

PAART

Plan of Action for Regional Transit Northeastern Illinois

July 19, 2023



Chicago Metropolitan
Agency for Planning

Welcome and roll call

Approval of meeting minutes

PAART

Plan of Action for Regional Transit Northeastern Illinois

July 19, 2023



Chicago Metropolitan
Agency for Planning

Focus groups

- Chicago Plus (regional)
- Chicago Federation of Labor members (regional)
- CMAP Community Advisory Committee (regional)
- Belmont-Cragin student group (Chicago)
- Gail Borden Public Library (Kane and Cook counties)
- Chicagoland Chamber of Commerce members (regional)
- Will County Center for Community Concerns (Will County)

Focus groups: Key themes

Public transit is vital

"Public transit is a public service people need. It's a lifeline for many."

And the system has many challenges

"We need more public transit service, and service that is there when people want to use it."

The fiscal crisis threatens the region's future

"The loss of that bus (due to budget cuts) [would make] it impossible for workers to get there on their own."

And it requires bold, equitable solutions

"We have to have a complete shift in our approach to public transit now."

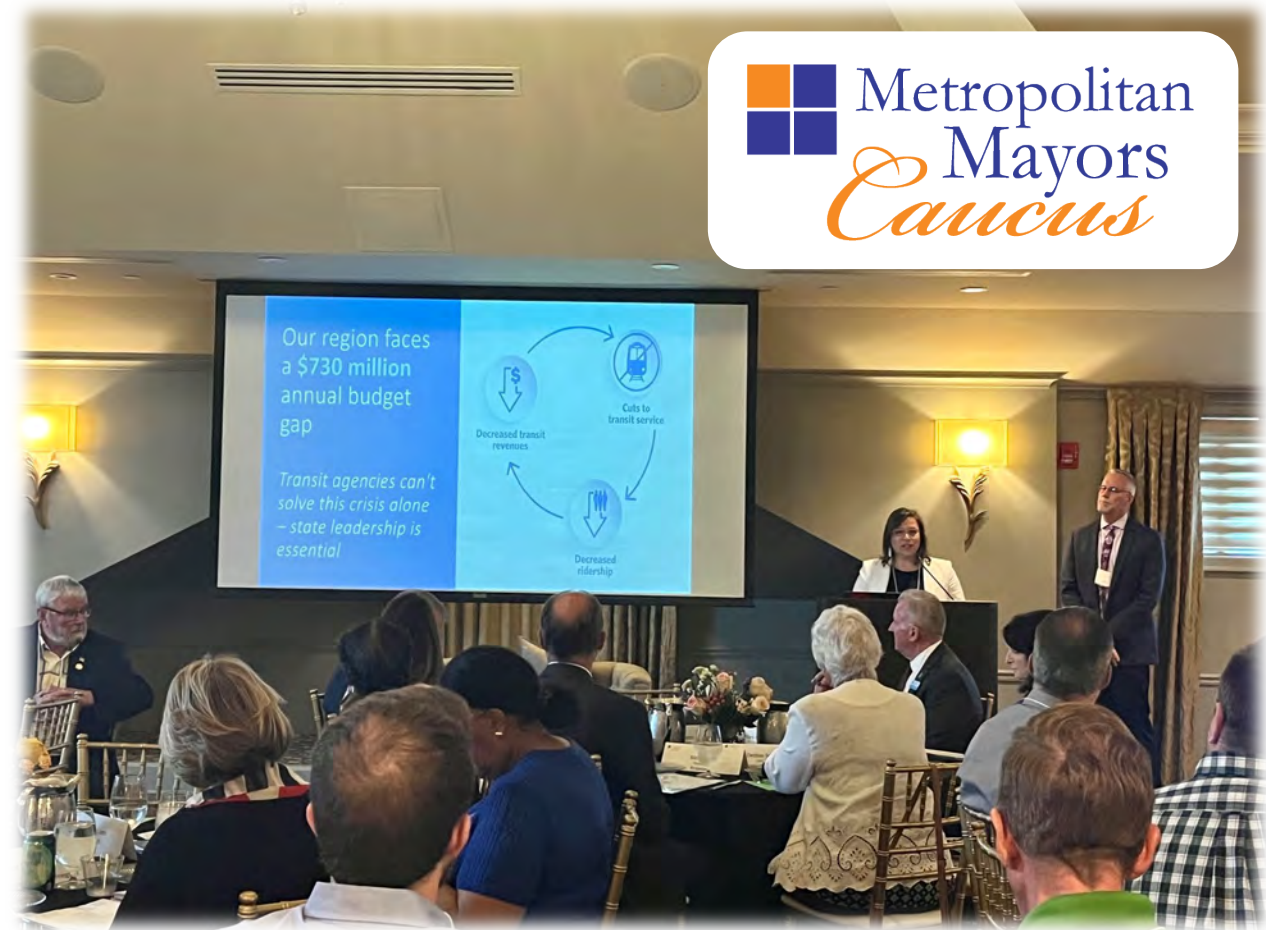
COG/COM and County Engagement

Subregional councils:

- Councils of Governments and Councils of Mayors
- Metropolitan Mayors Caucus

Counties

- Briefings with county administrators and engineers
- Presentations at board and committee of the whole meetings





Chicago Metropolitan
Agency for Planning

The system we want



Recap: System improvement themes



Better buses



Fare integration and affordability



Safety, security, and cleanliness



System accessibility (ADA and technology)



Service frequency



Regional rail



Land use and development

Recommendations scale with resources

Baseline

Strategies that do not require net new resources

Packages

Minimum viable

**Operating: \$500M
Capital: \$50M (one-time)**

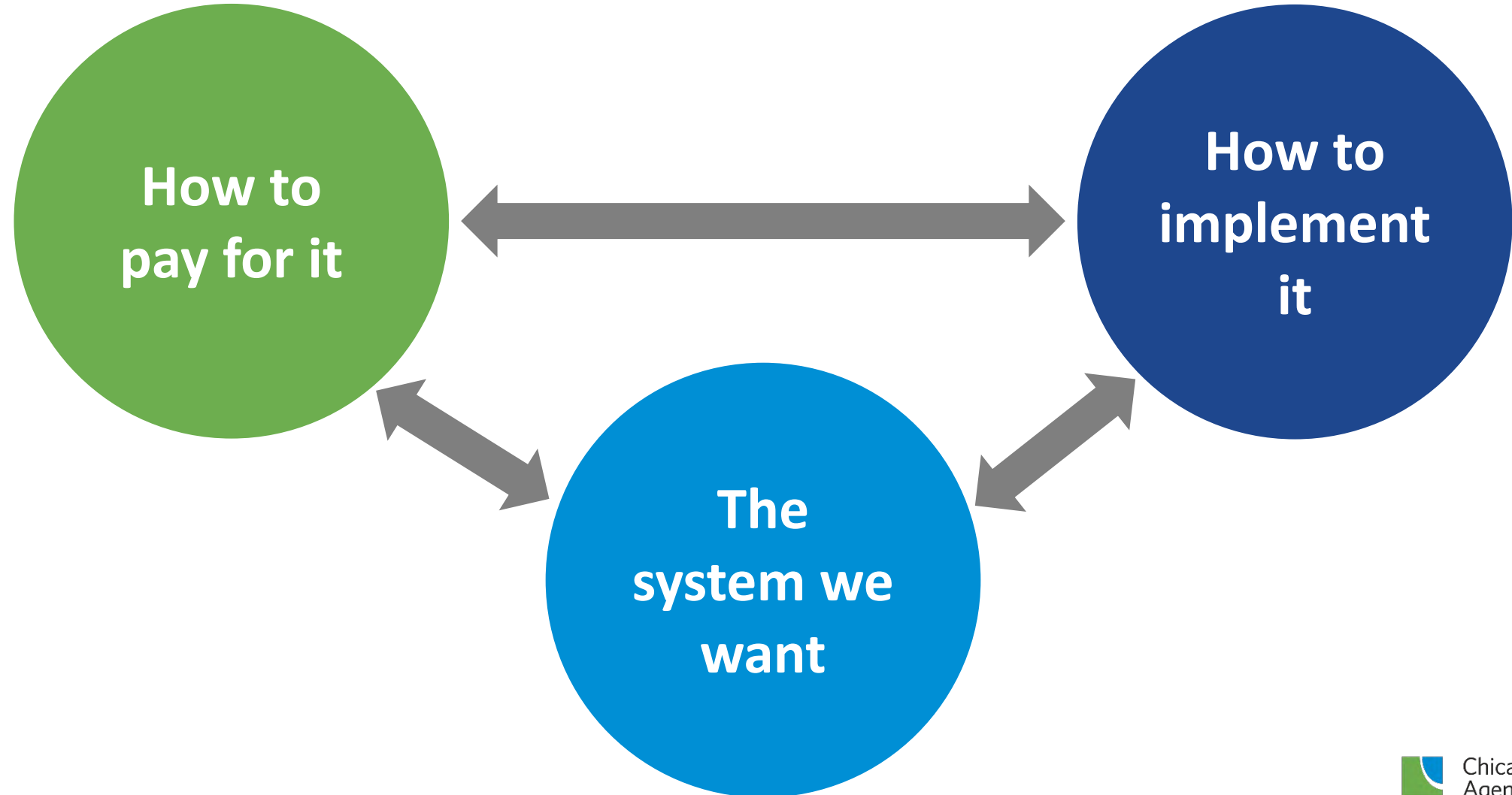
Meaningful investment

**Operating: \$1B
Capital: \$220M (one-time) +
\$200M (annual)**

