

## 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. 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. | Revise                        |

#### **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- Removed outdated reference to 2008 funding crisis.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/parking pricing revenues to transit | State (IDOT, Tollway), RTA, counties, municipalities | Congestion pricing and parking pricing are recommended within <i>GO TO 2040</i> . 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.

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| 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 past funding crises. CMAP, in conjunction with potential funding partners, should investigate innovative 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. | 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 federal requirements for funding the engineering of major transit capital projects | Federal (U.S. DOT) | 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 issue 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 is supported, particularly when 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 3<sup>rd</sup> 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 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 have an impact on transit use. | Revise                        |

**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.
- Metra [purchased](#) 160 new electric Highliner for use on the Metra Electric Line with delivery beginning in fall 2012. In response to customer feedback, half of these vehicles will be equipped with on-board restrooms, and the vehicle interiors will match those on Metra’s diesel lines.

**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 (including bus-on-shoulder, bus service in managed lanes, or BRT, but also rail in some cases) within highway projects recommended in the plan. | 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-shoulder 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 funding programs. | 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](#).
- Metra is preparing Environmental Assessments for the Union Pacific Northwest Line Improvements and the Union Pacific West Line Improvements.
- An Environmental Impact Statement is being prepared for the 75th Street Corridor Improvement Project, which is the major element of the Metra SouthWest Service Improvements.
- The Englewood Flyover is under construction on the Metra Rock Island District. This project includes building the supporting structures for the future third track that is in the Rock Island District Improvements project.

**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.
- Metra received Unified Work Program Funding to perform a cost-benefit analysis of the potential long term expansion projects identified in Metra’s strategic planning process. This study will begin in 2014.

**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 a continued federal commitment is necessary to actually implement a functioning system. The region's Congressional representatives should make this a high priority, as should U.S. DOT staff. However, federal funding for high-speed rail should not come at the expense of funding for regional public transit improvements. | 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.
- Environmental Impact Studies are being carried out for high-speed rail operations in the Chicago-St. Louis, Chicago-Council Bluffs/Omaha, and Chicago-Detroit/Pontiac corridors, and an Environmental Assessment is being carried out for higher speed rail in the Chicago-Milwaukee corridor. Metra and other area stakeholders have been actively involved in these studies to ensure linkages with regional transit and land-use planning.

**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 | Federal (HUD, EDA, NOAA), State (IDOT, DCEO, IHDA, Attorney General), 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 from 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. | Revise                        |

**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 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. | 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. | Revise                        |

**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                               | Specifies  | 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. | Delete                        |

**Implementation Examples:**

- 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.
- Since 2010, RTA Community Planning studies have provided planning assistance to the following communities that will experience increases in service due to major capital projects: Geneva, Lombard, and Evanston.

**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. | 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.

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| 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. | 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.