Increase Commitment to Public Transit

Implementation Action Area #1: Improve the Fiscal Health of Transit

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Strengthen RTA	RTA, CTA, Metra,	The RTA is charged with the	Retain
efforts on financial	Pace	financial oversight of the transit	
oversight		system. The recent funding	
		crisis has highlighted the	
		importance of this	
		responsibility. In collaboration	
		with the service boards, the RTA	
		should focus its efforts on	
		addressing the system's fiscal	
		health, including increasing	
		efficiencies and limiting cost	
		increases moving forward.	

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Direct a	State (IDOT,	Congestion pricing and parking	Retain
portion of	Tollway), RTA,	pricing are recommended within	
congestion/par	counties,	GO TO 2040. The revenues from	
king pricing	municipalities	these sources should be used in part	
revenues to		for supportive transit service. For	
transit		example, revenues from congestion	
		pricing should be used to support	
		increased transit service in the same	
		corridor as the priced facility, or to	
		improve connections to service in	
		the corridor.	

$Rationale\ for\ Retain/Revise/Complete/Delete\ Assessment:$

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Use other	State (IDOT,	The reliance of the transit system	Retain
innovative	Tollway), CMAP,	on sales tax has contributed to its	
funding sources	RTA, CTA, Metra,	current funding crisis. CMAP, in	
	Pace, counties,	conjunction with potential funding	
	municipalities	partners, should investigate	
		innovative financing such as value	
		capture, or increasing the state gas	
		tax and allocating a portion of the	
		receipts to transit, in addition to	
		the pricing strategies described	
		above.	

CMAP commissioned a report titled "<u>Transportation Value Capture Analysis for the CMAP Region</u>" in June 2011. That report analyzed the value capture potential for the Red Line South Extension, one of the fiscally-constrained major capital projects in GO TO 2040. CMAP staff is currently working on a value capture analysis for the CTA's Red/Purple Line Modernization project, also constrained in the plan.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Revise the federal	Federal (U.S.	The Federal New Starts program is a	Revise
"New Starts"	DOT)	competitive grant process that funds	
program for		transit system expansions. While	
transit		expansions are vital for many parts of	
		the U.S., older and more well-	
		developed systems should have the	
		option to use these funds for badly	
		needed maintenance and	
		modernization efforts. The current	
		New Starts program creates a strong	
		incentive to pursue expansions, when	
		maintenance and modernization	
		should be the region's top priority. The	
		criteria for federal New Starts grants	
		should be expanded to support	
		reinvestment in existing infrastructure	
		rather than solely new expansions.	
		Further, FTA regulations concerning	
		use of funds for engineering of transit	
		projects are stricter than those	
		governing highway projects, and	
		should be changed to create a "level	
		playing field."	

- MAP-21, the current federal transportation authorization, <u>modified</u> the project eligibility for the New Starts program to include "core capacity" projects that increase capacity on existing facilities by at least 10 percent. MAP-21 did not address the "level playing field" in engineering requirements for highway and transit projects.
- In January 2013, the FTA <u>finalized</u> other changes to the New Starts program. These reforms streamline the administrative review process for applicants to both programs and apply broader evaluation criteria to proposed projects. More specifically, these changes expand the program's environmental criteria to include measures of human health, energy use, and safety, along with the traditional air quality criteria. They also include affordable housing in the consideration of economic development factors. Further, these reforms change the methodology for measuring a proposal's cost-effectiveness.

Rationale for Retain/Revise/Complete/Delete Assessment:

 MAP-21 largely addresses the expansion bias in New Starts, but the "even playing" field for engineering requirements persists.

Implementation Action Area #2: Modernize the Region's Transit System

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Focus investments	RTA, CTA,	Continue to make the	Retain
on maintenance	Metra, Pace	maintenance of the system at a	
and		safe and adequate level the top	
modernization		priority when making	
		investment decisions. The	
		transit service boards should	
		also pursue opportunities to	
		modernize and upgrade the	
		system as part of routine	
		maintenance to bring the	
		system to a world-class level.	