Transformational change

**Operating: \$1.5B
Capital: \$220M (one-time) +
\$400M+ (annual)**

PART topics are interrelated





Chicago Metropolitan
Agency for Planning

How to pay for it

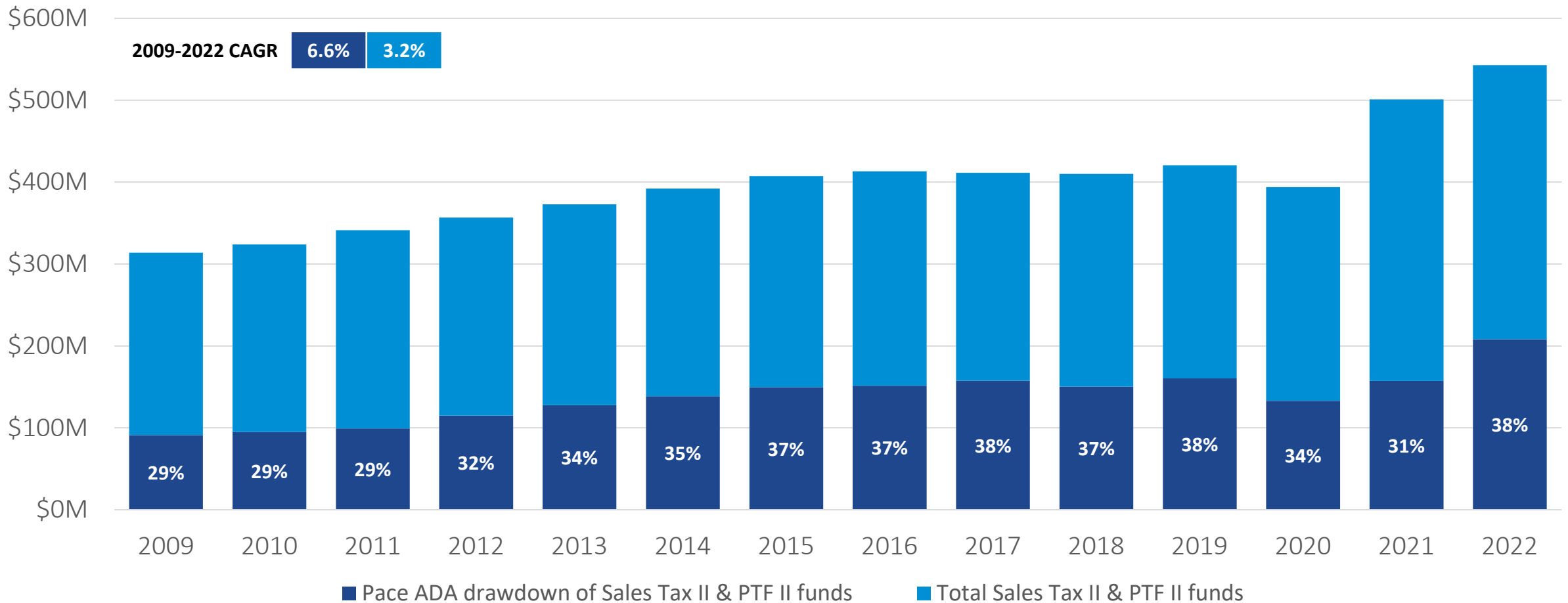


Principles for funding packages

- Transit system needs to be part of the solution
- More robust state support is needed
- Stable, dedicated funding is needed for paratransit
- Expanding the sales tax base is a better solution than raising the rate
- Transportation dollars for transportation investments
- New funding sources should be equitable

Paratransit costs eroding local revenues

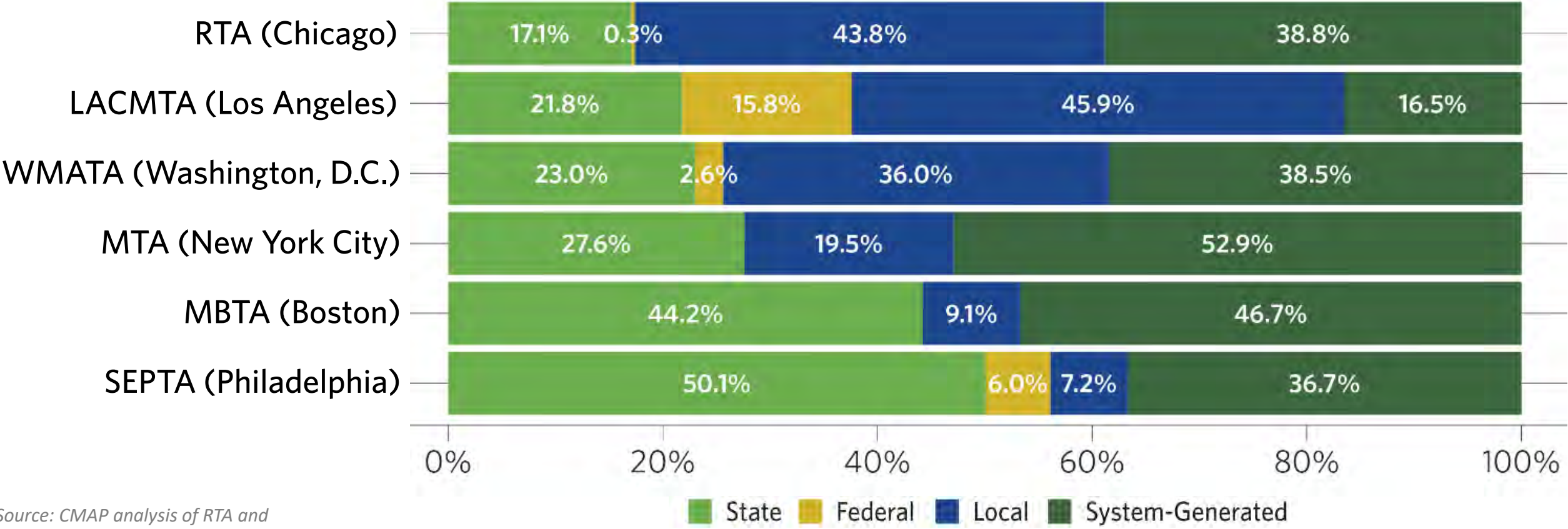
Pace ADA became a larger share of Sales Tax II & Public Transportation Fund II revenues, 2009-2022



Source: CMAP analysis of RTA budget data.

State support for transit across large systems

Sources of operating revenues for peer regional transit systems, 2019



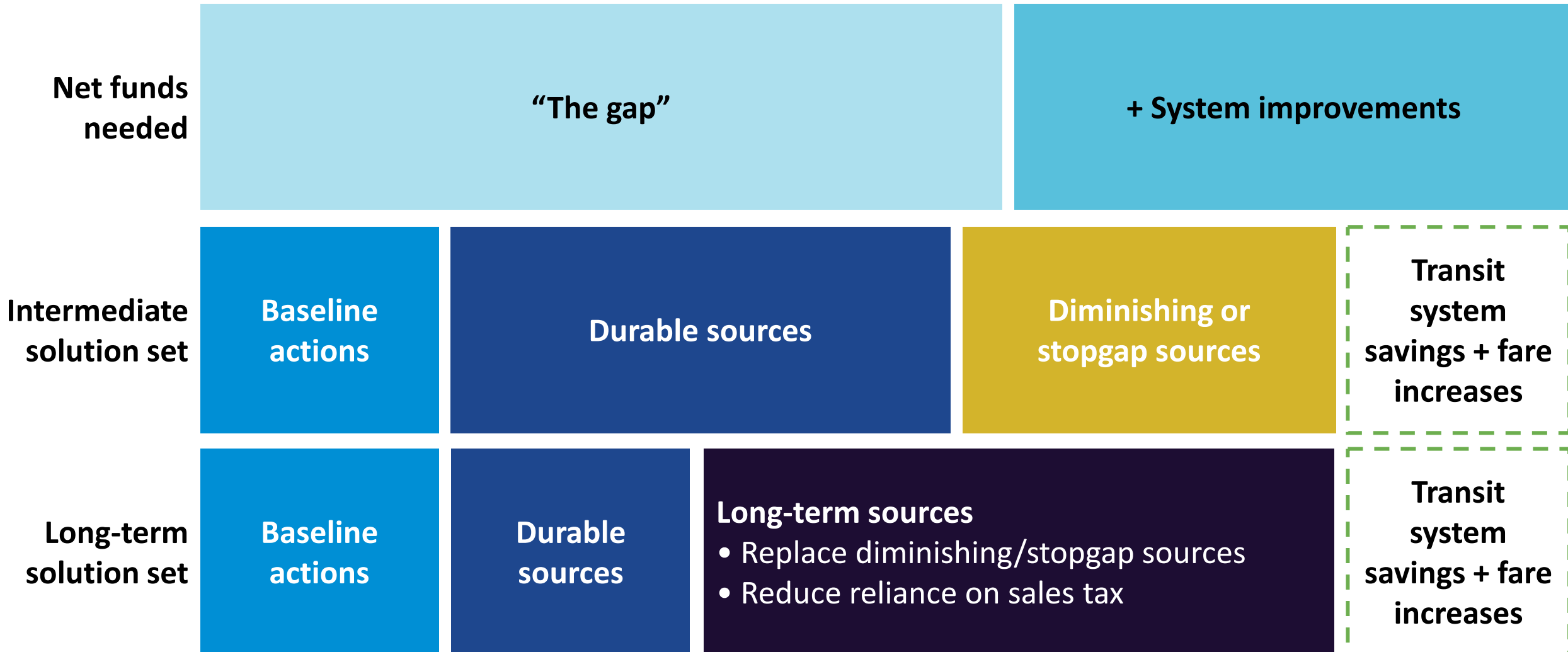
Source: CMAP analysis of RTA and National Transit Database data.

Note: State and federal revenue sources are assistance from these levels of government. Local revenues sources include local government assistance and agency revenue from taxes and fees. System-generated revenue includes fare revenue, advertising revenues, and other agency-generated funds.

How to pay for it

Proposed packages of funding solutions to avert the fiscal cliff and build the regional transit system we want

Conceptual diagram of operating funding packages



Recap: Three levels of investment

Baseline

Strategies that do not require net new resources

Packages

Minimum viable

Addresses “the gap”

Operating: \$500M
Capital: \$50M (one-time)

Meaningful investment

Addresses “the gap” and makes significant system improvements

Operating: \$1B
Capital: \$220M (one-time) +
\$200M (annual)

Transformational change

Addresses “the gap” and makes additional system improvements

Operating: \$1.5B
Capital: \$220M (one-time) +
\$400M+ (annual)

Intermediate Solution Set: ~\$1.5B in new funds

Transformational investment

How to pay for it

Dollars in
millions

Baseline actions

\$225

Increased state support for paratransit (cover half of annual costs)	\$110
Fully fund existing state reduced fare mandates	\$85
Remove state service fee on RTA sales tax	\$30

Durable sources

\$710

Expand state sales tax base – broad selection of services	\$310
New sales tax state match flowing through existing formulas (broad)	\$95
Increased support for paratransit (cover second half of annual costs)	\$110
Expand downtown commercial parking tax (Chicago/Cook only)	\$65
In-region vehicle registration surcharge (+\$20/car)	\$130

Diminishing or stopgap sources

\$470

Raise RTA sales tax in region by 0.25%	\$470
Raise tolls 30% on existing Tollway facilities (excludes trucks)	\$180

** Note: Requires \$220M in one-time and \$400M+ in annual capital funds*

What we could get

- Close the gap
- Investment in frequent/reliable service
- Full fare/transfer integration, with connections to complementary systems*
- Low-income subsidy + free transit for youth
- Bus priority and BRT investments*
- New transit staff at DOTs
- On- & off-system accessibility enhancements*
- Improved wayfinding + real-time information*
- Integrated dial-a-rides
- Transit ambassadors and staff capacity
- Accelerated station renewals*
- Improved restroom access*
- “Regional rail” investments (ambitious)*
- Transit service and incentives to support TOD*
- Low-/no-cost planning & process improvements

Intermediate Solution Set: ~\$1B in new funds

Meaningful change

How to pay for it

Dollars in
millions

Baseline actions

\$225

Increased state support for paratransit (cover half of annual costs)	\$110
Fully fund existing state reduced fare mandates	\$85
Remove state service fee on RTA sales tax	\$30

Durable sources

\$710

Expand state sales tax base – broad selection of services	\$310
New sales tax state match flowing through existing formulas (broad)	\$95
Increased support for paratransit (cover second half of annual costs)	\$110
Expand downtown commercial parking tax (Chicago/Cook only)	\$65
In-region vehicle registration surcharge (+\$20/car)	\$130

Diminishing or stopgap sources

\$90

In-region MFT surcharge (+10c/gallon)	\$90
---------------------------------------	------

* Note: Requires \$220M in one-time and \$200M in annual capital funds

What we could get

- Close the gap
- Investment in frequent/reliable service (reduced)
- Full fare/transfer integration, with connections to complementary systems (reduced)*
- Low-income subsidy + unified youth discounts
- Bus priority and BRT investments (reduced)*
- New transit staff at DOTs
- Accessibility enhancements (reduced)*
- Improved wayfinding + real-time information*
- Integrated dial-a-rides
- Transit ambassadors (reduced)
- Accelerated station renewals (reduced)*
- “Regional rail” investments (some corridors)*
- Incentives for TOD on public assets*
- Low-/no-cost planning & process improvements

Intermediate Solution Set: ~\$500M in new funds

Minimum viable

How to pay for it

Dollars in millions

Baseline actions	\$225
Increased state support for paratransit (cover half of annual costs)	\$110
Fully fund existing state reduced fare mandates	\$85
Remove state service fee on RTA sales tax	\$30
Durable sources	\$350
Expand state sales tax base – narrow selection of services	\$220
New state match flowing through existing formulas (narrow)	\$65
In-region vehicle registration surcharge (+\$10/car)	\$65
Diminishing or stopgap sources	\$0
None	\$0

What we could get

- Address the gap: Return to nearly pre-COVID service levels in an evolved regional transit network
- Discounted transfers between transit systems (partial integration)
- Investments to enable fare capping*
- Low-/no-cost planning & process improvements

* Note: Requires \$50M in one-time capital funds

Discussion

Capital investments needed for improvements

Minimum viable
related capital costs

Annual: \$0
One-time: \$50 million

Meaningful change
related capital costs

Annual: \$200 million
One-time: \$220 million

Transformational
investment
related capital costs

Annual: \$400 million+
One-time: \$220 million

Short-term capital options

Dollars in millions

MFT surcharge (+10c/gallon)	\$90
MFT surcharge (+20c/gallon)	\$180
Flex IDOT federal funds to transit capital (low)	\$100
Flex IDOT federal funds to transit capital (high)	\$150
Raise tolls on existing Tollway facilities 30% (+ trucks)	\$450
Raise tolls on existing Tollway facilities 30% (- trucks)	\$180

Med-/long-term capital options

Dollars in millions

Road Usage Charge – MFT replacement	varies
Road Usage Charge – congestion pricing	varies
Toll IDOT freeways	varies
Introduce CBD cordon (NYC model/\$12)	up to \$765
Introduce CBD cordon (London model/\$24)	up to \$1,300
Financialize future carbon policies	varies

Discussion



Chicago Metropolitan
Agency for Planning

How to implement it



Evaluating governance reform



Identify current and historic challenges: past reports, stakeholder interviews, problem statements



Explore solutions: case studies, research, surveys



Draft reform options: recommendations and governance models



Refine and finalize recommendations: steering committee, CMAP Board, MPO

We are here

Governance reform requirements



Achieve goals
from *System
We Want*



Maximize
investments
from *How to
Pay for It*



Address problem
statement
themes

Function: Summary survey results

Degree of consensus	Area	Aspect
High	Fare policy	Set fare and transfer policies
		Establish revenue sharing policies
		Select payment technologies and approaches
	Financial stewardship	Set performance measures for regional priorities
		Oversight and accountability
		Set performance metrics for operational efficiencies
Capital planning	Prioritize capital funding	
Moderate	Service planning/operations	Determine which markets to serve
		Set performance standards and objectives
	Capital planning	Plan for system expansion
		Plan for state of good repair
Low	Capital planning	Capital construction
	Service planning/operations	Day-to-day service planning
		Operate service

Form: Options under consideration



Minimize role of RTA

Status quo

Keep structure the same, but revise funding allocation

Strengthen regional entity and keep service boards

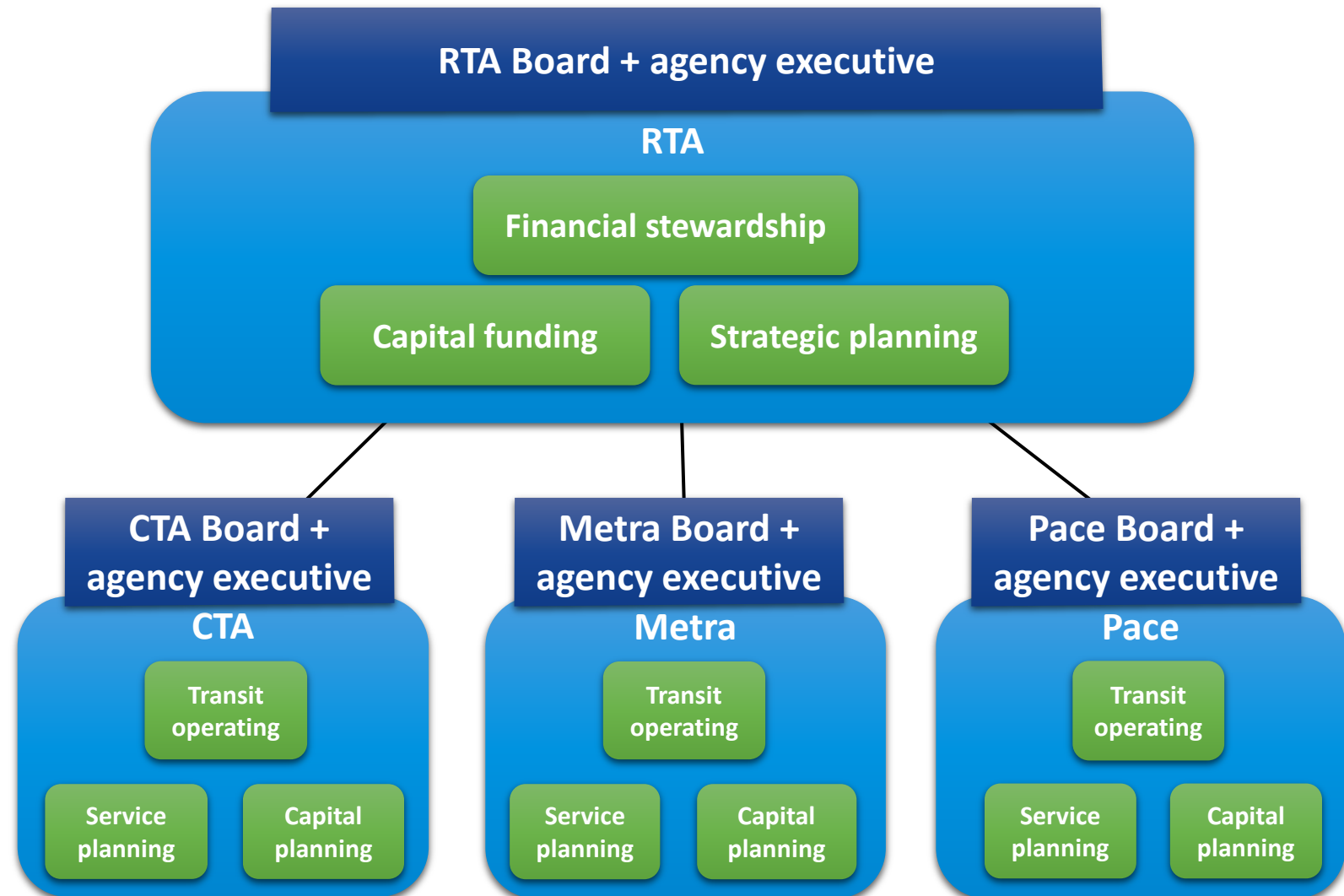
Integrate service boards into one regional agency

Regardless of the structure, reform should seek to...

