

September 2012
Public Comment Draft



TRANSFORMING TRANSPORTATION FOR TOMORROW PLAN SUMMARY

POLICIES & GOALS



ILLINOIS
STATE TRANSPORTATION PLAN

Transforming Transportation for Tomorrow



Transforming Transportation for Tomorrow represents the Illinois Department of Transportation's (IDOT or the Department) commitment to a sustainable, integrated multimodal planning and programming approach to ensure the continued effectiveness and efficiency of transportation investments and opportunities. It embodies the Department's vision for transportation in Illinois that all modes be integrated, coordinated, planned, and built with the idea that present and future travel options are user focused, economically supportive, ecologically sensitive, and information centric.

The Illinois State Transportation Plan (Plan) provides the strategic direction for realizing the *Transforming Transportation for Tomorrow* vision. The Plan's policies and goals provide a framework to guide the sustainable development of a single, integrated transportation system – a quality transportation system that is safe, efficient, and reliable – and one that enhances the quality of life and supports the economic prosperity of all its citizens.

The Plan is designed to provide the overarching framework for the development of IDOT programs. It establishes a set of policies to guide future network development, rather than identifying specific project improvements. The plan addresses all transportation modes, even those that IDOT does not directly operate. The result is an integrated plan for the entire Illinois transportation system.

Working together with Illinois residents, businesses, and IDOT's partners, including local, state, and federal officials and agencies, transportation operators, regional planning agencies, workforce development boards, and other organizations and groups to develop the plan has reinforced our commitment to listen and work cooperatively with all of our stakeholders to better the State's transportation system.

Requirements

The Illinois State Transportation Plan was also developed in response to state and federal requirements. State requirements include developing and maintaining a continuing, comprehensive, and integrated planning process for the development of a statewide master plan for transportation. The transportation master plan guides program development and fosters efficient and economical transportation services in ground, air, water, and all other transportation modes throughout the State. A new requirement for the transportation master plan is the preparation of a freight mobility plan to assess commodity flows, freight network, trends, and needs. The transportation master plan provides a policy framework that guides the development of Illinois multi-year, multimodal investment programs. Illinois law requires a plan update by December 31, 2012 and this document and the companion special reports fulfill that requirement.

Federal requirements include the development of a long-range (minimum 20-year time frame) statewide transportation plan that provides for the development and implementation of a multimodal transportation system. The statewide long-range transportation plan should include strategies to ensure the preservation and most efficient use of the existing transportation system, a safety element, a security element, and a discussion of potential environmental mitigation activities. The statewide transportation planning process should provide for consideration and implementation of projects, strategies and services that:

- Support economic vitality
- Increase safety
- Increase security
- Increase accessibility and mobility
- Protect the environment, conserve energy, improve the quality of life, and consistency between transportation improvements and land use and economic development
- Enhance integration and connectivity
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

IDOT has coordinated with the Federal Highway Administration in the preparation of the Illinois State Transportation Plan.

Illinois State Transportation Plan

The Illinois State Transportation Plan update consists of this summary plan document and several special reports that address varying subjects. These special reports are designed to provide additional information and to meet state and federal requirements. These special reports include:

- Transportation System Update
- System Preservation, Maintenance, and Operations
- Freight Mobility Plan (including State Rail Plan by reference)
- Transportation Safety and System Security
- Global Competitiveness
- Sustainability, Environment and Quality of Life
- Transportation Funding
- Public Involvement

These special reports are available on the Plan website at www.illinoistransportationplan.org/

Sustainability

The United Nation's Brundtland Commission¹ has defined sustainable development as meeting the needs of the present generation without compromising the ability of future generations to meet their own needs. There is growing concern in the U.S. and other countries that current economies are consuming resources faster than they can be replenished or replaced, so the issue of sustainability has become a topic of discussion. For example, the existing transportation sector according to the American Association for State Highway and Transportation Officials (AASHTO) is responsible for:

- 10 percent of the world's gross domestic product
- 22 percent of global energy consumption
- 25 percent of fossil fuel burning across the world
- 30 percent of global air pollution and greenhouse gases

¹ United Nations World Commission on Environment and Development (Brundtland Commission) Report - Our Common Future, 1987. www.un-documents.net/wced-ocf.htm

Sustainable transportation is about moving people and goods in ways that support economic vitality are compatible with and that can be an enhancement to the environment, and support social quality of life. Transportation will play a key role in addressing global sustainability concerns.

