

PAART

Plan of Action for Regional Transit
Northeastern Illinois

Cook County Transportation Committee

October 18, 2023



Chicago Metropolitan
Agency for Planning

Transit is about people.



Mobility

Transit moves riders and non-riders



Economy

Transit drives the region's economy



Climate

Transit improves air quality and our climate



Equity

Transit connects people to opportunities



60% of employees can not work remotely

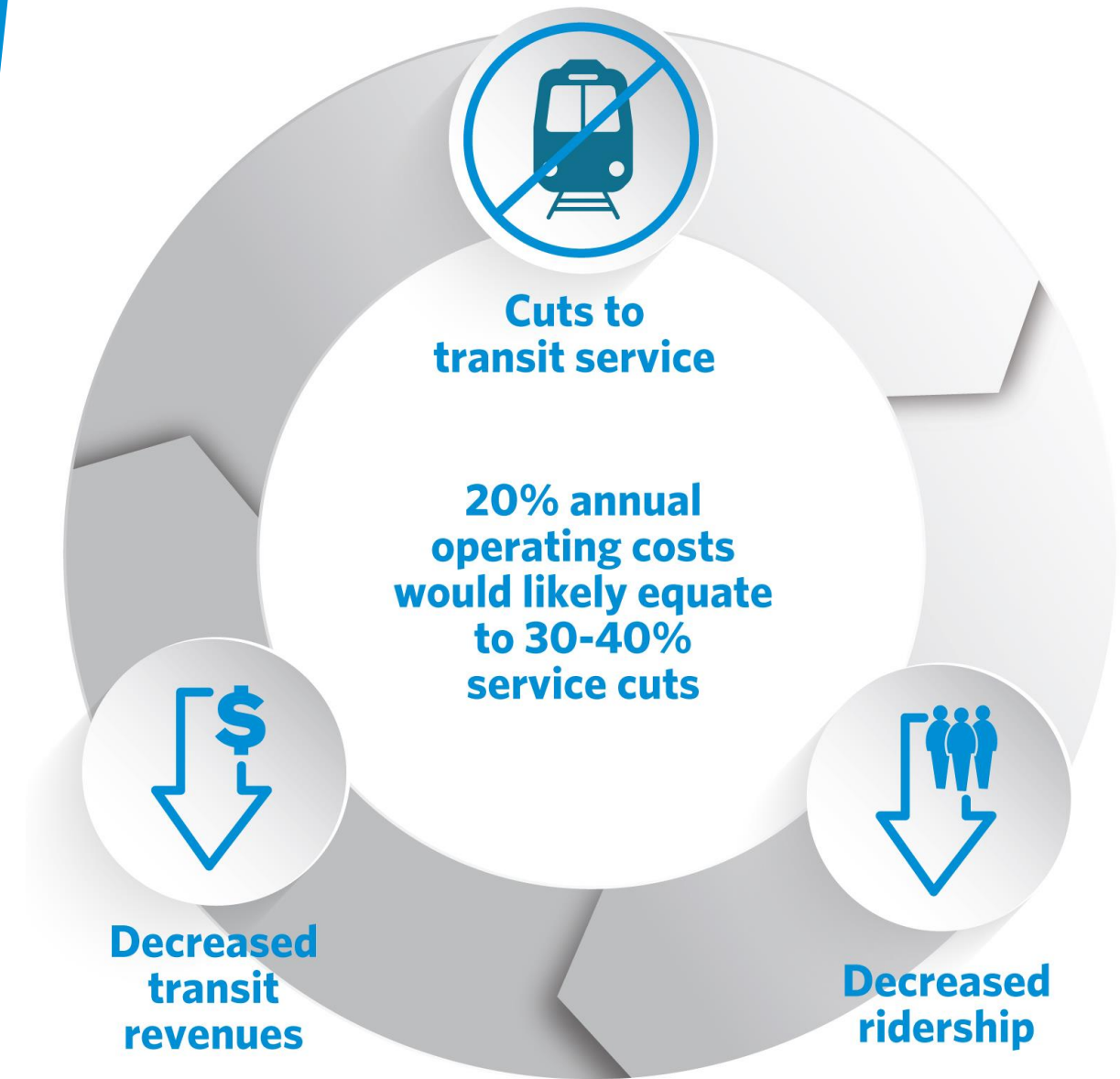
The transit system connects employees to the jobs that employers need to fill