- Better align funding allocation with regional goals
- Increase centralization of at least some transit functions
 - Fare policy, financial stewardship
- Establish more regional perspectives on the regional governing board(s)
- Provide avenues for local input
- Revisit 50% fare recovery ratio requirement
 - Lessen requirement or replace with another metric

Today's governance

- Emphasizes financial stewardship (fare recovery ratio)
- Emphasizes geographic tax equity (statutory formulas)
- RTA mandated to provide financial oversight and accountability
- Allows local control over service operations (three service boards)
- Each service board is held to account for their share of funding
- RTA serves to address needs within the region in lieu of state involvement



Governance models under consideration

Strengthen regional entity and keep service boards

1. Stronger coordinating agency
2. Regional network manager

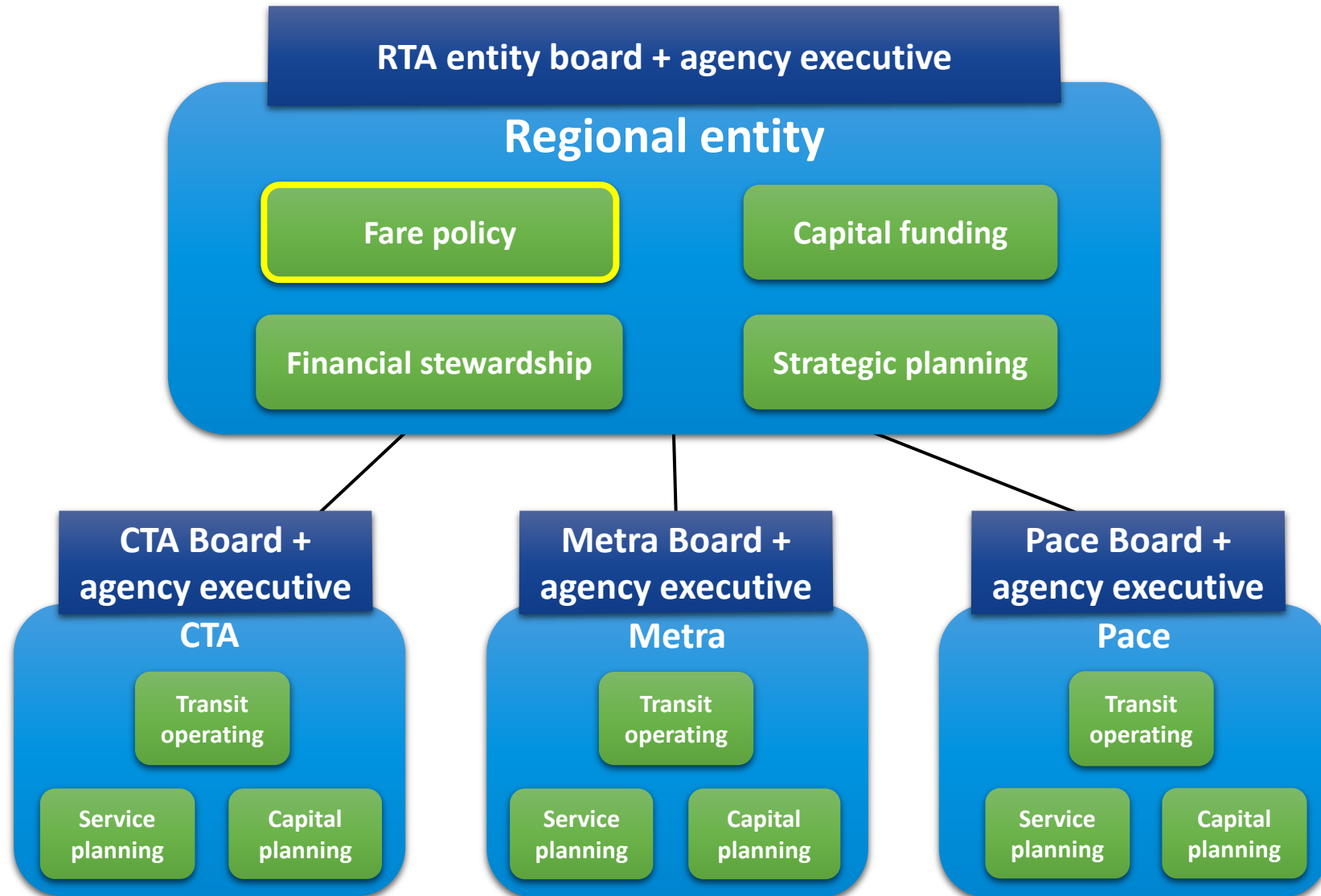
Integrate service boards into one regional agency

3. Integrated agency with committees
4. Unified new entity

1 Stronger coordinating agency

Each agency is responsible for its own:

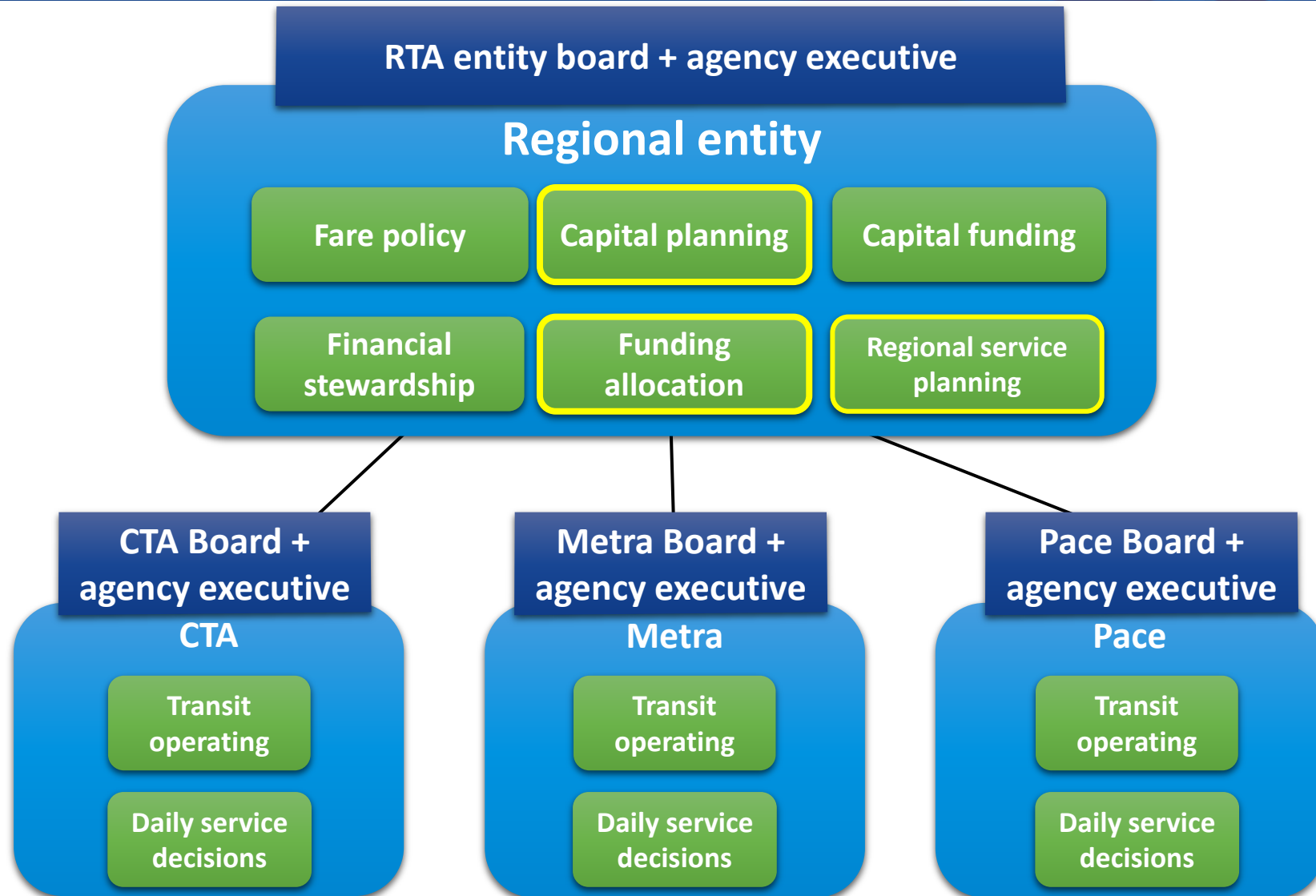
- HR & admin
- Selection of agency executive
- Pension
- Procurement
- Communications
- Budgeting
- Labor negotiations (where applicable)



2 Regional network manager

Each agency is responsible for its own:

- HR & admin
- Selection of agency executive
- Pension
- Procurement
- Communications
- Budgeting
- Labor negotiations (where applicable)



3 Integrated agency with committees

RTA entity board + agency executive

Regional entity

Regional transit functions:

- Fare policy
- Financial stewardship
- Capital planning
- Capital funding
- Service planning
- Strategic planning

Regional corporate functions

- HR & admin
- Selection of agency executive
- Pensions
- Procurement
- Communications
- Labor negotiations

Service committee

Metra

Transit operations, daily service decisions

Service committee

CTA

Transit operations, daily service decisions

Service committee

Pace

Transit operations, daily service decisions

Service committee

Paratransit, On Demand

Transit operations, daily service decisions

4

Unified new entity

Regional board + agency executive

Regional entity

- Regional transit functions**
- Fare policy
 - Financial stewardship
 - Capital planning
 - Capital funding
 - Service planning
 - Strategic planning

- Regional corporate functions**
- HR & admin
 - Selection of agency executive
 - Pensions
 - Procurement
 - Communications
 - Labor negotiations

Bus
Transit operations, day-to-day service planning

Rail
Transit operations, day-to-day service planning

Paratransit, On Demand
Transit operations, day-to-day service planning

Discussion



Next steps

September 6 - Final meeting (at CMAP office)

- Continue to post white papers/video presentations
- Continued Board, Service Board, stakeholder outreach
- September 13 - Introduce to Board/MPO draft recommendations
- October 11 - Final vote by Board/MPO



Public comment

Limited to two minutes per person,
unless the Chair designates a longer
or shorter time period





Chicago Metropolitan
Agency for Planning

Thank you!

Visit cmap.is/PART for information and resources.
LWilkison@cmap.illinois.gov

[@cmapillinois](https://twitter.com/cmapillinois) |    