The State of Illinois is one of several states pursuing sustainable practices. Governor Pat Quinn's Executive Order Number 11 (2009) establishes the Green Governments Coordinating Council and requirements of reducing the environmental impact of Illinois state government operations. In Governor's Pat Quinn's cover letter for the 2011 Green Governments Coordinating Council, he states:

"Sustainable governance is a fundamental obligation of our generation. It is our responsibility to leave the next generation with a clean, green Land of Lincoln while imparting the necessary skills to preserve our ecosystem in the face of future environmental challenges."

IDOT's mission is to provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for the environment. IDOT understands that sustainability requires balancing the overall societal benefits while considering what is economically sound and environmentally compatible.

A sustainable, multimodal transportation system can reduce the transportation sector's dependency on fossil fuel and air pollution impacts. Greenhouse gas emissions have been tied to global climate change and reducing the dependency on fossil fuel prepares the sector for the time when the resource is no longer available.

Guiding Policy: Develop a Sustainable Illinois Multimodal Transportation System

The guiding Plan policy is to develop a sustainable Illinois multimodal transportation system. IDOT will integrate sustainability into its processes for managing its transportation system and its own internal resources.

IDOT will integrate sustainable practices into all facets of its transportation project planning process, including all modes of transportation. The Department has initiated the integration of sustainability through the creation of a Sustainable Practices Manager position, the development of the Illinois Livable and Sustainable Transportation (I-LAST) rating and guide, the first state in the country to legislate the use of Context Sensitive Solutions, the development of a diesel equipment idling policy, the establishment of the Illinois Technology Enhancement Program, and the formation of environmental studies units in each District, and a sustainable, multimodal transportation team.

IDOT is continually striving to reduce, reuse, and recycle in the construction of its transportation projects, and is continually tracking the material use. IDOT is also pioneering the use of innovative construction materials and methods. IDOT has also implemented green solutions into its own operations. This includes the use of hybrid and alternative fuel vehicles, car sharing, recycling (aluminum signs, oil, antifreeze, paper, and toner cartridges). IDOT is also looking to the future by exploring the use of electric vehicles, very high speed intercity passenger rail, best environmental

management practices, wind turbines to provide energy at rest stops, and the use of solar energy to power Department facilities.

IDOT is committed to incorporating green solutions for Illinois' multimodal transportation system, utilizing Context Sensitive Solutions, and sustainable design and construction techniques, including recyclable and environmentally friendly materials when possible.

Sustainable Transportation Goals

- Incorporate sustainability concepts into the Department's policies, procedures, programs, and projects.
- Utilize a Context Sensitive Solutions (CSS) process in planning, design, construction and operation of all projects involving new construction, reconstruction, and major expansion of transportation facilities.
- Enhance multimodal integration and connectivity, across and between modes, for people and freight.
- Increase accessibility and mobility of people and freight.
- Support the economic vitality of the State by facilitating global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for all users.
- Emphasize the preservation of the existing transportation system.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
- Promote efficient system management and operation, including the use of technology.
- Increase the ability of the transportation system to support homeland security and to safeguard the personal security.

The Plan outlines the fundamental policies and goals that provide a framework for guiding the development of annual and multi-year multimodal project programs by the Department. These policies and goals are not listed in any order of priority.

Policy: Provide a Transportation System that Offers a High Degree of Multimodal Connectivity, Mobility, and Accessibility

One of Illinois' most important assets is its multimodal transportation system. Our State's extensive network of roads, bridges, public transportation, railroads, aviation facilities, waterways and ports, and pedestrian and bicycle facilities support our robust economy that is ranked 5th in the country for gross domestic product at over \$650 billion. IDOT is committed to maintaining and enhancing its multimodal transportation system, including a strategic focus on transportation solutions that improve connectivity between modes and that increase mobility and accessibility for all residents.

IDOT is focused on the success of transportation in the State. By defining, prioritizing, and implementing the appropriate mix of multimodal connections and linkages, Illinois can better realize a full range of transportation, economic and land use opportunities provided by its transportation infrastructure.

The mobility provided by our State's transportation system has a profound impact on people's daily lives and on the productivity and competitiveness of our State. Access to jobs, health care services, education, recreation, and many other basic services and activities is critical to the quality of life for Illinois residents.

Mobility is achieved by offering individuals and businesses a range of choices in modes of transportation for their travel and freight shipment needs. Illinoisans expect and enjoy a high degree of mobility from their transportation system which includes highways, public transit, pedestrian and bicycle facilities, air, railroad, and waterways for personal travel and freight movement.

One of the specific responsibilities of the Department is ensuring mobility and accessibility to seniors and individuals with disabilities by providing ease of access to state transportation facilities. In accordance with the Americans with Disabilities Act (ADA), the Department has developed policies that require all transportation investments funded by the state to meet the accessibility needs of disabled individuals.

