation management and congestion management strategies.

The plan’s assessment of the projected financial resources indicates that about $40 billion can be expected to be available for transportation projects through 2020, not nearly enough to substantially expand the transportation system and meet the increase in demand from a growing region. The majority of projected resources will barely be enough to keep pace with the growing capital maintenance needs of the existing system, which includes repair, replacement, and reconstruction of parts of the system. Some tough choices were made to select the twenty regionally significant new projects identified in the plan.

The gap between the region’s transportation needs and available funding presents several challenges that we must soon address:
- Aggressively pursue both short and long term increases in needed capital funds to meet the region's transportation needs;
- Advance plan components to implementation, whether they be major projects, systems, policies, or strategies;
- Monitor regional growth to ensure the plan stays abreast of the region's needs;
- Initiate feasibility studies for projects needed but not included in the 2020 RTP, and
- Monitor the process to resolve the region's air service capacity needs

Failure to address these challenges may result in deterioration of the transportation infrastructure, degradation in mobility, and harm to the regional economy.

Public Involvement

The goal of the Destination 2020 public involvement process was to develop and support an early, full and effective exchange of information and ideas among all transportation stakeholders in northeastern Illinois. CATS employed a wide range of techniques to promote citizen involvement, including direct mailings, open houses, public meetings in all parts of the region, and newspaper ads. Press briefings and media releases were also used to get the word out.

One of the premises of the updated public involvement process is CATS' commitment to increase public understanding of how transportation decisions are made and to encourage participation in the planning process. With this goal in mind, CATS developed a Web site and published two public-friendly documents, Destination 2020 Regional Transportation Plan Popular Summary and the Citizen's Guide.

Regional Planning and Policy Framework

Regional Airport Assumptions and Impacts

At the beginning of the 2020 RTP process, CATS recognized that a decision whether or not to construct a third regional airport would not be resolved before the plan was completed. As a result, CATS used two airport scenarios. The Existing Airport
Improvements (EAI) scenario assumed that future capacity would be accommodated at existing airports and the South Suburban Airport (SSA) scenario assumed a new facility would be built. Both scenarios assumed that adequate air carrier capacity would be provided to ensure that the economic development of the region would not be inhibited.

Regional Growth Policy and Forecasts

Accurate forecasts of future population, households, and employment are essential components of effective transportation planning. The Northeastern Illinois Planning Commission (NIPC) is responsible for preparing these forecasts for the six-county area.

The forecast began with generation of regional totals for population, households and employment. Implementation of the 2020 RTP has a modest impact on land use because most of the region’s transportation system is already in place.

In either of the airport scenarios, building the new projects in the plan tends to reduce population growth in Cook County (except northwest Cook) while increasing population in McHenry and northern Lake counties. With the planned 2020 RTP investments, job levels grow in Chicago, west and northwest Cook, and southern Lake counties. Substantial job growth is also projected in McHenry, northern Lake, southern Cook, and northwest Will counties. The growth forecasts for 2020 are shown in the following table.

<table>
<thead>
<tr>
<th>Population, Households, and Employment Forecasts for 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Six County Area</strong></td>
</tr>
<tr>
<td>Population</td>
</tr>
<tr>
<td>Households</td>
</tr>
<tr>
<td>Employment</td>
</tr>
</tbody>
</table>
Transportation Goals and Objectives

One of the major challenges of the 2020 RTP is to develop a transportation system that provides improved mobility and preserves existing infrastructure. The 2020 RTP should also support regional and local land use goals and work toward the region’s attainment of national air quality standards.

The RTP Committee considered many sources of information in developing the final goals and objectives. Ultimately, the overarching goal of the transportation strategy remains to maintain and improve upon the safety and efficiency of the existing system. The goals include the following:

<table>
<thead>
<tr>
<th>PRIMARY GOAL</th>
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<tbody>
<tr>
<td>Maintain and improve the capital infrastructure of the existing transportation system.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACCESSIBILITY AND MOBILITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide an integrated and coordinated transportation system that maximizes accessibility and includes a variety of mobility options that serve the needs of residents and businesses in the region.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TRANSPORTATION AND LAND DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide a transportation system that supports existing and future patterns of land development as recommended by locally adopted land use plans and adopted plans and policies of the Northeastern Illinois Planning Commission most notably <em>The Regional Growth Strategy</em> and <em>Strategic Plan for Land Management</em>, as reflected in the adopted forecast.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TRANSPORTATION SYSTEM EFFICIENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserve the region’s transportation system and maximize its people and goods carrying efficiency.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ENVIRONMENTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide a transportation system which is sensitive to the quality of the environment and protects our natural resources.</td>
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<table>
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<tr>
<th>ECONOMIC</th>
</tr>
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<tbody>
<tr>
<td>Provide a transportation system which fosters economic development.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SOCIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide a transportation system which fosters social benefits.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FINANCIAL</th>
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<tbody>
<tr>
<td>Provide for the development of a transportation system which efficiently uses financial resources and is financially attainable.</td>
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<tr>
<th>SAFETY</th>
</tr>
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<tbody>
<tr>
<td>Provide a safe and secure transportation system that allows for the movement of people and goods.</td>
</tr>
</tbody>
</table>
Regional Trends and the Existing Transportation System

- Since 1950, most of the region's population growth has taken place in the suburbs. Between 1950 and 1970, the six-county population grew by 35 percent, and between 1950 and 1990 the population of the five "collar" counties more than doubled.
- The average household size in the region has steadily decreased from 3.3 in 1950, to 3.2 in 1970, to 2.7 in 1990.
- Suburban areas have led the region in employment growth since 1970.
- Changes in regional development have contributed to rapid growth in suburb-to-suburb trips, even while demand for the traditional suburb-to-city trip has remained strong.
- Since 1970, transit ridership had dropped steadily, while the growth in vehicle miles of travel (VMT) has outpaced population, household and employment growth. Although VMT has continued to increase, transit ridership increased between 1995 and 1999 for the first time since 1980.

2020 Regional Transportation Plan

Here are the major capital projects, system improvements, policies, and strategies in the 2020 RTP:

- Over 80 percent of the projected resources are dedicated towards maintaining the existing highway and transit systems in their current condition;
- Twenty-two major capital improvements to expand the existing expressway system lane miles by sixteen percent and the rail transit system vehicle miles by twenty-two percent;
- A designated 1,412-mile Strategic Regional Arterial (SRA) System of roads to supplement the expressway system for subregional travel;
- A Strategic Regional Transit (SRT) System of integrated high capacity transit services and facilities to improve the existing system;
- A $50 million expansion program of local suburban bus service to improve travel options in developed and developing areas not covered by the SRT System;
• Five bicycle and pedestrian policies to improve and increase bicycle and pedestrian transportation options and access to public transit;
• Eight intermodal freight policies to identify and address the operational needs of the intermodal industry and to enhance the efficiency of intermodal freight transportation;
• Eleven transportation management strategies to improve the operation of the transportation system and reduce and manage the demand for transportation services;
• A Congestion Management System Plan to reduce congestion and improve mobility and accessibility through multimodal solutions;
• An Intelligent Transportation Systems (ITS) Deployment Action Plan including an array of technologies to improve the safety and efficiency of the system;
• Support for a high speed rail initiative that includes a number of components for northeastern Illinois; and
• Support for developing a coordinated system of transit services for people with disabilities and senior citizens.

Each component of the 2020 RTP works with the other elements to create a framework that improves the performance of the system and achieves regional goals and objectives.

The 2020 RTP estimates that nearly $40 billion will be available for transportation improvements through 2020.

1. Capital Maintenance of the Existing System

The 2020 RTP recognizes the need for maintenance, rehabilitation, and preservation of our existing system. Capital maintenance includes all maintenance activities that are not routine. These projects protect the safety and efficiency of the system and can also extend the useful life of existing facilities. While more than 80% of projected resources are devoted to the capital maintenance of the existing system, the cost of bringing the transit and state-maintained highway systems to a fully renovated condition still exceeds projected funding.
The following list highlights some of the major capital maintenance projects by each implementer. This list is not inclusive of all maintenance needs, nor does it reflect priorities over smaller projects not listed. In order to be consistent with the financial projections, the costs are reflected in 1995 dollars.

