Project scope
# The system we want

**Objective**

Rebuild public confidence and ensure travelers can seamlessly and affordably access regional opportunities

<table>
<thead>
<tr>
<th>Topic</th>
<th>Examples of recommendations under consideration</th>
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</table>
| **Better buses**                   | • Bus priority infrastructure  
  • Automated enforcement for bus lanes, stops  
  • Public sector capacity at roadway agencies                                                                   |
| **Universal system accessibility** | • Providing funding to address mobility obstacles at and around transit stations/stops  
  • Planning to support accelerated use of new federal funds  
  • Improving demand-responsive services  
  • Deploying technology that makes the system easier to access for all users                                          |
| **Operational efficiencies**       | • Adjusting service in response to new travel patterns  
  • Supporting bus electrification efforts                                                                        |
| **Safety, security, and cleanliness** | • New programs, e.g., transit ambassadors  
  • Supporting or reinforcing existing work by RTA and service boards                                        |

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[Notes:]

- **Better buses**
  - Bus priority infrastructure
  - Automated enforcement for bus lanes, stops
  - Public sector capacity at roadway agencies

- **Universal system accessibility**
  - Providing funding to address mobility obstacles at and around transit stations/stops
  - Planning to support accelerated use of new federal funds
  - Improving demand-responsive services
  - Deploying technology that makes the system easier to access for all users

- **Operational efficiencies**
  - Adjusting service in response to new travel patterns
  - Supporting bus electrification efforts

- **Safety, security, and cleanliness**
  - New programs, e.g., transit ambassadors
  - Supporting or reinforcing existing work by RTA and service boards
## The system we want

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| Fare integration and affordability         | • Fare and transfer integration between the service boards  
• Integration with complementary modes (e.g., Divvy, South Shore Line)  
• Subsidized fares for travelers with limited incomes (e.g., youth, low-income)  
• Considerations around return to regular fare increases |
| Regional rail                              | • Investments or changes that could enable more frequent service outside of “traditional” morning and evening peak hour commutes  
• Other strategies that respond to changed travel demands using existing assets  
• Structured approach to considering tradeoffs (e.g., ridership, cost, equity) |
| Transit-supportive land use and development | • Policies and incentives to support transit-oriented development (TOD)  
• Conversion of existing public assets into TOD, e.g., underutilized parking lots  
• Policies and incentives for employers and regional destinations to support transit use |
### How to pay for it

**Objective**
Close the operating budget shortfall and pay for costs of system improvements through reforms and funding supports

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<td>New or modified public revenues</td>
<td>• Sales tax reforms (broadening the base, rate levels)</td>
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<tr>
<td></td>
<td>• Revenues from the road system (e.g., tolls, congestion pricing)</td>
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<tr>
<td></td>
<td>• State funding reforms</td>
</tr>
<tr>
<td></td>
<td>• Other potential sources (e.g., utility tax, income tax)</td>
</tr>
<tr>
<td>System-generated</td>
<td>• Fare policy (e.g., fare increases)</td>
</tr>
<tr>
<td></td>
<td>• Other system-generated opportunities (e.g., concessions)</td>
</tr>
<tr>
<td>Operational and structural savings</td>
<td>• Quantify direct savings and costs from system improvements and reforms</td>
</tr>
<tr>
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<td>• Explore other potential savings (e.g., service adjustments to reflect new travel patterns, changes to bend the labor cost growth curve, P3s)</td>
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<tr>
<td>Farebox recovery ratio</td>
<td>• Reduction or replacement of 50% farebox recovery ratio requirement</td>
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<tr>
<td>Federal funding</td>
<td>• Identify scope of federal approach (e.g., ADA paratransit support)</td>
</tr>
</tbody>
</table>
How to implement it

**Objective**

Reform governance structures and funding distribution mechanisms to achieve transit system goals

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<td>Allocation for public subsidy funds</td>
<td>• Distribution of new and existing funds, including those identified through other discussions, the RTA sales tax, and other sources (e.g., RETT)</td>
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</table>
| System governance            | • Includes Board structures, appointments, and allocation of responsibilities  
                              | • Changes required to implement other reforms identified in the broader PART process (e.g., fare integration)                                                                                                                |
                              | • Other changes consistent with a “comprehensive and coordinated” regional transit system                                                                                                                                                    |
| Farebox recovery ratio       | • Reduction or replacement of 50% farebox recovery ratio requirement (also addressed in “How to pay for it”)                                                                                                                             |