Personal travelers and businesses also expect that mobility to be provided in a reliable fashion. That

Multimodal Connectivity, Mobility, and Accessibility Goals

- Provide an efficient transportation system that facilitates connectivity and transfers between all feasible modes and between intercity and local transportation systems, and provides access between all areas of the State.
- Provide transportation users with the greatest mobility, accessibility, reliability and flexibility possible within available resources.
- Strive to provide and enhance mobility and access to the transportation system for seniors and individuals with disabilities and the traditionally underserved populations, including low-income and minority households.
- Explore opportunities to expand and enhance appropriate transit, pedestrian and bicycle systems and encourage use of these systems.
- Support human service transportation through public transportation programs focused on meeting the needs of the transportation-disadvantaged, including elderly, disabled, and low-income users.
- Maintain the performance of the Illinois transportation system to provide a high level of reliability to ensure the efficiency and on-time performance of transportation services.

can only be provided by a transportation system that is well maintained and managed with efficient operations. Reliable, on-time transportation by air, highway, transit, non-motorized, and rail is essential to travelers on their way to a job, business appointment, or another destination.

Policy: Provide for Efficient Freight Movement

Global and domestic linkages to markets are key to the State economy. Agriculture, food processing, industrial machinery, business services, and finance are all important industries in Illinois that attract customers from around the world. They depend on efficient, reliable freight delivery systems. With the rapid globalization of economic activity, business and industry expect international transportation to be an integral part of transportation planning and investment.

Intermodal transportation can significantly improve the efficiency of freight delivery, and opportunities for investments in intermodal transfer facilities need to be explored. Also, the state, local governments, and the private sector need to jointly support initiatives to take advantage of new markets and new technologies by providing or helping implement needed transportation infrastructure improvements.

One way to improve the efficiency of transportation systems and service is to improve intermodal connections, designed to help improve the flow of commercial and industrial freight traffic. This strategy can help reduce congestion on main thoroughfares, and it addresses many freight transportation needs of the future. The goal for the future is to continue working toward a seamless intermodal transportation system that incorporates the service efficiencies of each system and provides convenient transfers between modes.

The modern global marketplace requires businesses to adjust rapidly to new product demands, market geographies and on-time transportation delivery issues. For Illinois industrial and commercial businesses, the reliability of on-time, safe, and damage-free delivery of their products is essential to customer satisfaction and loyalty. To assure reliability, the development of a multimodal system will provide additional options for assuring access to markets or for obtaining material inputs for production. The ability of Illinois to assure its industry of an on-time, reliable and flexible transportation system is key to their ability to compete in the global economy.

Freight Transportation Goals

- Facilitate and enhance mobility and connectivity to the transportation system for freight movement.
- Identify international and interstate freight transportation needs and market opportunities.
- Identify access needs to water ports, airports, major freight distribution corridors' and intermodal transfer facilities.
- Facilitate an understanding of the importance of freight mobility to the State's economy and quality of life.
- Coordinate with private sector freight stakeholders, metropolitan planning organizations, and other affected parties regarding freight needs and strategies.
- Integrate freight considerations in the planning process.
- Maintain and invest in a freight transportation system that supports State, regional, and local economic development goals.
- In cooperation with other State agencies, support policies and programs that enhance the freight transportation system.
- **Others from the Freight Mobility Plan and the State Rail Plan**

**Policy: Integrate Human Capital into
Department Planning, Programs,
and Policies**

Human capital is about people. The transportation industry's workforce is a valuable asset and represents a significant component of the state's economy. As of May 2011, the Bureau of Labor Statistics estimated that Illinois' transportation and logistics (T&L) industries employ 439,000 people. T&L workers in Illinois are also forecasted to grow 23 percent by 2040.

A U.S. Department of Labor report, *Identifying and Addressing Workforces Challenges in America's Transportation Industry* concludes that the demand for T&L workers is increasing, that there are a number of barriers for recruiting and advancing entry-level employees, and training of existing workers is need, but there are training challenges.

The Department's human capital policies and practices must be designed and implemented to support IDOT's mission to provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for the environment. Similar to other Illinois transportation agencies and to some extent the industry as a whole, IDOT currently facing workforce challenges. IDOT now employs approximately 4,800 people, down from a high of nearly 10,000, and anticipates losing up to 1,200 employees to retirement or attrition within the next few years. The demand for IDOT services has not decreased, and this potential loss of its existing workforce will challenge the ability of IDOT to achieve its mission.