**ILLINOIS DEPARTMENT OF TRANSPORTATION**
- Rehabilitate 1,500 bridges: $4 billion
- Routine resurfacing of roadways: $6.5 billion
- Reconstruct interstates and arterials: $3.5 billion

**ILLINOIS STATE TOLL HIGHWAY AUTHORITY**
- Resurface 155 miles of roadway: $323 million
- Rehabilitate 125 miles of roadway: $817 million

**CHICAGO DEPARTMENT OF TRANSPORTATION**
- Reconstruct section of South Lake Shore Drive: $89 million
- Rehabilitate Wacker Drive: $400 million

**CHICAGO TRANSIT AUTHORITY**
- Replace buses: $670 million
- Rehabilitate/replace rail cars: $1.65 billion
- Rehabilitate subways/elevated trains: $992 million
- Rehabilitate stations: $1.4 billion

**METRA**
- Rehabilitate/replace rail cars: $2.1 billion
- Rehabilitate track and structures: $1.2 billion
- Stations and parking: $560 million

**PACE**
- Garages and transit centers: $35 million
- Replace vehicles (fixed route, paratransit, vanpool): $460 million
2. **Major Infrastructure Projects**

The 2020 RTP contains 22 major transit and highway infrastructure projects:
A. Outer Circumferential Commuter Rail Corridor (core segment to be determined)
B. Metra North Central Service Enhancements
C. IL 53 Extension
D. I-94 Add Lanes, IL 22 to IL 60
E. I-90 Add Lanes, Elgin Toll Plaza to Randall Road
F. I-90 Add Lanes, I-294 to Roselle Road and O’Hare Bypass/East Elgin-O’Hare Extension
G. Elgin-O’Hare Expressway, Hanover Park to Streamwood
H. Mid-City Transitway
I. CTA Orange Line Extension
J. I-88 Add Lanes, I-290 to IL 31
K. I-290 HOV, Austin Boulevard to I-88
L. I-55 Add Lanes, Weber Road to I-80
M. I-294 Add Lanes, 95th Street to IL 394
N. CTA Red Line Extension
O. I-57/I-294 Interchange
P. IL 394 Add Lanes, I-80/I-94 to Sauk Trail
Q. I-80 Add Lanes, I-55 to US 45
R. I-80/I-94 Add Lanes, IL 394 to the Indiana State Line
S. I-57 Add Lanes, I-80 to the West Airport Access Road
T. South Suburban Commuter Rail Corridor
U. Union Pacific West Line Extension to Elburn
V. Metra Southwest Service Enhancement and extension to Manhattan

These projects appear on the map on page 9.

3. **Strategic Regional Arterial System**

The Strategic Regional Arterial (SRA) System is a network of over 1,400 miles of high-capacity arterial roadways designed to augment the capacity of the expressway system. The 2020 RTP contains a complete list of the SRA routes.
Major Highway Projects
- New Highway Facility
- Add Lanes
- HOV Facility
- Interchange

Existing and Committed Transportation Network
- Strategic Regional Arterial (SRA)
- Expressway
- - Expressway (Approved, not yet constructed)
The 2020 RTP financial strategy projects that approximately $1.140 billion should be available for 190 miles of SRA capacity expansion through 2020. Approximately $4.55 billion for the capital maintenance of SRA routes is included in the capital maintenance category. This system appears on the map on page 10.

4. **Strategic Regional Transit System**

The Strategic Regional Transit (SRT) System is an integrated network of high-capacity commuter rail, rapid transit, and bus services that are vital for mobility, congestion relief, and economic development.

Possible improvements or enhancements to the SRT system include:

- New stations on existing rail lines
- Transit station access improvements
- Bus and rail operational improvements
- Passenger amenities and information
- Station platform extensions
- Staging area improvements
- Transportation centers
- Transfer and parking facilities

The 2020 RTP financial strategy projects that approximately $1.025 billion should be available for SRT System improvements through 2020. Like the SRA System, not all the proposed improvements are possible with this level of funding. This system appears on the map on page 12.

5. **Suburban Local Bus Expansion**

Suburban local bus expansion addresses the needs of the suburban bus network not included in the SRT System. Suburban bus service is an integral part of the transportation system serving northeastern Illinois.
Major Transit Projects
- New Transit Facility or Line Extension
- Service Enhancement

Strategic Regional Transit System Components
- Pace Express Bus Expansion Opportunity
- Metra Rail Extension Opportunity
- Metra & CTA Rail
- Pace and CTA Bus
- Transportation Center
- Central Area Transportation Program
The 2020 RTP projects that $50 million should be available for suburban bus expansion. Based on Pace level of service criteria and 1997 capital and operating costs, the Destination 2020 process calculated that the suburban bus fleet could be expanded by 28 percent. This would represent a 34 percent increase in bus service miles over current levels.

6. Bicycle and Pedestrian Transportation

The northeastern Illinois region recognizes the emerging role of cycling and walking as effective transportation modes. Bicycle and pedestrian modes can reduce traffic congestion, energy consumption, air pollution, and contribute to an improved quality of life.

