

# L RTP Alternative Scenarios

	CAPITAL	COMMERCE	COMMUNITIES	COLLABORATION
RUNNING ON EMPTY	<p>MFT Diversions and 55/45 split continue</p> <p>Resources for transportation declines</p> <p>Transportation system deteriorates</p>	<p>Congestion worsens</p> <p>Region falls further behind its peers</p> <p>Fails to capture transportation, logistics &amp; manufacturing expansion</p> <p>Falls far short of job creation forecast</p>	<p>Low density growth bypasses Cook County</p> <p>Car ownership an economic hardship but viable alternatives don't exist</p> <p>Community livability declines</p> <p>Population grows much more slowly than expected</p>	<p>Local governments act unilaterally and in their own self interest</p> <p>Missed opportunities</p>
STUCK IN FIRST GEAR	<p>Cook County aggressively pursues USDOT, USEDA, IDOT and DCEO competitive infrastructure grants to incrementally improve transportation finances</p>	<p>Manufacturers choose to locate elsewhere</p> <p>Region loses market share in Transportation/Distribution/Logistics sector</p> <p>Jobs still concentrated in CBD and O'Hare but West Cook suffers losses; few jobs created in the Southland</p>	<p>Population grows at the same slow rate as jobs</p> <p>Increasing fuel prices spur more Transit and Cargo Oriented Development in communities with existing transportation facilities but financing development is difficult</p>	<p>Interjurisdictional cooperation increases with a focus on improved economic and community outcomes</p> <p>Limited County financial participation in regional and municipal projects</p>
PICKING UP STEAM	<p>Dedicating a greater share of existing revenue to transportation permits backlog of SOGR to be addressed:</p> <ul style="list-style-type: none"> <li>• MFT diversions stop</li> <li>• IDOT adopts performance based approach to resource allocation (No more 55/45 split)</li> </ul>	<p>Diverse transportation investments targeted to support businesses in historically underserved areas leads to job creation and business growth</p> <p>Infill Brownfield sites continue to be overlooked for redevelopment</p> <p>South/west Cook economy stabilizes</p>	<p>Poor link between land use, community development and transportation policy</p> <p>Positive return on investment is shortchanged because land use does not support the transportation system</p>	<p>Local and regional governments leverage each others' resources and expertise in pursuit of regionally significant improvements</p>
ALL ABOARD	<p>Significant new revenues for transportation enacted:</p> <ul style="list-style-type: none"> <li>• IL gas tax increased by 8¢/gallon and pegged to inflation</li> <li>• New public transportation revenue</li> <li>• Congestion pricing reduces driving and generates funds for transpo.</li> </ul>	<p>Transportation, Manufacturing and Logistics sectors thrive</p> <p>Job creation within walking distance of public transportation prevails</p> <p>Investments are better balanced between modes with emphasis on public and freight transportation</p>	<p>Concerted infill development strategy</p> <p>Strong support for expansions to public and freight transportation</p> <p>Improved employment leads to higher tax revenues for schools, parks, and facilities</p>	<p>Notable levels of interjurisdictional cooperation, model for other metropolitan regions</p> <p>Policy focuses on collectively getting more out of existing infrastructure</p> <p>L RTP's economic impacts &amp; need for new revenues broadly understood</p>

CONNECTING



COOK COUNTY