One of IDOT's guiding principles in achieving its mission is diversity. IDOT is committed to engaging a population that reflects the diversity of the State, both through its business and employment opportunities. Toward that end, the Department is ensuring that minority-owned, woman-owned and other disadvantaged small businesses have an equal opportunity to participate in IDOT's federal and state-funded highway, transit and airport contracts, and is promoting equal employment opportunities for minorities, females and disadvantaged individuals to achieve greater workforce diversity in all phases of Illinois' highway, transit and airport construction industry.

IDOT has a number of initiatives, including its Highway Construction Careers Training Program, which is in its second year of training and placing minorities, women and disadvantaged individuals into the highway construction trades, the Engineer Technician Training Program, the Diversity in

**Transportation Human
Capital Goals**

- Incorporate human capital planning when designing and implementing policies and programs.
- Develop a workforce planning strategy that identifies current and future human capital needs, including the knowledge, skills, and abilities needed to obtain and retain jobs in the transportation industry.
- Use proven human capital strategies and programs to recruit and retain a diverse and highly skilled workforce.
- Maintain a competent and effective workforce through targeted education, training and employee development.
- Sustain a transportation workforce that represents the diversity of the population of Illinois.
- Develop measures of effectiveness for human capital policies and programs to assess their effectiveness.
- Coordinate and partner with educational institutions, industry, organized labor, workforce boards, and other agencies/organizations to address human capital transportation needs.

Engineering Scholarship Program, the Summer Transportation Institute, the Student Professionals with Disabilities Program, and its Disadvantaged Business Enterprise (DBE) Resource Centers, that support its human capital strategies.

The Department is also actively collaborating with educational institutions, workforce boards, industry and organized labor representatives, and other agencies and organizations to address transportation human capital needs. IDOT is in the process of integrating its human capital management into the design of specific policies and processes, as well as in its day-to-day business administration. The Department will also begin to measure the effectiveness of its human capital policies and programs in the context of achieving its mission and goals.

Policy: Improve Transportation Safety

A safe transportation system not only reduces the tragic human costs from the loss of lives and from suffering due to crashes, but also the tremendous economic costs. People also want to be protected from hazardous materials that might endanger their lives and property.

Illinois' transportation system is among the safest in the world. The fatality rate on Illinois' highways has declined by almost two-thirds since 1982 despite a steady growth in travel during that period. However, portions of the transportation system still experience crash rates that exceed public expectations. With the projected increase in the demand for transportation in the future, keeping the transportation system safe will continue to be a serious challenge.

IDOT's Illinois Comprehensive Highway Safety Plan (CHSP), seeks to significantly reduce the number of traffic-related deaths and life-altering injuries in Illinois. The CHSP is a statewide, coordinated, integrated safety plan that focuses on the four Es of highway safety—engineering, enforcement, education and emergency medical services—and integrates them into the ten federal emphasis areas.

For each emphasis area, the CHSP reviews implemented tactics, lays out the primary challenges, and offers a set of proposed new strategies. The plan brings together safety organizations and state and local agencies to build upon existing resources, identify and implement performance driven strategies, and deliver a more focused and coordinated safety effort.

The targeted areas of emphasis include alcohol and other impaired driving, driver behavior and awareness, occupant protection, vulnerable users (pedestrians, bicyclists, older drivers, and motorcyclists), work zones, highway-railroad grade crossings, information systems for decision making, intersections, large trucks, and roadway departure. Through integrating the work of stakeholders, the CHSP defines a system, organization, and processes for managing the attributes of the road, driver, and vehicle to achieve the highest level of highway safety.

Transportation Safety Goals

- Maintain the performance of the Illinois transportation system at a high level to ensure the safety of all users, including transportation operators, passengers, shippers and pedestrians.
- Continue to improve system safety by instituting and supporting safety programs to lower the number of fatalities and life-altering injuries
- Promote the identification of specific emphasis areas to improve transportation safety through a statewide evaluation of safety problems, performance and multi-stakeholder input.
- Continue to develop comprehensive, coordinated, and communicative safety strategies that focus on engineering, education, enforcement, and emergency medical services for all emphasis areas.
- Promote development of improved and new transportation system design, engineering, and operating technologies to increase system safety.
- Promote safe and convenient travel facilities for vulnerable users.
- Provide a continuing program of public information and education to promote safety awareness and implementation of safety practices.
- Cooperate with other agencies to ensure prompt response to crashes on the transportation system and timely resolution of environmental and other problems, such as hazardous waste sites, encountered when improving transportation facilities.

Policy: Preserve and Manage the Existing Transportation System

The Illinois transportation system represents an enormous investment. Preserving and managing this system is critical to protecting the public's investment in the infrastructure, improving the safety and efficiency of the system, and adapting the system to the transportation needs of the 21st Century. This is a shared function of public and private sector transportation providers.