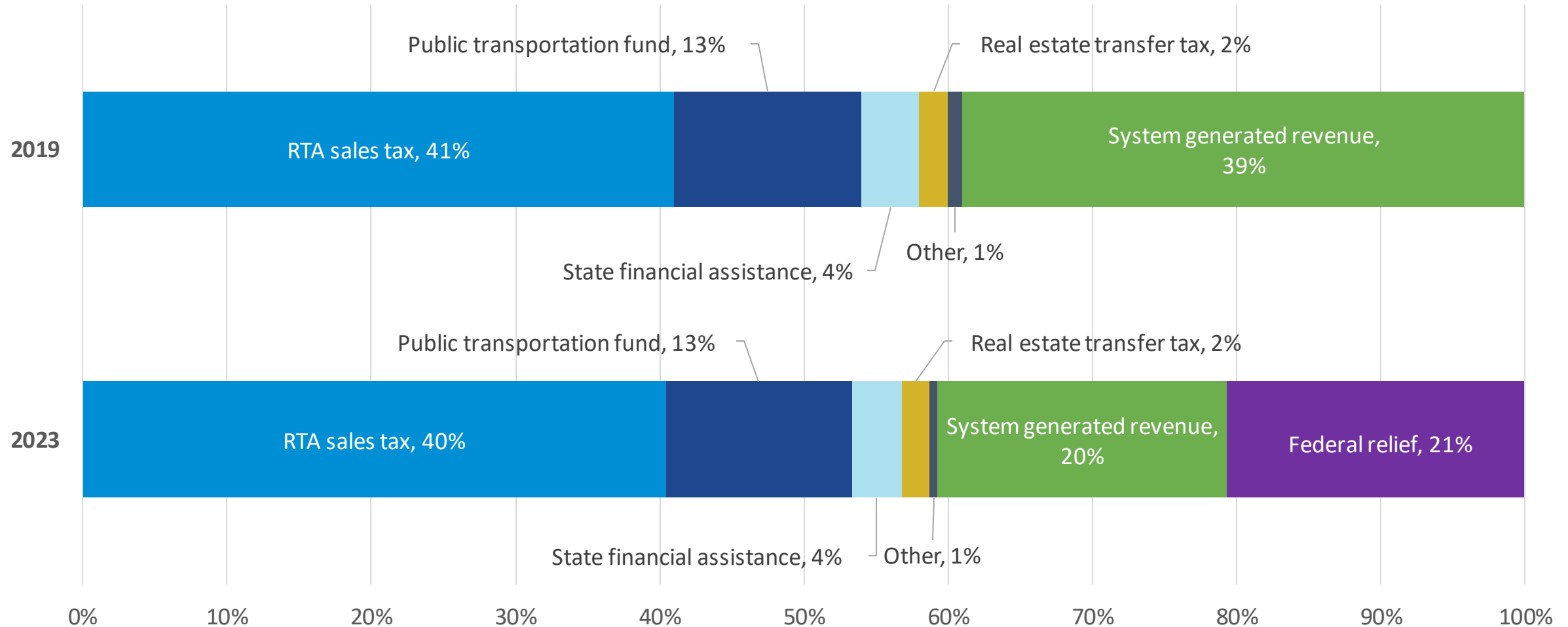
**“Regional success
relies on transit.”**

– ON TO 2050

The creators of this report believe the **cost of inaction** is far greater than the **cost of action**.



