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Transit Focus Group
Goals, Objectives, Strategies, Evaluation Measures and Plan Basis

Proposed CMAP Synthesis

Draft
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The MPO Policy Committee has adopted a new approach for the development of the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. The new process will include a five-year program to help implement GO TO 2040, the comprehensive regional plan. The CMAQ program is a federally funded program that supports surface transportation projects and other related efforts that **improve air quality** and **relieve traffic congestion**.

Four program focus groups will be responsible for the ***initial review of proposed CMAQ projects*** and the ***identification of projects that advance the regional program goals***. The Transit Focus Group (TFG) is one of the four program focus groups. This synthesis lays out the process for identifying and reviewing potential CMAQ projects within a context of the newly initiated group.

CMAQ Program Goals
The overall goals of the CMAQ Program are to improve air quality and reduce congestion, as established in the Federal authorizing legislation.

CMAQ Objectives
To carry out these goals, four CMAQ objectives have been identified:

- **Localized Congestion Relief** – this will include projects aimed at reducing congestion through relieving both rail and roadway bottlenecks.
- **Mode Shift** – this will include projects geared towards shifting travel from single occupant vehicle travel to transit, non-motorized, and multiple-occupant modes.
- **Operational Improvements** – this will include projects that reduce congestion by improving roadway, intersection, rail and transit operations.

- **Direct Emissions Reduction** – this will include projects geared directly toward reducing emissions through improving the efficiency of vehicles or switching to alternate fuels (e.g. diesel retrofits, Genset technology, electric vehicles and support facilities for same).

GO TO 2040 Action Areas

The desired effect of the new approach to CMAQ programming is expedited implementation of GO TO 2040. GO TO 2040 contains recommendations and identifies action areas that implement the CMAQ objectives above. The following Implementation Action Areas are particularly relevant to the TFG and CMAQ programming:

Action Areas from GoTo 2040: (*You May Suggest a Re-Ordering of this list or only list particular action areas to better reflect Transit Focus Group priorities*)
Adopt Best Practices in new technologies
Widely implement traveler information systems
Establish seamless coordination between modes
Include transit components as part of major highway projects
Focus investment on maintenance and modernization
Prioritize and implement the CREATE program
Implement high-priority transit projects
Direct a portion of congestion/parking pricing revenues to transit
Use other innovative funding sources
Consider User Perception in Vehicle Purchases and Station Design
Prioritize among potential bus service, increases, extension and new service using regionally consistent criteria
Conduct detailed studies of prioritized corridors, and continually develop and evaluate major projects
Improve evaluation measures and decision-making processes
Link high-speed rail with regional transit and land use planning
Identify and exploit additional opportunities for transit-oriented development
Plan for land use specifically around major transit capital projects
Plan for land use specifically around BRT projects
Require supportive land use before new transit investment is made
Update guidelines for transit-supportive land use

Transit Focus Group Approach

The TFG consists of staff from the three transit service boards in Northeastern Illinois – CTA, Metra, and Pace – plus representatives of the Regional Transportation Authority (RTA), City of Chicago Department of Transportation, transportation planning staff from several County Departments of Transportation and the Center for Neighborhood Technology. Each is expected

to have a unique set of experiences and knowledge on transit planning and transit operations. The TFG is expected to develop a package of transit-related projects, which are consistent with CMAQ goals and GO TO 2040 recommendations and action areas, as a recommendation to the CMAQ Project Selection Committee (PSC). The recommended package of projects should achieve an identifiable goal or set of goals over the five year time frame. Each project requires a committed implementer.

Review of Projects. The TFG has primary responsible for the initial review of proposed CMAQ projects that cover transit system start-up, transit facility improvement, transit service and equipment, transit transfer, and commuter parking. The TFG may be asked to review projects in both these and additional categories that are expected to facilitate transit-related recommendations and action areas in the GO TO 2040 Plan.