Transportation services in the years ahead will continue the shift in emphasis toward improving existing facilities and managing them to operate more efficiently. Among the factors responsible for this shift are the high cost of building new facilities, a slowdown in the growth of public revenues for transportation, and the growing needs of a mature and heavily used system that requires an increasing share of funding resources for preservation and maintenance.

Transportation management systems implemented by the Department reflect the shift of resources towards preserving and improving the existing transportation system. In Illinois, this shift has affected all modes of transportation. On the highway system, increased maintenance needs have resulted from traffic growth and the increased age of the system. Pavement condition ratings on state roadways are utilized to ensure that programs are directed at effectively preserving the existing roadway infrastructure. Bridges are inspected regularly for structural integrity to determine bridges maintenance and replacement needs. If a bridge or roadway is deemed unsafe the Department takes immediate action. The Department has established statewide goals for acceptable conditions levels for bridges and roadways at 90 percent and 93 percent respectively. These performance measures are used to evaluate the state system as a whole and are provided to each Highway District as guidelines to consider when developing their individual maintenance programs.

In the case of public transit in northeastern Illinois, the bulk of resources for transit capital improvements have also been used for modernizing and rehabilitating one of the nation's oldest and largest transit systems. The Regional Transportation Authority's (RTA) *Capital Asset Condition Assessment* released in 2010 detailed the capital needs for bringing the transit system to a state of good repair by addressing its backlog, normal replacement, and capital maintenance based on the age

System Preservation and Management Goals

- Preserve existing transportation systems to provide safe, convenient and efficient transportation.
- Maintain comprehensive management systems and performance measures for bridges and structures, highways, traffic congestion, public transportation, airports, safety, and intermodal connections.
- Promote innovative management practices and technologies to ensure the cost-effective expenditure of public funds.
- Ensure that transportation system design and engineering methods are state of the practice and include robust life-cycle cost analysis procedures.
- Explore innovative and sustainable construction techniques, materials and construction contract arrangements to improve the service life of transportation facilities, gain cost efficiencies, minimize construction time periods and conserve resources.
- Encourage dissemination of innovative methods and techniques on system management, design, engineering, materials, construction and construction contracts to local governments and other transportation providers.

and condition of its infrastructure assets. This RTA's asset condition assessment, along with each Service Board's (CTA, Metra, and Pace) transit asset management systems are used to develop their priorities for their capital improvement programs. Similarly, downstate transit operators in Illinois have conducted their own capital needs assessment based on the age and condition of their facilities and vehicles and have identified their transit capital improvement priorities.

For freight railroads, the Chicago Region Environmental Transportation and Efficiency (CREATE) Program is aimed at increasing the efficiency and reliability of rail service within the Chicago region while also providing benefits to highway users through the elimination of at-grade crossing delays and other conflicts. Consisting of 70 rail and grade separation projects, the program utilizes a unique public-private partnership that is funded through federal, state, and local sources, along with the freight railroads.

Investments in intercity passenger rail service are also being made using federal and state resources to provide high speed rail service for the Chicago-St. Louis Amtrak route, and to initiate passenger rail service for Chicago-Rockford-Dubuque and Chicago-Moline service. New rail cars are also planned for both new and existing services in Illinois.

Policy: Address Congestion and Maximize Efficiency and Effectiveness through Transportation Operations

In metropolitan areas across the nation, congestion continues to plague travelers. The Chicago region has been ranked number one in 2010 and number two in 2011 for worst traffic congestion in the nation. As our population continues to grow, increasing numbers of roadways, public transit, and airport facilities are being utilized to their maximum capacities. Expanding capacity or building new facilities to address congestion is not always feasible, so efforts to reduce congestion must include improved operations and new technologies to improve efficiency and effectiveness of our existing transportation infrastructure.

To make better use of our existing highway capacity, it is becoming necessary to encourage strategies that reduce the reliance of single occupant vehicles. IDOT is currently exploring the use of managed lanes that restrict users of these lanes to car and van pools, buses, and in some cases where additional capacity is available to those who pay tolls. This results in a greater number of people using these facilities. Similarly, public transit operators are exploring more cost-effective options, including bus rapid transit (BRT) and bus on expressway shoulder operations.

Providing alternative travel options, including transit and non-motorized modal options and better connections among modes is also required to reduce reliance on single occupant vehicles. Travel demand management strategies, such as ridesharing, employee commuter benefits, and telecommuting are also important traveler options.