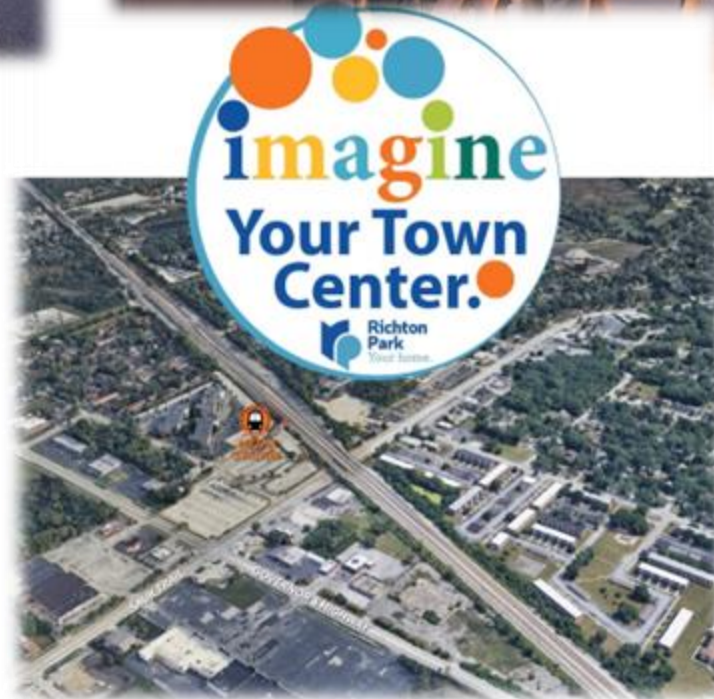
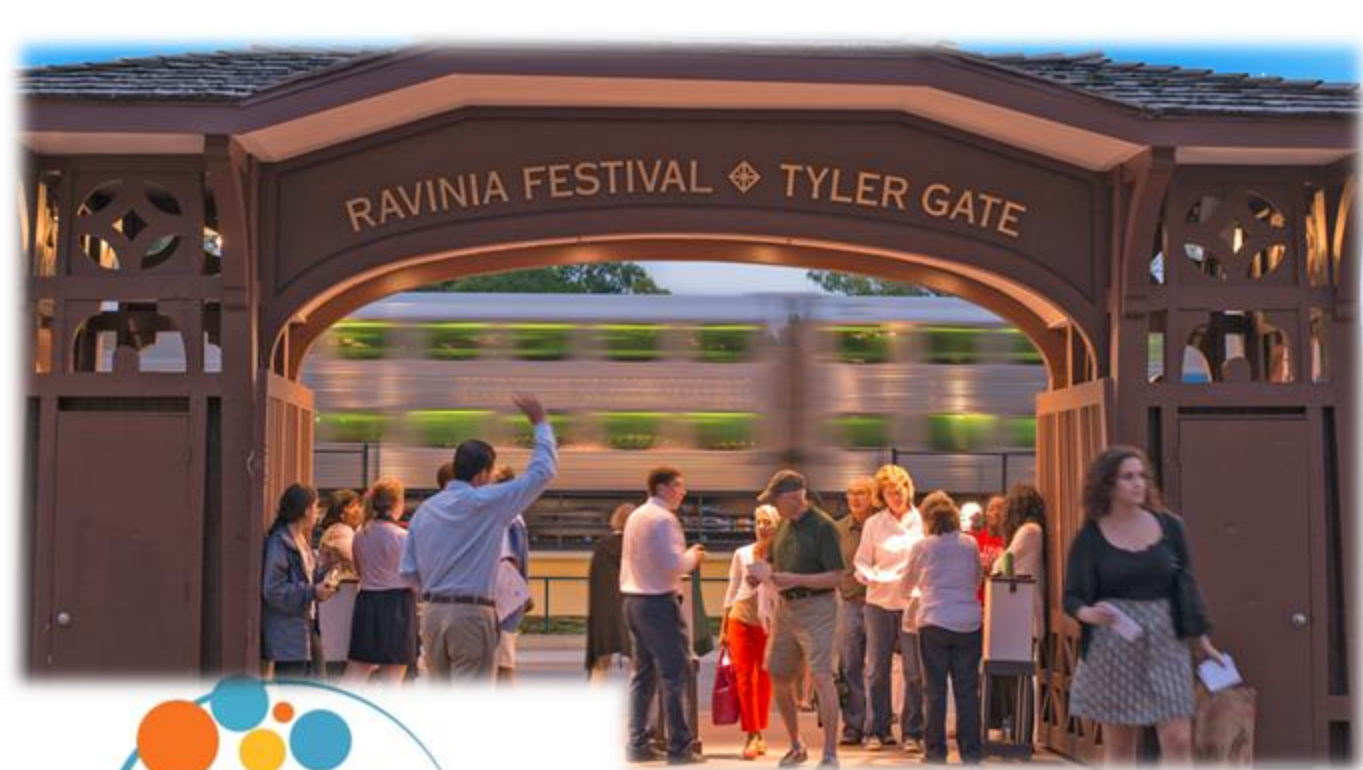
Federal relief funding will end in 2026