Implementation Examples:

• The region's service boards have recently made progress in this area. To illustrate, the CTA <u>reconstructed</u> the Dan Ryan (south) branch of the Red Line in 2013. This effort is part of a larger <u>slow zone elimination</u> program.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Adopt best	State (IDOT),	Use technological improvements	Revise
practices in new	RTA, CTA,	to make the system more efficient.	
technologies	Metra, Pace,	The use of transit signal priority	
	counties,	systems, ART concepts, and traffic	
	municipalities	signal coordination in general are	
		supported, particularly when	
		integrated multimodally to form	
		"smart corridors." Advanced	
		scheduling and operations	
		practices should also be used to	
		improve the efficiency of demand-	
		responsive services. Coordination	
		with agencies that maintain	
		roadways namely, IDOT,	
		counties, and municipalities will	
		be necessary to achieve some of	
		these improvements.	

CMAP's Congestion Mitigation and Air Quality Improvement (<u>CMAQ</u>) program has
funded adaptive signal control and a Transportation Management Center for some of
the county departments of transportation. CMAQ has also programmed funds for
transit signal priority corridors.

Rationale for Retain/Revise/Complete/Delete Assessment:

• Replace "smart corridors" with "integrated corridor management". Consider revising the action to "Adopt a pilot project in best practices with new technology".

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Widely	RTA, CTA,	Pursue the widespread	Retain
implement	Metra, Pace	implementation of traveler	
traveler		information systems, which can	
information		give real-time arrival	
systems		information, assist in trip	
		planning, inform commuters	
		about parking availability, and	
		serve other purposes. These can	
		include signs at stations, websites	
		and social media, station	
		announcements, and other	
		technologies.	

- The CTA has widely implemented <u>bus</u> and <u>train</u> tracker services to provide more accurate arrival time data to riders. Similarly, Pace launched a revamped <u>Pace Bus Tracker</u> in 2012.
- The CTA has installed next-train arrival signs at many rail stations and next bus arrival signs at high-traffic bus stops. CTA has also created a <u>Do-it-yourself Transit Info</u> <u>Display</u> to encourage businesses near transit stops to display transit wait times.
- CTA makes its <u>transit and bus tracker API data</u> available to application developers to encourage innovation and inclusion of tracking data in 3rd party services. Similarly, CDOT, CTA, Metra and Pace provided data for the <u>Apps for Metropolitan Chicago</u> competition, resulting in the creation of applications that help users track transit and plan trips, inform bikers about Metra train bike access and parking, and social transit user apps. Finally, CTA provides a <u>list of available transit apps</u> and dial/text applications on its website.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Consider user	RTA, CTA,	Invest in improvements that	Retain
perception in	Metra, Pace	make transit more attractive to	
vehicle		potential users. State-of-the-art	
purchases, and		vehicles, clean and attractive	
station design		stations, safe and convenient	
		pedestrian access, inclusion of	
		public art or other aesthetic	
		features, and the overall	
		appearance of transit has an	
		impact on its use.	

- The CTA recently replaced its 2200-, 2400-, and 2600-series rail cars with 706 new 5000-series rail cars at a total investment of \$1.138 billion. Prototype railcars were tested in 2010 and unveiled in 2011.
- CTA distributed an <u>online survey about the seating design</u> of its potential purchase of up to 850 new 7000-series rail cars in 2016.
- The CTA also kicked off the <u>reconstruction</u> of the Wilson Station in 2013.
- Pace chose unique branding and coach-style buses for its <u>Bus-on-Shoulder</u> pilot program on I-55. Similarly, CTA has chosen unique branding and stations for its <u>Jeffrey Jump</u> service, which launched in late 2012.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Establish	RTA, CTA,	Coordinate services and fares	Retain
seamless	Metra, Pace,	between the service boards,	
coordination	counties,	including pursuit of a universal	
between modes	municipalities	fare payment system. Also,	
		coordination with bicycle and	
		pedestrian facilities and car-	
		sharing services, which are often	
		used by transit riders, can link	
		transit seamlessly with other	
		modes.	

- <u>HB 3597</u>, passed in 2011, requires the RTA to develop and implement a regional fare payment system across the three service boards. It was signed into law as <u>Public Act 97-0085</u>. The bill requires the new payment system to be implemented by January 1, 2015. RTA is currently analyzing coordinated payment options.
- In 2013, CTA and Pace launched <u>Ventra</u>, the new fare payment system. As a contactless system with multiple payment options, Ventra should improve operational efficiency and provide greater convenience for transit users.