The following bicycle and pedestrian policies were adopted as part of the 2020 RTP:

- Encourage regional coordination and planning
- Reduce missing links in bicycle and pedestrian network
- Improve bicycle and pedestrian access to transit and highways
- Improve connections between subregional and other networks
- Encourage trip diversions from the private auto

For the first time, the plan includes a statement of intent to financially support bicycle and pedestrian transportation modes. The 2020 RTP recommends that the region maintain a high level of funding for bicycle and pedestrian projects if funding projections hold true. The financial strategy estimates that about $225 million should be available for bicycle and pedestrian projects from the Enhancement and Congestion Mitigation and Air Quality (CMAQ) improvement programs. A regional bicycle and pedestrian plan, including planned facilities, will be developed as part of the 2030 RTP planning process.

7. Intermodal Transportation

Although large parts of the intermodal freight infrastructure are in the private sector, their investments are seldom coordinated with those in the public sector. The 2020 RTP addresses this conflict through regional policies to help coordinate private and public sector activities and benefit the long-term viability of the intermodal freight industry.
A detailed analysis of freight issues led to the adoption of eight specific system and policy statements for the intermodal component of the 2020 RTP:

- Incorporate a regional network of major intermodal facilities.
- Identify bottlenecks to efficient intermodal freight operations, and implement needed improvements.
- Assign priority to improvements on National Highway System (NHS) intermodal connectors.
- Identify and mitigate current and potential conflicts between freight transportation and other modes.
- Encourage public-private partnerships to address freight and intermodal needs and improvements.
- Critical intermodal needs, including grade separations, clearances, and intersections should be given equal consideration in the implementation and funding of the plan.
- Support projects designed to enhance the performance of the freight transportation network, such as the Joliet Arsenal Redevelopment Project.
- Position the region’s intermodal industry for full participation in initiatives of national and international consequence.

8. Transportation Management Strategies

Transportation management strategies improve the operations of the transportation system and manage the demand for transportation facilities. These strategies are needed to accommodate increases in population, employment, and traffic congestion, and to address changes in travel patterns and the need to reduce pollution. This approach is designed to modify travel behavior and increase system efficiency without costly infrastructure improvements.

The 2020 RTP includes the following transportation management strategies:

Traffic Signal Coordination reduces congestion and improves air quality by timing traffic lights to maintain traffic flow.
Rideshare Development encourages both individuals and corporations to participate in carpools through various incentives, regional campaigns, private sector involvement, and priority facilities for high occupancy vehicles (HOV).

Expanded Vanpool Programs offer a viable transportation alternative to single occupancy vehicle (SOV) commuting in areas with less access to public transit through financial incentives, employer-sponsored reverse commute programs, and special welfare reform initiatives.

Improvements to the Bicycle and Pedestrian Environment encourage people to walk and use bicycles, especially in highly congested areas.

Parking Management reduces the demand for parking spaces by exploring and providing technical support for parking demand reduction programs, such as cash-out parking, and developing informational promotional materials for distribution.

Regional Park-n-Pool Network encourages buses, vanpools, and carpools by providing more parking at expressway entrance ramps and high occupancy vehicle (HOV) facilities.

High Occupancy Vehicle (HOV) Ramp By-pass Lanes encourage carpools by allowing HOV to drive around ramp stop lights.

Transit Operations Monitoring and Safety improves the quality of transit service through technology that enables transit operators to ensure smoother coordination and better surveillance of transit vehicles, and also provides transit users with real-time information that allows them to make informed travel choices.

Advanced Traveler Information System and Advanced Transportation Management collects and disseminates transportation information through networks of regional operations centers that allow transportation agencies to improve their daily operations and enable individual travelers to make efficient travel choices.

Management System improves transportation operations and provides riders with real-time information with which to make better travel choices.

Automated Payment System simplifies transit and tollway use through electronic fare and toll collection systems.

Direct Alternative Mode Incentives encourage increased transit use through initiatives such as employer-provided tax incentives, tax credits for employers who subsidize alternative modes of transportation, and special college student transit passes.

9. Congestion Management Strategies

Reducing congestion on the regional roadway network is one objective of the 2020 RTP, and congestion management strategies are an integral element of the plan. The 2020 RTP includes the following goals from the Congestion Management Plan as congestion management strategies:

- Lessen congestion on the region’s transportation network through multimodal solutions— with priority given to projects that provide alternatives to adding single occupant vehicle capacity.
• Improve the public’s mobility and accessibility to goods and services, especially for the elderly, disabled, and economically disadvantaged.
• Improve the movement of goods and access to origins and destinations through consideration of multimodal solutions.
• Implement projects that delay the need for new highway projects and enhance the existing system.

10. *Intelligent Transportation Systems (ITS)*

ITS are technological applications that increase safety and efficiency by allowing transportation providers to improve their services, and empower travelers to make better travel decisions. Examples of ITS include: active transit station signs, highway video surveillance, traffic management centers, and automated vehicle location systems. The *2020 RTP* encourages further development of ITS as well as system integration, which refers to the process of physically making the hardware and software components of ITS technologies work together. System integration enables better use of resources and data sharing. A regional framework called the Gateway Architecture has been developed to coordinate ITS activities in northeastern Illinois. These ITS projects are included in the approved ITS Deployment Action Plan. The *2020 RTP* projects approximately $80 million for ITS.

11. *High-Speed Rail*

Nine midwestern states are working together to develop a 3,000-mile route system contained within the Midwest Regional Rail System (MWRRS) that features several trains operating at up to 110 miles an hour. Another project, the Chicago-St. Louis corridor, is slated for several improvements, such as track upgrades, new trainsets, and a pedestrian and grade-crossing safety program. The *2020 RTP* includes these high-speed rail initiatives and emphasizes the importance of evaluating their impact on the regional transportation system as each element of the system moves to implementation.

12. *Universal Design*

One of the objectives of the *2020 RTP* is to “[P]romote the development of a transportation system that improves travel opportunities for people with disabilities.”
Universal design focuses on making buildings, public spaces, services, vehicles, and information more accessible to senior citizens and physically challenged people. All of the service boards are working to meet standards of accessibility at public transit stops and stations, and are also in the process of upgrading inaccessible vehicles. In addition, efforts will continue to subsidize private, accessible taxi service for persons with disabilities. The 2020 RTP recognizes the need for further evaluation of the transportation needs of seniors and people with disabilities, recommending that CATS work in cooperation with transit providers, human service agencies, and others to explore additional universal design initiatives and develop improvements in service delivery, coverage, and information dissemination.

13. Network results

The plan includes evaluation measures that compare the 2020 RTP projects and systems to the stated goals and objectives. CATS made forecasts under the EAI and SSA scenarios for access to jobs, congestion, transit use, and fuel consumption.

The evaluation of the network found that:

- Total auto person trips remain the same while transit trips increase by 6 to 9 percent.
- Although Vehicle Miles Traveled increase, the region realizes a 5 to 9 percent decline in total vehicle hours of travel.
- Implementation of the 2020 RTP results in a higher level of auto accessibility to jobs.

14. Environmental Justice

The 2020 RTP update process includes an improved measurement and assessment of the benefits and impacts of the plan on minority and low-income populations. The 2020 RTP includes new and expanded measures of accessibility for these populations. Based on research and analysis conducted to date, the initial finding is that minority and low income populations reside in areas that will be very well served by the transportation system in 2020. However, further analysis will be performed to develop a more comprehensive conclusion regarding environmental justice. This evaluation will form the basis of components of the 2030 RTP, which will integrate environmental justice into all levels of plan development.
15. *Air Quality Conformity Analysis Summary*

The 1990 Clean Air Act Amendments (CAAA) set health-based limits for six major pollutants and require Illinois to ensure that the 2020 RTP conforms to the *State Implementation Plan (SIP)* for the National Ambient Air Quality Standards (NAAQS). Secondly, the 2020 RTP must also demonstrate that emissions generated from projects will not exceed the current levels. Both of these conditions have been met in the 2020 RTP.

**Financial Strategy**

The 2020 RTP revenue projections and needs assessment indicates that the region is unlikely to accomplish the goals of bringing the entire system into a state of good repair while adding capacity for projected growth. These financial estimates already assume that there will be periodic funding increases.

The 2020 RTP makes three major assumptions about funding increases:

- State motor fuel taxes, vehicle registration fees, and related sales taxes are assumed to increase in the future as they have increased historically.
- Sales tax revenue will increase proportionally to NIPC forecasts of household growth.
- Federal legislation similar to TEA-21 will be enacted and the provisions of TEA-21, which guarantee full funding and stable, fixed percentage allocations to the state, will continue.

If the region does not make efforts to realize these increases, resources will not be available for the already “constrained” list of projects included in the 2020 RTP.

**Plan Implementation**

The implementation schedule for all projects in the 2020 RTP is developed through the *Transportation Improvement Program (TIP)* process. The TIP is the region’s five-year capital program of surface transportation projects. Since the TIP is multi-jurisdictional, it helps to assure regional cooperation and communication throughout the transportation planning process.
### INVESTMENT CATEGORIES

**Total:** $40 billion

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Others (Feasibility Studies, ROW, Suburban Bus Expansion, Non-Motorized)</td>
<td>1%</td>
</tr>
<tr>
<td>Tollway Capital Maintenance</td>
<td>4%</td>
</tr>
<tr>
<td>Strategic Regional Arterial/Transit System</td>
<td>5%</td>
</tr>
<tr>
<td>Enhancements to Existing System</td>
<td>6%</td>
</tr>
<tr>
<td>New Projects</td>
<td>8%</td>
</tr>
<tr>
<td>Transit Capital Maintenance (including SRT)</td>
<td>32%</td>
</tr>
<tr>
<td>Highway Capital Maintenance (including SRAs)</td>
<td>44%</td>
</tr>
</tbody>
</table>

### PROJECTED REVENUE SOURCES

**Total:** $40 billion

<table>
<thead>
<tr>
<th>Source</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Tollway New Tolls</td>
<td>2%</td>
</tr>
<tr>
<td>Tollway Existing Resources</td>
<td>4%</td>
</tr>
<tr>
<td>Transit Capital Expansion</td>
<td>6%</td>
</tr>
<tr>
<td>Capital Maintenance</td>
<td>23%</td>
</tr>
<tr>
<td>Transit Capital Maintenance/Expansion</td>
<td>29%</td>
</tr>
<tr>
<td>Title 23/State Highway Resources</td>
<td>36%</td>
</tr>
</tbody>
</table>
Two important elements of plan implementation are the tracking of development patterns and revenues. Should a change occur in the growth patterns of population, households and employment, certain projects or strategies in the 2020 RTP could change. Consistent with federal requirements, the 2020 RTP will be updated every three years, and growth factors will be reviewed on the same schedule.

**Corridors for Further Study (CFS)**

The 2020 RTP identifies 20 projects for further study, facilities that were not included in the final 2020 RTP and air quality conformity analysis. Any change in status would require a formal plan amendment.

Changes in development patterns, route alignment feasibility or funding could enable future implementation of transportation improvements in these corridors. The intention of the CFS designation is to encourage detailed multimodal studies and to preserve the option of construction through right-of-way purchases, preserving choices for future transportation investments in the face of continuing development.

A. Outer Circumferential Corridor (non-core segment)
B. Richmond-Grayslake Corridor
C. Yellow Line North Corridor, Skokie Terminal to Highland Park
D. I-294 Corridor, Balmoral Ave. to Lake-Cook Road
E. Yellow Line South Corridor, Skokie Terminal to Blue Line Montrose Station.
F. I-90 Corridor, Randall Road to the Outer Belt Corridor
G. I-90/Northwest Corridor
H. Elgin-O’Hare Far West Corridor, Streamwood to Elgin
I. Elgin-O’Hare Existing Corridor, I-290 to Hanover Park
J. Outer Belt Corridor, I-90 to I-88
K. West Suburban Corridor, Union Station to Burlington, Illinois
L. Inner Circumferential Corridor, Franklin Park to Midway Airport
M. I-88 Corridor, IL 31 to the Outer Belt Corridor
N. I-88 Transit Corridor, Forest Park Terminal to the Burlington Northern Santa Fe I-355 Station
O. South Suburban West Corridor, I-80 to I-57
P. South Suburban Central Corridor, I-57 to IL 394
Q. South Suburban East Corridor, IL 394 to the Indiana Border
R. I-57 Corridor, West Airport Access Road to Peotone Road
S. Metra Electric Corridor, University Park to the South Suburban Airport
T. IL 394 Corridor, Sauk Trail to IL 1

These projects appear on the map on page 21.
Corridors for Further Study

Major Projects
- Transit
- Highway
- Interchange

Existing and Committed Transportation Network
- Metra & CTA Rail
- Expressway
- "Expressway" (Approved, not yet constructed)
The Work Program Committee reviews and makes recommendations to the Policy Committee. The Policy Committee shall assign to it. It coordinates the activities of the committees.