Source: Regional Transportation Authority 10-Year Financial Plan

Metra Adds 12 NW Line Trains In Response To Kennedy Roadwork





Transit and Climate



GHG emissions

2010

-9%

2019

-1% per year

Needs to be -5% per year



COLLABORATING FOR SUSTAINABLE COMMUNITIES



Legislative mandate



Focus areas

- Long-term financial viability
 - Comprehensive and coordinated system
 - Safety
 - Security
 - Cleanliness
 - Efficiency
 - Supports and fosters efficient land use



Considerations

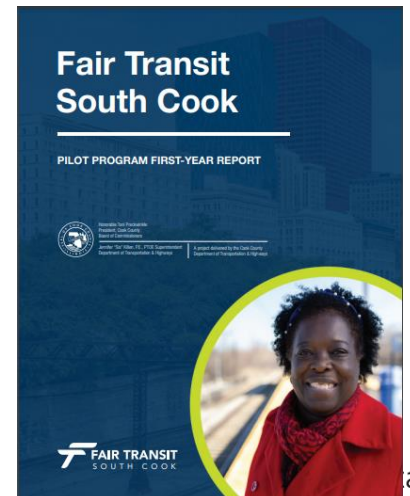
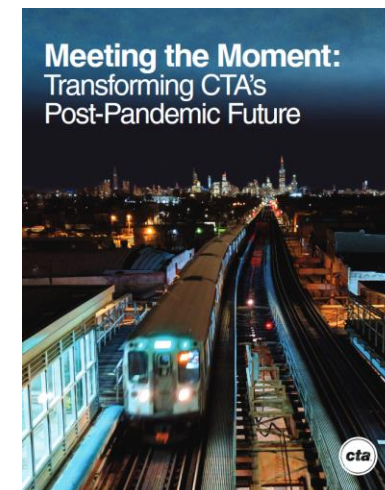
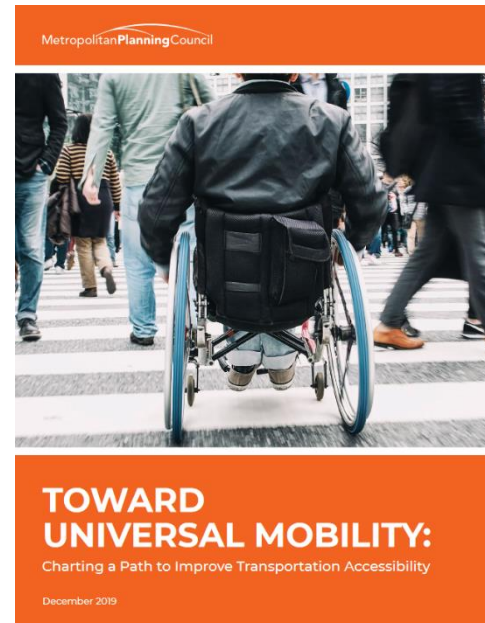
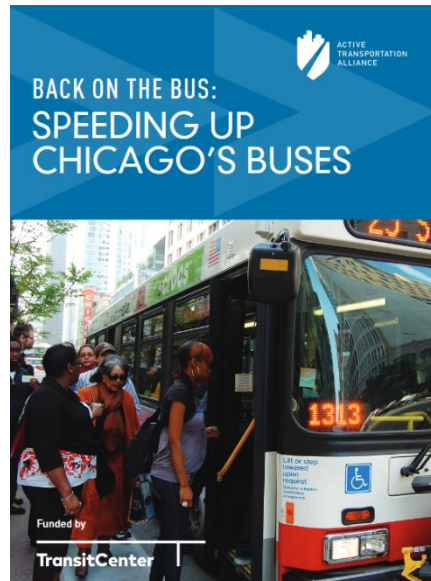
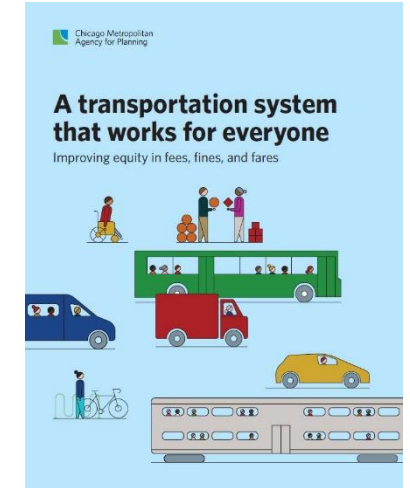
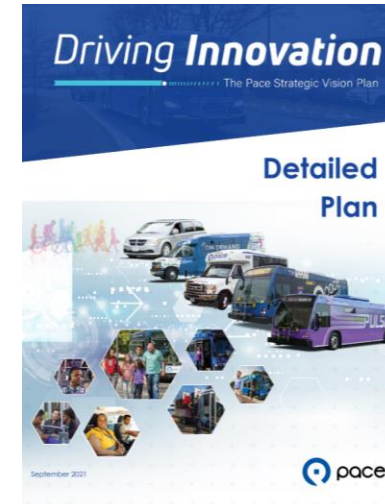
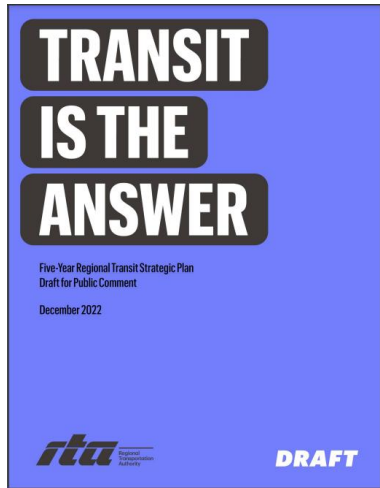
- Racial equity
- Climate change
- Economic development
- RTA's strategic planning efforts