Identification of Projects. Projects considered through the direct identification process would come from existing plans and programs as noted, and would have particular significance in advancing the goals, objectives and action areas identified above. Sponsors would need to be found and be asked to confirm their commitment to these regionally proposed projects and to submit an application. It is anticipated that the direct identification process will occur within the planning process of groups with a broad array of regional program goals.

Projects may be directly identified by the TFG process during or shortly after the project call.

Transit Focus Group Role Is Advisory; Program Development by CMAQ PSC; Final Authority with MPO Policy Committee. The package of transit-related projects will then be sent to the CMAQ PSC for review. The CMAQ PSC will evaluate the proposals for their air quality and congestion mitigation benefits. With this information and the five-year accomplishments recommended by the focus group, the Committee will discuss and develop the 5-year CMAQ program for MPO Policy Committee approval. All projects in the recommended program must be eligible under federal regulations. Projects that are not selected for CMAQ funding or not eligible will be kept as TFG priority projects and can be considered for implementation with other funding sources.

TFG Goals

The transit focus group should retain as its primary goals and objectives the same goals and objectives as the CMAQ program already identified in this document. The Transit Focus Group at the present time exists only within the CMAQ program. However, the transit focus group may also advance goals, objectives, strategies, and performance benchmarks for CMAQ project selection that advance transit-related objectives and goals within operating agency, regional and local plans.

Outline

Goals – Objectives – Strategies – Evaluation Measures – Plan Basis

Program - Compliant Goals

Improve Air Quality
- Reduce Emissions of VOC, Nox, PM
- Reduce Fuel Consumed

Reduce Congestion
- Reduce Congested VMT
- Divert Auto Trips to Other Modes

Transit Focus Goals

Improve Mode Share for both Work and Non-Work Travel
Improve Physical Connectivity Within and Across Modes
Improve Service Coordination
Enhance User Experience
Improve Regional Coverage of Transit System

Maintain and Modernize Existing Elements of System
Improve Carrying Capacity of Existing Elements of System
Support investment on compact development areas
Support investment on employment centers
Foster Technical Innnovation and Innovative Practices

Advance "Priority" Projects in GOTO 2040 Plan

GoTo 2040 Action Areas - Need to Expand or Change

See page 2 of Synthesis

Strategies

- Provide infrastructure for non-motorized travel connections to existing and proposed transit facilities
  - Sidewalks
  - Bike Paths - Shared with or Protected from Motorized Traffic
  - Bicycle Parking
- Encourage transit usage considerations in intersection and corridor improvement design
- Encourage development of new and improvement of existing facilities for seamless and efficient transfer between services
  - Transit Centers in Suburban Areas
  - Bus alighting/turnaround areas in train/rapid transit stations

Park and Ride Facilities

- Improve carrying capacity of existing and proposed stations and bus service stops
  - Extended Platforms
  - Changes to Street Parking, Bus Stop Extent
  - Addition of Parking Spaces/Facilities
  - Drop-Off/Kiss n Ride Flow Improvements
- Implement Added Value Bus Services
  - Arterial Rapid Transit - X Level Service
  - Bus Rapid Transit
  - Express Bus - Existing Expressways, New Expressways, To Be Improved Expressways
- Implement Bus Advantage Operational Improvements
  - Transit Signal Priority (TSP)
  - Bus-On-Shoulders
  - HOT Lanes
  - Que-Jump Bypass Lanes
- Implement Transit Services Addressing Emerging Markets
  - Reverse Commute
  - Off-Peak Variable Purpose