Rationale for Retain/Revise/Complete/Delete Assessment:

Implementation Action Area #3: Pursue High-Priority Projects

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Prioritize	RTA, CTA,	Pursue bus expansion projects in	Retain
among	Metra, Pace	areas where they are most likely	
potential bus		to succeed. Expansions should	
service		be prioritized in part based on	
increases,		supportive local land use	
extensions, and		planning and infrastructure	
new service		investment. The	
using		recommendations made above	
regionally		concerning technology and user	
consistent		perception apply here as well.	
criteria		Potential transit markets should	
		be tested with bus-based	
		concepts such as ART or BRT	
		before investing in rail	
		infrastructure.	

Implementation Examples:

- The CTA and CDOT are working with partners to implement <u>BRT</u> in Chicago. The CTA launched the pilot "Jeffrey Jump" in late 2012, and expects to expand service to a new Central Loop Connector in 2015. The agency is currently planning to implement BRT on <u>Ashland Avenue</u> a corridor chosen in part for its supportive land uses.
- Pace, working with IDOT and other partners, launched its <u>bus-on-shoulder</u> service in November 2011. Partially funded by the CMAQ program, this demonstration project allows Pace to operate its Route 755 and Route 855 buses on the inside shoulder of I-55 to bypass congestion during peak periods. Specific enabling legislation (HB 1884, signed into law as <u>Public Act 097-0292</u>) was required to authorize the two-year pilot project.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Include transit	State (IDOT,	Include planning for transit (in	Retain
components as	Tollway), RTA,	most cases BRT, but also rail in	
part of major	CDOT, CTA,	some cases) within highway	
highway capital	Metra, Pace	projects recommended in the	
projects		plan, including the Elgin-O'Hare	
		projects, I-55 managed lane, I-90	
		managed lane, Central Lake	
		County corridor, and the I-290	
		multimodal corridor.	

• The Illinois Tollway's 15-year, \$12 billion capital program, <u>Move Illinois</u>, includes accommodations for future <u>transit service</u> as part of the Jane Addams Memorial Tollway/I-90 reconstruction and expansion project, including the potential for bus-on-should service (funded by the CMAQ program), future bus-only lanes, new park-and-ride facilities, and new Pace routes beginning in 2016.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Implement	RTA, CDOT,	Advance recommended projects	Retain
high-priority	CTA, Metra,	through the federal New Starts	
transit projects	Pace	program or other discretionary	
		funding programs. Highest	
		priority projects for immediate	
		action include the Red Line South	
		extension, West Loop	
		Transportation Center, and	
		improvements to the north	
		Red/Purple Lines, Union Pacific	
		(N, NW, and W), Rock Island line,	
		SouthWest Service, and possibly	
		the I-290 multimodal corridor.	

- CTA is preparing an Environmental Impact Statement for the <u>Red & Purple</u> <u>Modernization</u> project. CMAP is providing technical assistance and analysis of value capture financing options.
- CMAP's Congestion Mitigation and Air Quality Improvement (CMAQ) program has
 <u>funded</u> the Union Station Transportation Center, a new bus transfer facility located just
 south of Union Station. GO TO 2040 includes a larger West Loop Transportation Center
 to connect Amtrak, Metra, and CTA services and increase capacity at Union Station.
- CMAP included an analysis of the value capture potential of the Red Line South
 Extension project in its "<u>Transportation Value Capture Analysis for the CMAP Region</u>"
 report. Additionally, CMAP has provided <u>technical assistance</u> to the Red Line South
 Extension through its LTA program.
- The I-290 Multi-Modal Corridor, a fiscally-constrained major capital project in GO TO 2040, has planning funds from CMAP's FY 2014 Unified Work Program.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Conduct	RTA, CDOT,	Conduct feasibility studies for	Retain
detailed studies	CTA, Metra,	projects that showed high potential	
of prioritized	Pace	but are not fully understood, and	
corridors, and		pursue innovative financing for	
continually		beneficial unconstrained projects.	
develop and		Identify potential major capital	
evaluate major		projects through corridor studies,	
projects		county or COG transportation	
		plans, or other regional efforts.	
		Evaluate and consider these	
		projects during regular updates to	
		the plan.	

$Rationale\ for\ Retain/Revise/Complete/Delete\ Assessment:$

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Improve	CMAP, RTA,	In light of limited funding, it is	Retain
evaluation	CTA, Metra,	critically important to be able to	
measures and	Pace	evaluate projects against a	
decision-		variety of evaluation measures	
making		to make the best long-term	
processes		decisions. CMAP should work	
		with the RTA to develop	
		improved transportation	
		models that effectively measure	
		the benefits of a variety of types	
		of transit projects.	