Mechanisms

- The recovery ratio
- Sales tax formula and distributions
- Governance structures
- Regional fare systems
- Any other changes to State statute, Authority, or Service Board...
 - Enabling legislation
 - Policy
 - Rules
 - Funding

Solutions build on prior work



The system we want



Focus on transit service



Provide integrated and affordable fares



Enable faster and more reliable bus service



Bolster public confidence in the system



Rebuild a ridership base:
Enable the system's evolution into regional rail

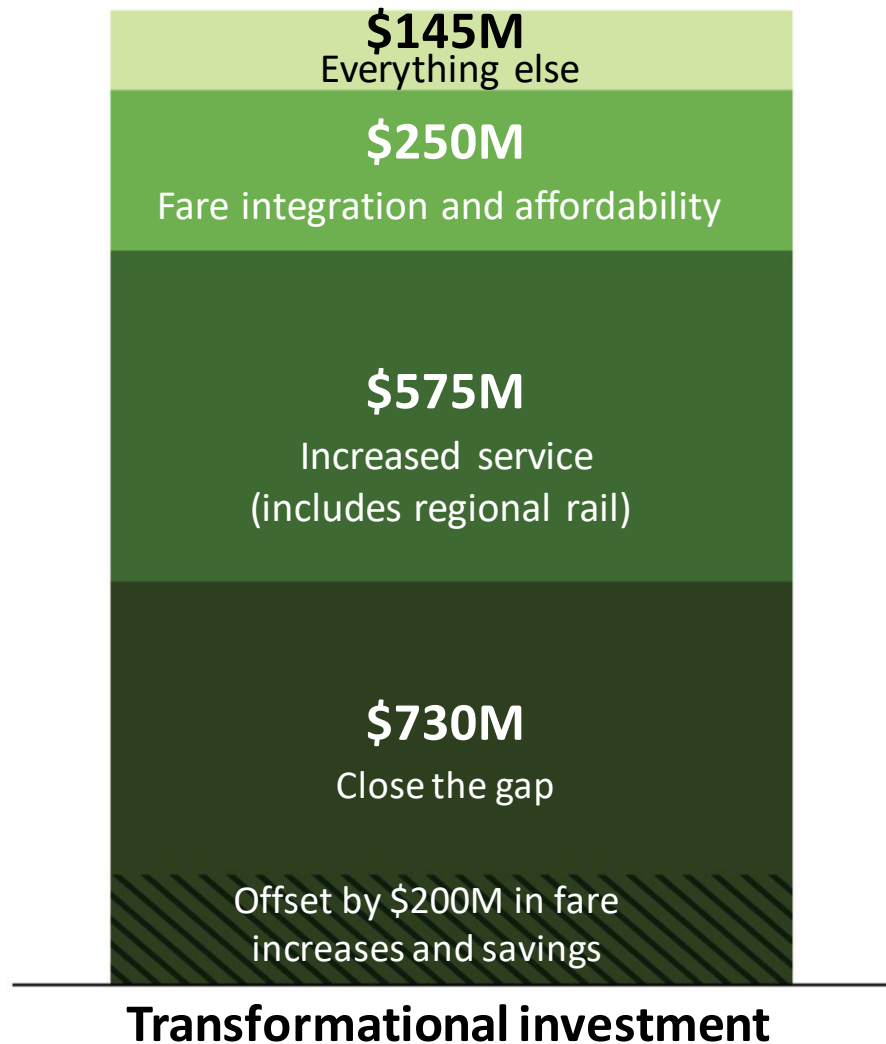


Rebuild a ridership base:
Foster transit-supportive land use and development



Invest in a universally accessible system

The system the region wants requires investment



Supported by \$1.5 billion in new public revenue

Additional capital investment is also required