Advanced technology is also being used to improve the efficiency, capacity, and safety of existing and new transportation systems. This includes Intelligent Transportation Systems (ITS), which encompass a wide range of advanced technologies including traveler information systems that provide real-time information on traffic conditions or transit vehicle arrival, variable message signs to provide travel time information or information on incidents, computerized trip planning, expressway ramp metering, traffic signal pre-emption for emergency vehicles, traffic signal priority for transit buses, electronic toll collection, electronic transit fare collection, weigh-in-motion for trucks, and positive train control for railroads.

Transportation Operations Goals

- Improve communications with transportation system users to reduce travel times and improve convenience.
- Encourage strategies to reduce reliance of single occupant vehicles where other options are feasible and can be made available.
- Improve public transportation, bicycle and pedestrian opportunities, and implement demand management strategies to better utilize existing transportation systems.
- Strive to integrate all modes to create a high performing intermodal transportation system.
- Continue to effectively manage access to state highway facilities.
- Explore the effectiveness of managed lanes and congestion pricing as strategies to reduce congestion.
- Adapt and enhance existing systems to meet new transportation demands and consider proposed expansion of existing systems or construction of new facilities where mobility in an area is not adequately provided by the existing systems.
- Explore the use of new technologies to improve transportation operations, traveler convenience, and system reliability.

At the same time, congestion in air transportation similarly has created serious and chronic delays in national and international air travel. This shared and continuing concern is being addressed in Illinois through the O'Hare Airport through its Modernization Program and also through the planning and development of a new commercial service airport in the south suburbs of Chicago.

Intercity passenger rail service for the Chicago to St. Louis Amtrak route is currently being upgraded as part of a federal high speed initiative. This includes the upgrading of tracks and rolling stock that will allow 110 mph train operation. In addition, the Department is also exploring very high-speed passenger rail traveling 220 mph through a feasibility study being conducted by the University of Illinois.

Policy: Follow a Comprehensive Transportation Planning Process

A comprehensive and cooperative long-range transportation planning process has been in effect in all Illinois metropolitan areas with a population of 50,000 or more for several decades. These metropolitan planning organizations (MPOs) are responsible for the development of a long-range regional transportation plan and a transportation improvement program.

Federal transportation planning requirements place great emphasis on cooperative comprehensive transportation planning by both state and local governments in order to enhance the planning process. These plans must also cover state transportation system planning and program development in non-metropolitan areas of the state.

The statewide planning process and plan must be multimodal, long-range, and take into account factors affecting transportation demand and infrastructure. A key component of statewide transportation planning is an ongoing public involvement process that affords all affected and interested persons and organizations an opportunity to participate.

The transportation planning process does not stop at the borders of the State of Illinois. The Department is working cooperatively with neighboring states on several major initiatives, including major new Mississippi River bridge crossings in the St. Louis and Quad Cities metropolitan areas, and the Illiana Corridor Study.

Transportation in Illinois is a complex combination of public and private services and facilities. However, the specific roles of the public and private sectors have historically been separate and distinct, even when mixing the two sectors in one mode. Streets and highways are publicly owned, the vehicles operating on them are privately owned. Airports are typically public facilities, the airlines private entities; general service water port terminals are generally public, ship operators private. Passenger rail, on the other hand, is a public service operating over private rights-of-way.

Transportation Planning & Coordination Goals

- Maintain a continuing, cooperative and comprehensive (3-C) state-local transportation planning process that includes and effectively coordinates the transportation plans and programs of the state, metropolitan planning organizations, affected nonmetropolitan officials with responsibility for transportation, affected public agencies, modal and transportation industry representatives, and citizens.
- Promote and provide a meaningful public involvement process that ensures the opportunity for all stakeholders, including the disabled and traditionally underserved communities, to have early and continuing input at major decision points in the transportation planning process.
- Provide public information and education on transportation issues, goals and plans to encourage public awareness and involvement.
- Maintain close working relationships with federal and other Illinois agencies to comprehensively coordinate planning processes, activities, facilities and services.
- Identify transportation needs that extend into adjacent states and promote bi-state/multimodal cooperative solutions with transportation agencies in adjacent states to ensure coordinated services and maximum cost effectiveness.
- Develop a system performance report that evaluates the condition and performance of the transportation system.
- Preserve rights-of-way for construction of future transportation facilities. This should include identification of unused rights-of-way which may be needed for future transportation corridors and identification of corridors for which action is most needed to prevent destruction or loss.