Capital Project Mitigation

- Implement Mobility Management Practices for Users in Lower-Density Markets
- Traffic Signal Optimization at Scale Appropriate to Targeted Service (e.g. specific arterial route)
- Non-Capacity Adding Resolution of Traffic Bottlenecks for Targeted Service Lines
  - Grade Separation
  - Streetscape improvement (lighting, design, striping)
  - Bus Stop or Station Entry Relocation
  - Parking Elimination
- Provide user amenities that improve the attractiveness, image, safety, and convenience of publ
  - Lighting
  - Shelters
  - Commercial development
  - Real-Time Passenger Information
  - Improvement of Parking Infrastructure
- Improve Available Service Information
  - Alerts Systems
  - Real-Time Passenger Information
  - Improve information coordination between transit providers
  - Timeliness of route, schedule, and operational developments
- Improve Fare Coordination and Acceptance Options
  - Distance or *Purpose* Based Fares
  - Cashless Fare System
  - Universal Fare Card

Performance Measures

- AQ Measures
  VOC
  Nox
  PM
- Congestion Measures
  VMT reduction
  Auto Trips Eliminated
  Auto Trips Diverted to New Facility
  Non-Auto trips added
- Projected Ridership Increase
  System Wide Boardings Per Day
  # of Transit Rides Provided
  # of Per Capita Transit Rides Per Year
  Increase in Work-Trip Shares for each non-SOV Mode
  % of all unlinked trips made by non-SOV modes
- Project Life and Return on Investment
- Safety Indicators
  Crash Data
- Throughput Capacity
  Persons per vehicle (per Mile)
  Passenger Throughput
  Capacity of system per station
  Capacity of system per hour
- On-Time Performance
  Frequency
  Reduction in Transit Delay in Corridors
  Improvement in Transit Travel Times
  Reduction in variability between schedule and actual travel times
- Congestion Reduction
  Reduced Congested VMT
  Reduction Per Capita VMT
  Total and Per Capita Congested Hours
- Project Readiness
  Do not require coordination with a related construction project
  Do not require a land acquisition phase
  Do not require relocations of residences and businesses
  Have their design engineering completed
  Have a detailed cost estimate
  Have strong community support and no known local opposition

Do not require additional environmental studies
Do not require resolution of historic preservation issues'
Have a project sponsor willing to provide local match in excess of 20%

- Project supports ARTX/BRT/Expressway service
  # of express service routes in the region
- Improves transit mobility and performance
  Miles of Bus Routes with TSP and/or on Signal Interconnected Corridors
- Facilitates multimodal connections
  # of interagency trips
- Improve transit customer experience
  perception
  acceptance
  satisfaction
  % stations/stops with real-time information systems
  User satisfaction Ratings
- Accessibility
  Average # of access modes per station
  Bike Ped LOS within 1/4 miles of station
  # Auto/Bike Parking spaces available per station
  # of Jobs/Households within 1/4 miles of investments (1/2 mile of commuter rail)
  % of Rail/Transit boardings at ADA-accessible stations
  # of transit stations within the region
  Total # of bus route miles within the region (peak-period?)
  # of peer to peer carsharing vehicles

Plan Basis

GOTO 2040
"Moving Beyond Congestion" Regional Transportation (RTA) Strategic Plan (2007)
Service Board financial plan
Service Board long range plan
Service Board strategic plan
Pace Proprietary Strategic Plans: Vision 2020, ART, TSP program, rideshare, express bus network, restructuring initiatives, posted stop program, Bus-Rail, community planning, FAST plan
Regional Transit Signal Integration Plan (2003)
Regional Transit ITS Plan (2001)
Northeastern Illinois Regional ITS Architechture
County DOT signal interconnect systems
Local roadway/highway/bridge projects plan
Local TIP documents
IDOT Plan/project coordination
Tollway Plan/project coordination
Letters of Support from coordinating agencies

Chicago Climate Action Plan
Chicago Central Area Plan
Master Plan for the Loop Elevated Rehabilitation and Historic Preservation
Chicago Bike 2015 Plan (Transit Chapter)
Corridor/COG programs to facilitate TOD and more energy-efficient freight movement
CMAP's regional freight plan
CREATE program
Priority Cargo-Oriented District Plans