• The RTA has been working to develop a new capital prioritization tool, and in 2011 was awarded a grant to do so through the U.S. FTA's Transit Asset Management pilot program. This work builds off the agency's initial 2010 capital asset condition assessment.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Increase federal	Federal (U.S.	The initial round of funding for	Retain
investment in	DOT,	high-speed rail assisted with	
high-speed rail	Congress)	necessary improvements, but	
		considerably more is needed to	
		actually implement a functioning	
		system. A continued federal	
		commitment is necessary for this.	
		The region's Congressional	
		representatives should make this	
		a high priority, as should U.S.	
		Department of Transportation	
		(U.S. DOT) staff. However,	
		federal funding for high-speed	
		rail should not come at the	
		expense of funding for regional	
		public transit improvements.	

• Illinois received \$1.2 billion as part of the American Recovery and Reinvestment Act in 2009 to support high-speed rail in the Chicago-St. Louis corridor. In 2012, IDOT reached several milestones for the project: it completed the latest phased of its track renewal construction, implemented 110 mph service between Dwight and Pontiac, and awarded a railcar procurement contract in cooperation with the California Department of Transportation.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Link high-	RTA, CDOT,	Advance the West Loop	Retain
speed rail with	CTA, Metra,	Transportation Center, which	
regional transit	Pace, counties,	improves the connections between	
and land use	municipalities	Metra and the CTA, as well as	
planning		proposed high-speed rail service,	
		and plan for supportive nearby	
		land use. Plan for direct and	
		convenient links between high-	
		speed rail, Metra, and CTA in this	
		location. Also, identify additional	
		station locations within the region	
		and plan for supporting transit	
		services and land use.	

• CDOT, working in partnership with several other agencies, released the <u>Union Station Master Plan</u> in 2012. The plan reviews existing conditions, planned short-term improvements, proposed mid-term improvements, and possible "long term/visionary" improvements. A second phase of the study, focusing on simulation models for train operations, pedestrian flows, and street traffic, is expected to be completed in 2014. Union Station is the hub for Amtrak's Midwest network, the terminus for several transcontinental Amtrak services, and the busiest Metra commuter rail station.

Rationale for Retain/Revise/Complete/Delete Assessment:

Implementation Action Area #4: Conduct Supportive Land Use Planning

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Align funding for	State (IDOT,	CMAP, IDOT, and RTA should	Retain
planning and	DCEO, IHDA),	coordinate funding programs to	
ordinance updates	RTA, CMAP,	fund local plans and ordinance	
	counties,	updates. Use funds to create a	
	municipalities,	new streamlined grant program	
	philanthropic	for transportation, land use, and	
		housing which assists local	
		governments to create plans or	
		ordinance updates that are	
		consistent with GO TO 2040.	
		This program should be able to	
		fund ordinance changes,	
		updates to local government	
		programs or policies, or similar	
		activities, as well as plan	
		preparation. Supplement these	
		funding sources with	
		philanthropic or other public	
		and private sources as	
		appropriate. In particular,	
		funding from housing and	
		economic development sources	
		should also be included within	
		this streamlined program.	

• CMAP and the RTA have coordinated for three years running to hold joint applications for the RTA's Community Planning program and CMAP's Local Technical Assistance program. http://www.cmap.illinois.gov/lta/call-for-projects. Both programs offer consultant assistance, but also staff assistance, depending on the community's needs.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Identify and exploit	CMAP, RTA,	Many communities have embraced	Retain
additional	CTA, Metra,	TOD as a strategy to revitalize their	
opportunities for	Pace, counties,	downtowns, and plans for many of	
transit oriented	municipalities,	the most obvious locations for TOD	
development	nonprofits	have already been prepared.	
		CMAP and regional civic	
		organizations should identify other	
		potential opportunities for	
		application of TOD strategies and	
		initiate pilot projects in areas where	
		TOD is more difficult (i.e., locations	
		with difficult land assembly, bus-	
		based TOD, etc.). Opportunities	
		for the application of TOD	
		principles around planned ART	
		services can be an immediate focus.	

• RTA's <u>Community Planning Program</u> provides funding for the study and implementation of TODs. In October 2012, the RTA published "<u>Setting Ideas in Motion</u>" to highlight the agency's implementation efforts for TOD, focusing on ten case studies located throughout the region.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Use livability	Counties,	Counties and municipalities should	Retain
principles to plan	municipalities	pursue opportunities for more dense	
for land use in		development which mixes uses and	
development near		housing types within "location	
transit		efficient" areas near transit services.	
		Counties and municipalities can	
		increase density by providing density	
		bonuses (in exchange for affordable	
		units), creating transit overlay	
		districts, or using form-based codes to	
		address community fit. This can	
		occur both for existing transit services	
		and areas where transit expansion is	
		planned, and applies to both rail and	
		bus service.	

