Increase Commitment to Public Transit

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

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Strengthen RTA efforts on financial oversight	RTA, CTA, Metra, Pace	The RTA is charged with the financial oversight of the transit 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.	Re<u>vise</u>~~tain~~

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.
- Removed outdated reference to 2008 funding crisis.

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

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Use other innovative funding sources	State (IDOT, Tollway), CMAP, RTA, CTA, Metra, Pace, counties, municipalities	The reliance of the transit system on sales tax has contributed to its ~~current~~ past funding cris~~i~~es. CMAP, in conjunction with potential funding partners, should investigate innovative ~~financing~~ funding sources 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.	~~Retain~~Revise

Implementation Examples:
- CMAP commissioned a report titled "Transportation Value Capture Analysis for the CMAP Region" 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:
- This action remains a priority for CMAP and the region.
- Slight revisions to rework reference to 2008 funding crisis and replace "financing" with "funding".

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Revise ~~the~~ federal engineering standards ~~"New Starts" program~~ for transit	Federal (U.S. DOT)	~~The Federal New Starts program is a competitive grant process that funds transit system expansions. While 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."	Revise

Implementation Examples:
- MAP-21, the current federal transportation authorization, modified 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 finalized 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 "level playing" field for engineering requirements persists.

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

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Focus investments on maintenance and modernization	RTA, CTA, Metra, Pace	Continue to make the maintenance of the system at a safe and adequate level the top 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.	Retain

Implementation Examples:
- The region's service boards have recently made progress in this area. To illustrate, the CTA reconstructed the Dan Ryan (south) branch of the Red Line in 2013. This effort is part of a larger slow zone elimination program.
- Metra's bridge reconstruction project on the Union Pacific-North line will replace 22 aged bridges through November 2019.
- The RTA's adopted *2013-2018 Regional Transit Strategic Plan* includes prioritizing capital investments based on safety, state of good repair, reliability, ridership and operating costs.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Adopt best practices in new technologies	State (IDOT), RTA, CTA, Metra, Pace, counties, municipalities	Use technological improvements to make the system more efficient. The use of transit signal priority systems, ART concepts, and traffic signal coordination in general ~~are~~ is supported, particularly when ~~integrated multimodally to form "smart corridors."~~integrated for robust corridor management. 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.	Revise

Implementation Examples:
- CMAP's Congestion Mitigation and Air Quality Improvement (CMAQ) program has programmed funds for transit signal priority corridors.
- The RTA is providing Innovation Coordination, and Enhancement (ICE) funding for Milwaukee Avenue Transit Signal Priority Demonstration Project. This project will test the integration of transit signal priority technology that will allow CTA and Pace buses to interact with multiple types of traffic signal systems located on the same arterial.
- The RTA's ICE program has also provided funding for real-time signage and other customer signage (e.g., Metra's Visual Information Systems installation).

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.
- Slight revisions to focus more explicitly on corridor management.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Widely implement traveler information systems	RTA, CTA, Metra, Pace	Pursue the widespread implementation of traveler information systems, which can give real-time arrival 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.	Retain

Implementation Examples:
- The CTA has widely implemented bus and train tracker services to provide more accurate arrival time data to riders. Similarly, Pace launched a revamped Pace Bus Tracker in 2012 and Metra provides its Rail-Time Tracker.
- The RTA Trip Planner provides real-time estimates of when a CTA train, CTA bus, Metra train or Pace bus is arriving at a stop. This capability involves the integration of CTA's TrainTracker, CTA's BusTracker systems, Metra's Rail-Time Tracker, and Pace Bus Tracker systems. The RTA Trip Planner is the only location to get the region's real-time transit information in one place. Integrated trip planners are also available through privately developed apps (Google Maps, The Transit App, etc.).
- 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 Do-it-yourself Transit Info Display to encourage businesses near transit stops to display transit wait times.
- CTA makes its transit and bus tracker API data 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 Apps for Metropolitan Chicago 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 list of available transit apps and dial/text applications on its website.
- The RTA has providing Innovation Coordination, and Enhancement (ICE) funding for numerous traveler information projects, including Metra's Visual Information System installation, real-time signage in the Pace service area, and advanced paging systems and Customer Information Displays at CTA rail stations.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

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

Implementation Examples:
- 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 online survey about the seating design of its potential purchase of up to 850 new 7000-series rail cars in 2016.
- The CTA also kicked off the reconstruction of the Wilson Station in 2013.
- Pace chose unique branding and coach-style buses for its Bus-on-Shoulder pilot program on I-55. Similarly, CTA has chosen unique branding and stations for its Jeffrey Jump service, which launched in late 2012.
- In 2012, Metra introduced new electric Highliner railcars that feature a number of user-oriented designs, including reversible seatbacks and lavatories.

Rationale for Retain/Revise/Complete/Delete Assessment:
- Slight text edits to the "Action" to bring this wording in line with the terms used by the product design industry.
- Slight edits to "Specifics" text for clarity.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Establish seamless coordination between modes	RTA, CTA, Metra, Pace, counties, municipalities	Coordinate services and fares between the service boards, including pursuit of a universal 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.	Retain

Implementation Examples:
- HB 3597, 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 Public Act 97-0085. 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 Ventra, 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. During the transition, the RTA worked with CTA and Pace to issue new Ventra permits to Reduced Fare, Ride Free, and ADA Paratransit customers. These permits can also be used on Metra as a flash pass permit to purchase tickets. Metra already accepts personal bankcards at close to 100 stations, so with the Ventra implementation, bankcards that many customers have in their wallets today can be used on all three service boards.
- The Union Station Transportation Center will simplify connections between Metra, CTA, and Amtrak customers. CDOT is building a direct underground connection that will provide Metra and Amtrak customers direct access to a new CTA bus terminal for downtown Chicago bus routes. The new transportation center will provide bus tracker signs in all bus bays and an elevator to provide ADA access and greater convenience to customers with luggage.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Implementation Action Area #3: Pursue High-Priority Projects

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

Implementation Examples:
- The CTA and CDOT are working with partners to implement BRT 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 Ashland Avenue – a corridor chosen in part for its supportive land uses.
- Pace, working with IDOT and other partners, launched its bus-on-shoulder 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 Public Act 097-0292) was required to authorize the two-year pilot project.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Include transit components as part of major highway capital projects	State (IDOT, Tollway), RTA, CDOT, CTA, Metra, Pace	Include planning for transit (~~in~~ including bus-on-shoulder, bus service in managed lanes, or ~~most cases~~ BRT, but also rail in some cases) within highway projects recommended in the 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.~~.	~~Retain~~Revise

Implementation Examples:

- The Illinois Tollway's 15-year, $12 billion capital program, _Move Illinois_, includes accommodations for future transit service 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:

- This action remains a priority for CMAP and the region.
- Revise to allow for broader spectrum or expressway-based bus services.
- Revise to eliminate references to specific projects.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Implement high-priority transit projects	RTA, CDOT, CTA, Metra, Pace	Advance recommended projects through the federal New Starts 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.~~	~~Retain~~Revise

Implementation Examples:
- CTA is preparing an Environmental Impact Statement for the Red & Purple Modernization project. CMAP is providing technical assistance and analysis of value capture financing options.
- CMAP's Congestion Mitigation and Air Quality Improvement (CMAQ) program has funded 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 "Transportation Value Capture Analysis for the CMAP Region" report. Additionally, CMAP has provided technical assistance to the Red Line South Extension through its LTA program.
- The CTA's Blue Line Vision Study, a component of the larger I-290 Multi-Modal Corridor fiscally-constrained major capital project in GO TO 2040, has received planning funds from CMAP's FY 2014 Unified Work Program.

Rationale for Retain/Revise/Complete/Delete Assessment:
- Revise "Specifics" text to eliminate "discretionary", which may overly restrict the focus, and to eliminate the listed example facilities.

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

Implementation Examples:
- The CTA Blue Line Forest Park Branch Feasibility/Vision Study is moving forward in coordination with IDOT's I-290 environmental impact statement to develop Blue Line reconstruction and extension planning concepts.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Improve evaluation measures and decision-making processes	CMAP, RTA, CTA, Metra, Pace	In light of limited funding, it is critically important to be able to evaluate projects against a variety of evaluation measures to make the best long-term 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.	Retain

Implementation Examples:
- 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.
- The RTA has worked with the Service Boards to develop the Capital Optimization Support Tool (COST) to better prioritize regional capital projects. The RTA notes that "COST is a technology driven resource that develops and prioritizes regional capital needs and programs by integrating regional asset inventory data and decision points into a single instrument. COST is intended to provide an independent and objective perspective on capital needs to help better inform regional decision making."
- Issued in October 2013, RTA's "Determining the Equitable Allocation of Public Funding for a Regional Transit System" study discusses funding allocation processes.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Increase federal investment in high-speed rail	Federal (U.S. DOT, Congress)	The initial round of funding for high-speed rail assisted with necessary improvements, but ~~considerably~~ a continued federal commitment is necessary to ~~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.	~~Retain~~Revise

Implementation Examples:
- 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:
- This action remains a priority for CMAP and the region.
- Slight rewording of text to improve readability.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Link high-speed rail with regional transit and land use planning	RTA, CDOT, CTA, Metra, Pace, counties, municipalities	Advance the West Loop Transportation Center, which improves the connections between Metra and the CTA, as well as 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.	Retain

Implementation Examples:
- CDOT, working in partnership with several other agencies, released the Union Station Master Plan 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.
- CREATE projects such as the Englewood Flyover expand capacity for future high-speed rail.
- Joliet Union Station planning work conducted through the RTA's Community Planning Program has led to capital improvements that are now underway. In September 2012, officials broke ground on a new multimodal transportation center in downtown Joliet, including near-term improvements such as construction of a new commuter parking lot and pedestrian tunnels to more safely connect trains to ground transportation.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Implementation Action Area #4: Conduct Supportive Land Use Planning

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Align funding and technical assistance for planning and ordinance updates~~Align funding for planning and ordinance updates~~	Federal (HUD, EDA, NOAA), State (IDOT, DCEO, IHDA, Attorney General), RTA, CMAP, counties, municipalities, philanthropic ~~State (IDOT, DCEO, IHDA), RTA, CMAP, counties, municipalities, philanthropic~~	CMAP and RTA should continue coordination on the Community Planning and LTA programs, which fund local plans and ordinance updates that are consistent with GO TO 2040. Supplement the current program with funding sources with philanthropic or other public and private sources as appropriate. In particular, funding from environmental, housing, and economic development sources should also be included within this streamlined program. Also, broaden coordination to include IDOT.~~CMAP, IDOT, and RTA should coordinate funding programs to fund local plans and ordinance updates. Use funds to create a new streamlined grant program 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~~	Revise~~Retain~~

		~~this streamlined program.~~	

Implementation Examples:
- 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. Both programs offer consultant assistance, but also staff assistance, depending on the community's needs.
- As part of an expanded focus on implementation projects, TOD ordinance updates are an eligible project through the RTA's Community Planning program. Since 2010, the RTA has worked with eleven communities to complete TOD zoning updates.

Rationale for Retain/Revise/Complete/Delete Assessment:
- Revised to be consistent with updated text in "Achieve Greater Livability through Land Use and Housing" chapter. In turn, that text had been updated to acknowledge the existence of the LTA program, and staff's efforts to diversify its funding stream.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Identify and exploit additional opportunities for transit -oriented development	CMAP, RTA, CTA, Metra, Pace, counties, municipalities, nonprofits	Many communities have embraced TOD as a strategy to revitalize their downtowns, and plans for many of the most obvious locations for TOD have already been prepared. CMAP and ~~regional civic organization~~other stakeholders 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 or BRT services can be an immediate focus.	~~Retain~~Revise

Implementation Examples:
- RTA's Community Planning Program provides funding for the study and implementation of TODs. In October 2012, the RTA published "Setting Ideas in Motion" to highlight the agency's implementation efforts for TOD, focusing on ten case studies located throughout the region.
- The RTA funded several corridor studies that included recommendations for TOD along major bus corridors, including the Harlem Avenue Corridor Plan, Cicero Avenue Corridor Plan, and the Ridgeland Avenue Corridor Study.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.
- In "Specifics" text, "regional civic organizations" changed to "other stakeholders" to better match the list of "Lead Implementers". Also, "BRT" added after "ART" in "Specifics" text.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Use livability principles to plan for land use in development near transit, specifically for major capital projects and BRT	Counties, municipalities	Counties and municipalities should pursue opportunities for more dense development which mixes uses and housing types within "location 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. Counties and municipalities should specifically pursue supportive land use planning in areas near transit major capital projects and BRT.	RetainRevise

Implementation Examples:
- Through the Community Planning program, the RTA funds transit-oriented development (TOD) plans that support increased densities, a mix of land uses, and improved access to transit service. Additionally, municipalities with TOD plans can apply to the RTA for assistance to revise their zoning near transit—through transit overlay districts or form-based codes— to support TOD.
- The Village of Westmont, through the RTA's Community Planning program, completed a TOD zoning overlay near its Metra station in 2013 to support recommendations for higher densities and mixed land uses found in its adopted TOD plan.
- The RTA's report "Setting the Stage for Transit", published in 2012, is a guidebook that helps communities design for transit-supportive development.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.
- Combine with following actions.

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

Implementation Examples:
- 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.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.
- Deleted to consolidate with previous action.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
~~Plan for land use specifically around BRT projects~~	~~CMAP, RTA, CTA, Pace, counties, municipalities~~	~~Study the best way to conduct land use planning to support BRT services which may be part of the Elgin-O'Hare projects, 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.~~	~~Retain~~

Implementation Examples:

- 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:

- This action remains a priority for CMAP and the region.
- Deleted to consolidate with previous actions.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Promote housing affordability near transit	Counties, municipalities	Proximity to transit services often increases land value, making it more difficult to provide a range of housing options. 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, reduced minimum parking requirements, permit fee waivers, land trusts, and expedited permitting processes. These should be explored, considered, and adapted to specific local situations.	~~Retain~~Revise

Implementation Examples:
- The Village of Maywood, as part of the RTA's Community Planning program and in conjunction with the Urban Land Institute, convened a panel of development experts in December 2012 to discuss redevelopment opportunities on key underutilized parcels. A representative from the Illinois Housing Development Authority (IHDA) participated on the panel and helped guide the community and other developer panelists on potential affordable housing opportunities and how private developers can work with communities to pursue IHDA funding. A summary of this discussion can be found here.

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.
- Add "reduced minimum parking requirements" to list of tools. Clarified "options" after "housing".

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

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:
- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Update guidelines for transit-supportive land use	RTA, CTA, Metra, Pace	Update materials produced by the RTA and transit service boards concerning land use planning and small-scale 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.	~~Retain~~Revise

Implementation Examples:
- The RTA's Transit-Oriented Development Resources website provides information on TOD topics such as access and parking, zoning, municipal funding opportunities, and land use brochures.
- Pace Suburban Bus produced a Transit Supportive Guidelines 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:
- This action remains a priority for CMAP and the region.
- Added RTA to the "Specifics" text.