Policy: Promote Stable Funding for the Public Component of the Transportation System

The financing mechanisms and arrangements for transportation services and facilities are complex. The users of transportation systems and services pay a significant share of the costs through motor fuel taxes; vehicle registration fees; tolls; airline, transit, and rail passenger fares and fees; barge tonnage and fuel taxes; and charges for freight service. Property and sales taxes are other local sources of public financing for transportation. Although there has been increasing flexibility in the use of some public funding resources, most of the revenues from these taxes, fees, fares and charges are dedicated for specific transportation uses.

One of the realities affecting any plan is that transportation needs outpace available funding. One example is funding for highways which comes primarily from federal and state taxes on motor fuels. Motor fuel consumption is projected to grow very little in the future. This is expected to be accompanied by a faster rate of growth in traffic, resulting in greater wear and tear on highways and more congestion. The disparity in the rate of growth between funding resources, congestion, and system wear and tear will create new challenges for meeting highway repair and improvement needs. Other transportation modes, such as public transit and rail passenger service, relying mostly on general fund revenues, face competition from non-transportation interests for scarce funding.

It is clear that existing funding resources for public sector transportation facilities cannot meet existing system operation and maintenance requirements nor finance system expansion to meet increased demand. With recent legislation, there generally are fewer restrictions on combining public and private investments to make some transportation projects financially feasible or for bringing some projects on line sooner than if funded separately.

While limited in application, public/private partnerships can be an option by which government transportation agencies can capitalize on private sector resources to implement specific transportation projects or services beneficial to both public and private interests. These arrangements may include combinations of grants and loans of public funds, private investor equity or debt supported by tolls or other charges, or combinations or arrangements for benefit

Transportation Finance Goals

- Strive to maintain a transportation funding structure that provides adequate resources for demonstrated transportation needs, incorporating federal, state, local and private revenue sources and one that provides equitable funding for all transportation modes and jurisdictions.
- Support joint public-private partnership and private sector initiatives to provide transportation facilities and services that help to reduce public expenditures and maintain the quality, quantity and long-term stability of transportation facilities and services.
- Support joint use of transportation facilities and rights-of way for compatible non-transportation activities and businesses where they are economically feasible.
- Maintain the user-pay principle to fund transportation facilities and services, charging users and other beneficiaries of the transportation system in proportion to the costs they impose and benefits they derive to the maximum extent possible and extend user-pay financing to new technologies.
- Explore toll opportunities and innovative financing methods, including value capture pricing to fund transportation facilities and services.

assessments, impact fees, tax increment financing and facility leasing. Together, they provide governments with the opportunity to expand the total resources available for specific transportation projects or services.

Policy: Ensure a Compatible Interface of the Transportation System with Environmental, Social, Energy, and Land Use Considerations

Environmental, social, and energy conservation considerations have become integral elements in transportation investments. Virtually every transportation project or service requires a plan to protect the natural and social environment, including wetlands, plants, animals, air and water quality; archeological and historic sites; and agriculture and communities. Plans to address potential threats to the environment and public health from hazardous materials are also required.

A host of state and federal laws govern the way the Department plans and implements transportation projects. Some of the major state laws are the Illinois Natural Areas Preservation Act, Context Sensitive Solutions, Complete Streets, Illinois State Agency Historic Resources Preservation Act, the Farmland Preservation Act, the Illinois Endangered Species Protection Act, and the Interagency Wetland Policy Act of 1989. Among the federal laws are the Clean Air Act, the National Environmental Policy Act of 1969, the National Historic Preservation Act of 1966, the Farmland Protection Policy Act, the Endangered Species Act, and the Clean Water Act.

The Clean Air Amendments impose explicit conditions on transportation system improvements for meeting air quality standards. The two regions in Illinois affected by these federal laws are northeastern Illinois and the metro East St. Louis area. Classified as "non-attainment" areas for federal clean air standards, they must institute measures aimed at reducing emissions from automobiles and trucks. Areas currently meeting clean air standards must maintain their status. In addition, statewide transportation plans and programs must conform to the state's overall plan for achieving and maintaining the federal clean air standards.

Changes in vehicle technology, vehicle inspection and maintenance programs, and alternative fuels and fuel delivery systems are some of the options available to reduce emissions. While these options will not directly affect mobility, transportation control measures (e.g. increasing use of public transit, passenger rail, car pools, walking and bicycles, traffic flow management, and limiting vehicle-miles-of-travel) have the potential for dramatically changing mobility and travel options.

Environmental Goals

- Maintain a transportation system and support transportation system improvements that are sustainable, environmentally responsible and support conservation of the state's natural, cultural, historic and aesthetic resources, including renewable resources management and multi-purpose management practices.
- Ensure that sustainability, environmental, social, energy, regional and community, and other non-transportation goals, plans and programs affecting transportation are considered in all phases of the transportation planning process.
- Identify, implement or support investment in transportation facilities and services that effectively address sustainability, social, environmental and energy goals of society.
- Explore innovative methods for mitigating the environmental impacts of transportation facilities and improvements.
- Ensure that transportation decisions consider the effects on land use and development and are consistent with all applicable short-range and long-range land use and development plans.

The future of transportation is directly linked to the future of world energy markets, particularly petroleum. Transportation accounts for a quarter of the global fossil fuel consumption. Despite significant gains in energy efficiency in transportation, consumption is expected to continue to grow, although at a slower rate, while improvements in fuel efficiency are also projected to continue. Increased public pressure has resulted in increased use of alternative fuels, hybrid vehicles, and electric vehicles to conserve energy and reduce air pollution. IDOT is committed to supporting more sustainable energy consumption and has moved towards hybrid and alternative fuel powered vehicles, as well as exploring electric vehicles.

Policy: Target Transportation Investments to Support Business and Employment Growth and Enhance the Illinois Economy

The economy is the life blood of sustainable growth and community well being. In the recent downturn in the national economy, Illinois has been particularly affected with its unemployment rate peaking over 11 percent in 2010. While the state has since bounced back with one of the highest increases in jobs among states, the unemployment rate has stubbornly remained higher than the national average.

Illinois benefits from a diverse economy with manufacturing, agricultural and service sectors rated among the most productive in the nation. This strength has enabled Illinois to begin its recovery. Still, there are components of the Illinois population that are not recovering and lack resources to take advantage of the reemerging job market. This is particularly true for some low-income, poorly trained inner city workers and for isolated rural workers who must now travel extended distances to get jobs or seek needed training to improve their skills.

While economic development can occur in urban, suburban, and rural locations, businesses need transportation friendly sites for their new facilities. As a consequence, the Department plays a key role in supporting development. Potential economic development benefits are taken into consideration when it builds new four-lane highways or adds lanes to existing roadways.

In addition, the Department has developed specific programs for highway and rail access to support economic development that either provides new employment opportunities or retains existing jobs in Illinois. These programs not only assist the site selection process but also mitigate traffic and safety issues that might otherwise impact the local community.

Whether by retaining jobs at existing plants or locating new jobs across Illinois, the Department is experiencing a growing demand for transportation improvements as the state's economy recovers. In addition, communities are seeking to revitalize older urban areas or to develop new properties and want state funding assistance to upgrade transportation access for potential industries that might

Economy Enhancement Goals

- Support cost-effective transportation investments, including new facilities and expansion of existing systems that enhance the state's comparative economic advantage and expand or retain economic development and employment.
- Continue the fiber development program that is installing fiber-optic cable throughout Illinois as part of the State's Broadband Opportunity Partnership Program.
- Work with transportation providers to improve and maintain transportation services to Illinois industries and business firms.
- Support transportation investments that attract a larger share of international and interstate trade to Illinois.
- Support transportation investments that attract intrastate, interstate and international tourism to Illinois and provide access to recreational, cultural, historic and scenic facilities.
- Maintain a continuing dialogue with representatives of all sectors of the Illinois economy to ensure that economic development opportunities and needs are identified.
- Improve access to jobs for employees across the state.

use these sites. The Department's ability to respond to this demand is limited by scarce funding resources. As a result, a priority is given to projects where industrial firms have committed to stay or locate in the state and have assured the Department that jobs will either be retained or created.

Policy: Provide a Secure Transportation Infrastructure in Conjunction with the Office of Homeland Security – Illinois Terrorism Task Force

The Illinois Terrorism Task Force (ITTF) is responsible for developing and helping to implement the state's terrorism preparedness strategy as established by Executive Order 2003-17. Through the ITTF, 16 committees have been established including transportation to help oversee statewide needs.

The Illinois Department of Transportation and its 44 private and public sector partners provide recommendations and proposals on transportation safety, security, and emergency preparedness. Included are efforts to assess the vulnerability of transportation infrastructure and identify preventative and response measures, promote funding for the development and implementation of preventative measures, and for training of personnel responsible for the transportation infrastructure in Illinois.

Transportation Infrastructure Security Goals

- Continue conducting statewide transportation infrastructure safety, security and emergency preparedness assessments.
- Working with federal and state homeland security agencies, continue to prepare for and implement responses to threats.
- Provide training and education and reference materials to appropriate public and private organizations on the security of Illinois transportation systems.
- Develop regional evacuation plans with input from public and private sectors.
- Coordinate with federal, state, county, and local officials and agencies on securing transportation infrastructure.