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Plan for land	CMAP, RTA,	Prepare land use plans around stations of	Retain
use specifically	CTA, Metra,	the CTA Red Line South extension, West	
around major	counties,	Loop Transportation Center, and	
transit capital	municipalities	improvements to the CTA north Red and	
projects		Purple Lines and Metra improvements to	
		Union Pacific (N, NW, and W), Rock	
		Island line, SouthWest Service, and	
		possibly the I-290 multimodal corridor.	

- CMAP's FY 2014 Unified Work Plan provides \$315,000 to Lake County for the Route 53/120 Corridor Land Use and Transportation Plan. Combined with \$625,000 in local match, the entire project will total \$940,000. This project is an outgrowth of the Blue Ribbon Advisory Council convened by the Illinois Tollway in 2011-2012 to help plan for the Central Lake County Corridor. Although a highway project, the corridor could include future transit service.
- CMAP has provided technical assistance to the Red Line South Extension through its
 LTA program. Published in December 2012, the report includes a number of
 quantitative analyses, including accessibility by transit to various types of destinations,
 commute times, and housing and transportation costs for households. CMAP's project
 website includes a video, map gallery, and links to both technical documentation and a
 shorter brochure.
- The I-290 Multi-Modal Corridor, a fiscally-constrained major capital project in GO TO 2040, has planning funds from CMAP's FY 2014 Unified Work Program.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Plan for land use	CMAP, RTA,	Study the best way to conduct land use	Retain
specifically	CTA, Pace,	planning to support BRT services which	
around BRT	counties,	may be part of the Elgin-O'Hare projects,	
projects	municipalities	I-290 multimodal corridor, I-55 managed	
		lane, I-90 managed lane, and the Central	
		Lake County corridor. There are not	
		good regional examples of how land use	
		planning around expressway-based	
		BRTs could occur, and a framework for	
		this is needed.	

• To help transportation agencies, local governments, and others plan for BRT in expressway corridors, CMAP released "Land Use Policies and Strategies for Expressway-Based Bus Rapid Transit" in 2012. That report recommends policies and strategies for station siting, pedestrian and bicycle connectivity, marketing and permanence, and planning for BRT-supportive land use in an expressway environment.

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Promote housing	Counties,	Proximity to transit services often	Retain
affordability	municipalities	increases land value, making it more	
near transit		difficult to provide a range of housing.	
		Counties and municipalities should	
		analyze housing needs near transit	
		services, and can provide a variety of	
		incentives to developers to bring down	
		development costs in exchange for	
		affordable units. These tools include	
		land donations, density bonuses,	
		permit fee waivers, land trusts and	
		expedited permitting processes. These	
		should be explored, considered, and	
		adapted to specific local situations.	

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Require	RTA, CTA,	Consider supportive land use when	Retain
supportive land	Metra, Pace	making investment and programming	
use planning		decisions. The service boards should	
before new		prioritize investments (new service in	
transit		particular) in areas that have or are	
investment is		planning for land use and local	
made		infrastructure that supports transit.	

Rationale for Retain/Revise/Complete/Delete Assessment:

Action	Lead	Specifics	Retain/Revise/
	Implementers		Complete/Delete
Update guidelines	RTA, CTA,	Update materials produced by the	Retain
for transit-	Metra, Pace	transit service boards concerning	
supportive land		land use planning and small-scale	
use		infrastructure investments that	
		support transit. These materials	
		should include additional topics	
		such as housing affordability that	
		go beyond the density and design	
		issues which are currently	
		included.	

- The RTA's <u>Transit-Oriented Development Resources</u> website provides information on TOD topics such as access and parking, zoning, municipal funding opportunities, and land use brochures.
- Pace Suburban Bus produced a <u>Transit Supportive Guidelines</u> website with information resources to help communities encourage land uses and configurations that support bus transit. According to Pace, these Guidelines present principles and standards that may be implemented by municipalities, designers, engineers, and many others. As stated on the website, the ultimate vision is to provide a higher level of bus service to places that actively remove barriers to transit as a viable transportation choice.

Rationale for Retain/Revise/Complete/Delete Assessment: