Today’s update

Refresher on Vision’s origin and purpose

Vision overview

Timeline for completion
Purpose of Vision

Chart a bold, multi-modal, long-term course for the expressway system

Look past jurisdiction and focus on needs

Develop for future IDOT and Tollway capital programs to consider
Vision overview

Modern
Performs well for all users
Financially sustainable
Expressway system pavement age, by year built or reconstructed

- 1950s and earlier
- 1960s
- 1970s
- 1980s
- 1990s and later
- Toll highways

Note: Data represents the most recent year of construction or reconstruction.

Vision: Reconstruct IDOT expressways by 2050
Modernize expressway design: Reduce conflicts and congestion
Active Traffic Management - “Smart Roads”
Using price to manage travel demand
Performs well for all users
### Benefits

<table>
<thead>
<tr>
<th></th>
<th>2050 Baseline</th>
<th>2050 Vision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expressway vehicle miles traveled</td>
<td>53.2 m</td>
<td>55.9 m</td>
</tr>
<tr>
<td>Arterial vehicle miles traveled</td>
<td>141.6 m</td>
<td>138.9 m</td>
</tr>
<tr>
<td>Total vehicle miles traveled</td>
<td>199.7 m</td>
<td>200.1 m</td>
</tr>
<tr>
<td>Expressway congested vehicle hours traveled</td>
<td>0.81 m</td>
<td>0.51 m</td>
</tr>
<tr>
<td>Arterial congested vehicle hours traveled</td>
<td>2.29 m</td>
<td>2.13 m</td>
</tr>
<tr>
<td>Truck congested vehicle hours traveled</td>
<td>171,500</td>
<td>85,300</td>
</tr>
</tbody>
</table>

All values daily
## Benefits

<table>
<thead>
<tr>
<th></th>
<th>2050 Baseline</th>
<th>2050 Vision</th>
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</thead>
<tbody>
<tr>
<td>Transit mode share (all trips)</td>
<td>8.2%</td>
<td>9.2%</td>
</tr>
<tr>
<td>Air Quality: PM$_{2.5}$ (daily)</td>
<td>2,147 Kg</td>
<td>1,997 Kg</td>
</tr>
<tr>
<td>GRP increase (through 2050)</td>
<td></td>
<td>$28 B</td>
</tr>
<tr>
<td>Benefit-cost ratio</td>
<td>---</td>
<td>4.85</td>
</tr>
</tbody>
</table>
Meet new and existing demand with improved transit

Fund some corridor transit with toll revenue, whether or not in expressway ROW

Most importantly, improve state of good repair
Constrained Regionally Significant transit Projects (RSPs)

- Constrained rail projects
- Constrained bus projects
- CTA and Metra rail system

Note: Labels correspond to RSP IDs in project descriptions
Source: Chicago Metropolitan Agency for Planning.
Removing barriers
Improving access to transit

Before

After
Improving freight movement

Add truck parking

Better access to intermodals

Prices encourage truck use of expressways and overnight travel

Consider truck-only lanes
Assistance for low-income users

Apply discounts for low-income users

Apply dollar cap for off-peak tolls

Update toll policies: limit pursuit, use cash-options for transponders
Financially sustainable
IDOT and Tollway system condition

- **Percent of bridges in poor condition**
  - IDOT: 8%
  - Tollway: 2%

- **Average age of pavement (years)**
  - IDOT: 40
  - Tollway: 10
Faster project delivery $\Rightarrow$ savings on life-cycle costs

**I-80: Investment over 30 years**
$1,039 \text{ m in O&M}$

**I-80: Accelerated investment**
$786 \text{ m in O&M}$
Tolling added in 2029
Challenges

Tolling IDOT system can pay for ~75% of road costs by 2050 (begin tolling after reconstruction)

Whole expressway system can pay for itself with tolls over longer term

Additional revenue source needed at beginning of program

Unfunded transit elements
Upcoming dates

Board and MPO updates – January 2019

Executive summary – March 2019

Final vision document – June 2019