

TEMPLATE FOR AN ALTERNATIVE REGIONAL INVESTMENT STRATEGY
(in millions of dollars)

Expected Revenue	\$61,000
Apportion 80%, rather than 77% to maintenance	\$48,800
Remainder available for new projects	\$12,200

This should not be read as a "budget," but as an example of how investment decisions could be transparently displayed to the general public. Assumptions used to select components from the CATS' alternatives are based on *Changing Direction: Transportation Choices for 2030* and include:

- ~ Providing the greatest amount of choice will provide the greatest benefit
- ~ Investment in transit & walkability are lasting; reducing congestion with new roads is a temporary solution
- ~ The region needs to make very substantial investments in bus service, to serve areas that can't be efficiently served by rail and to provide access to rail
- ~ Taxpayer dollars should be invested primarily where the taxpayers live and work
- ~ Projects selected should do the least environmental damage
- ~ Funds should be invested to remediate regional inequities created by previous investment decisions
- ~ The region should enhance and coordinate its freight rail assets to reduce pollution and highway congestion

Alternatives strategies are taken from pages 44-47 of the draft 2030 Regional Transportation Plan

Service Intensive

Transit-oriented development ITS Intelligent Transportation Systems)	100	Reconstruct station areas to promote economic development, enhance town centers
Demand management	50	Just-in-time transit information is priority
Park & Ride	50	Strategies to be determined
Paratransit/ADA compliance	0	No new station parking; bus access to rail will be widely available
Transit coordination	100	Universal transit access 1st priority, paratransit where that isn't possible
Intermodal coordination	30	Planning funds, station connections
Bus service upgrades	50	More steel wheel transfer connections
	300	Additional service focused on rail access
Arterial signals (& pre-emption)	150	Coordinate signals for bus priority and pedestrian safety
Bicycle accommodations	50	Striping of all but very narrow arterials or limited access highways
Walkable Intersections	100	High-visibility crosswalks, safety medians, bulbouts, etc.
Rail service upgrades	200	Service enhancements, especially on Heritage, Rock Island, North Central
Electronic payment	20	Second phase of transit coordination, increase I-Pass
Transit access & egress	50	Reduce waiting time, improve waiting areas for bus and rail
<i>Service Intensive Total</i>	\$1,250	

System Intensive

Community interfaces	100	Retrofit all areas where xways/tollways destroy the walking/biking environment.
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Neighborhood streets	0	The RTP may make recommendations, but doesn't ordinarily fund
Industrial development	10	Improve existing rail connections near brownfields
ITS management	50	Coordinate a broad range of "Intelligent Transportation Systems"
Value pricing	5	Institute tollway value pricing
Freight rail management	500	Vastly expanded regional responsibility for freight rail coordination
Intercity HSR (High Speed Rail)	50	Station enhancements, surface links, airport access
Shared use arterial design	100	Apply Context Sensitive Design (CSD) to 20 most dangerous 5-mile stretches (CSD on reconstruction projects from maintenance budget)
New bus lines	400	Additional conventional service on most grid pattern roads; supplemental service elsewhere
Bike network	50	More restricted-access trails
Sidewalk network	100	No arterials in region without sidewalks, ADA curb treatments. Fund local sidewalk ADA retrofits.
Access management	50	
Grade separations/viaducts	800	Make the most of existing infrastructure by reducing conflicts
New transit stations	150	Maximize use of existing transit by improving convenience and access.
New expressway interchanges	300	Maximize use of existing roads by improving convenience and access
Expressway ramp priority	100	
High occupancy vehicle lanes	200	HOV lanes only where transit is not an option
Airport express rapid transit	300	Maximize use of existing access to airports
Rail infrastructure upgrades	200	Signals, new structural supports, etc.
<i>System Intensive Total</i>	\$3,465	
System Additions*		
Context sensitive strategies	0	No additional cost
SRA recommendations	150	Upgrade Strategic Regional Arterials in existing communities, using CSD
New arterials	50	Minimal, prudent construction of new arterials
Arterial BRT (Bus Rapid Transit)	400	In addition to Ogden, Cermak & J Line
Rail transit extensions	0	No extensions beyond the built-up areas of the region
Expressway add-lanes	250	Minimal lane additions where transit is not possible
		Mean Score**
Expressway BRT	300	0
		BRT on I-294 tollway with connections to all radial Metra lines: circumferential service where population is sufficient to support transit, as an alternative to Outer Circumferential
Elgin-O'Hare	300	14.98 to 20.86
		Improved highway access from west of O'Hare; environmental impact depends on project selected