Funding priorities

- The transit system itself must continue to contribute significantly to satisfying operating needs.
- More robust state support for transit is critical.
- Stable, dedicated funding is needed for paratransit.
- Transportation revenues should fund transportation investments.
- Funding solutions should deliver co-benefits for equity and climate goals.
- Revenues should maintain buying power over time.

Revenue categories

System-generated revenues
Fares, containing cost growth

Baseline actions
State recommendations on paratransit
and funding current reduced fare programs

Durable sources
New revenues that make sense to
implement and keep over the long-term

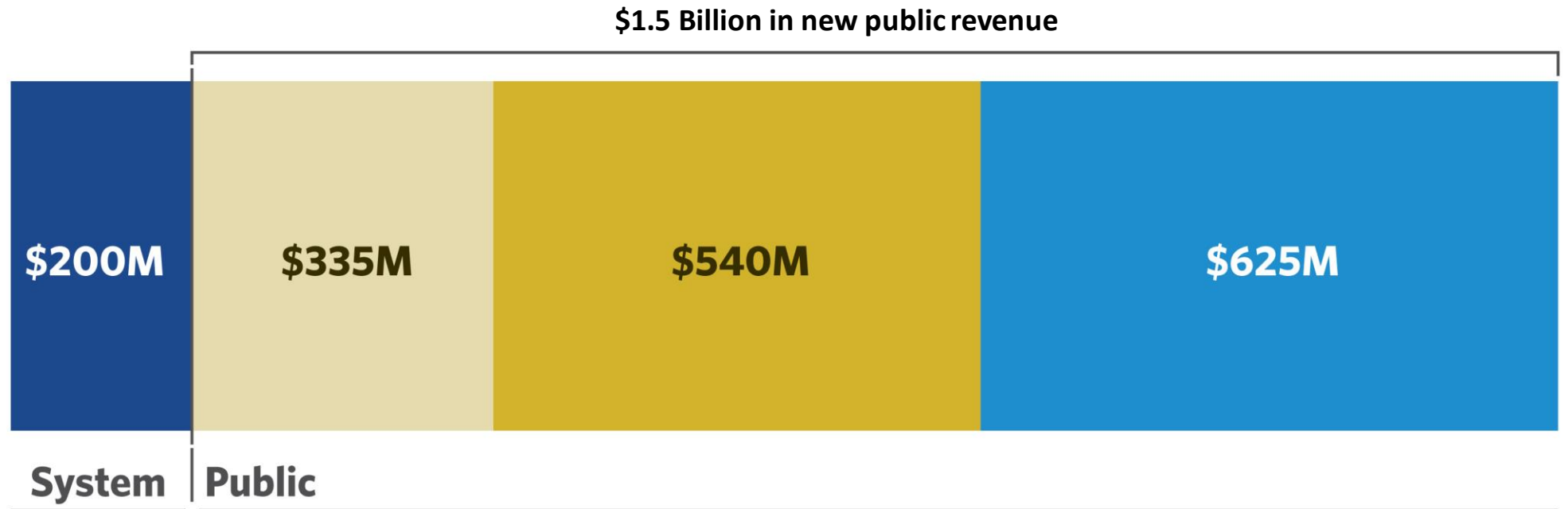
Diminishing / stop-gap sources
Revenues that make sense to implement now
but retire over the long-term

Capital sources
Funds to support package investments over time

Transformational investment

Operating revenues

- System actions
- Baseline actions
- Durable sources
- Diminishing or stopgap sources

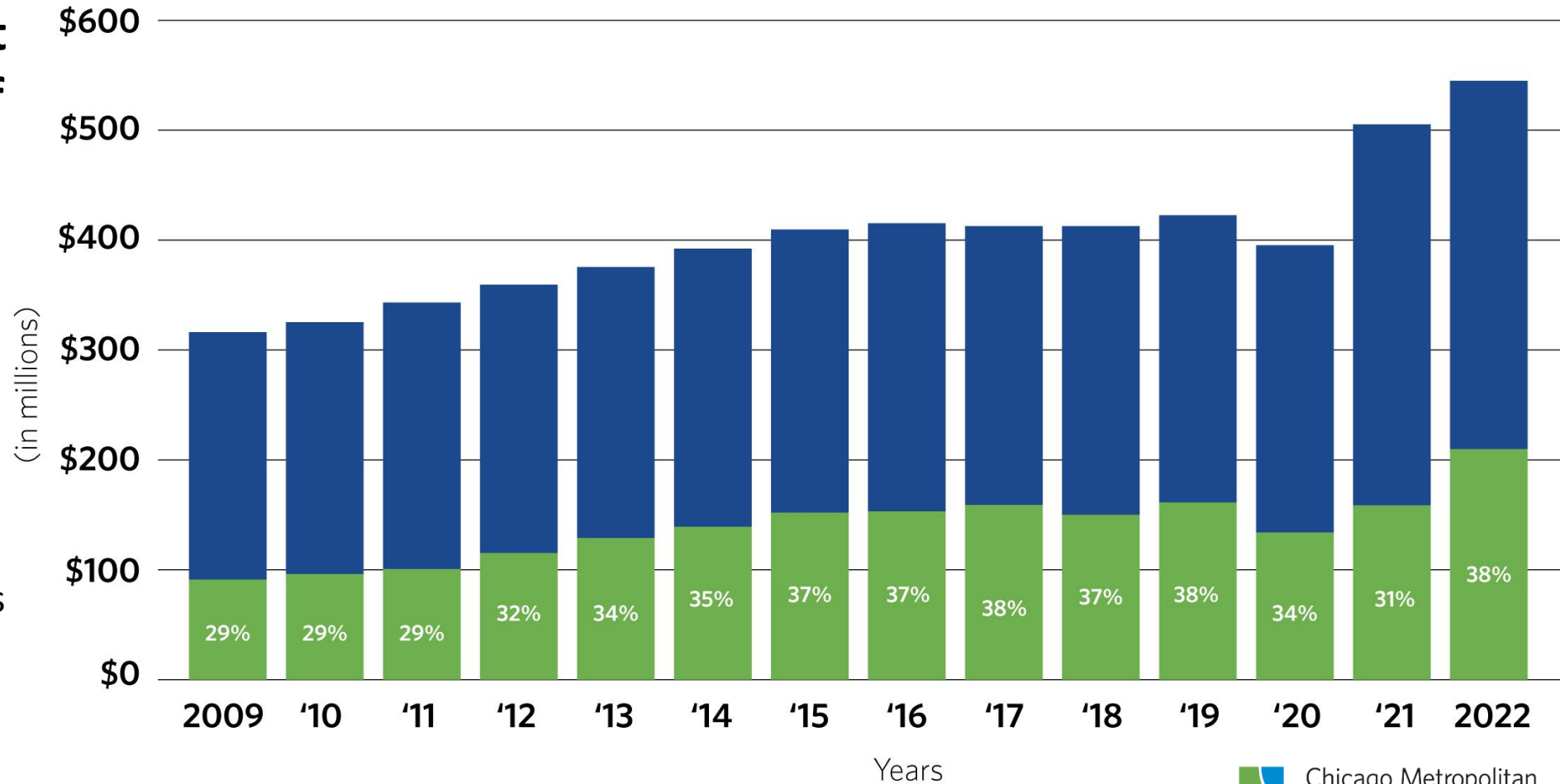


Note: Values are approximate and illustrative of scale.

Increased state support is warranted

Statutory paratransit funding as a share of sales tax II revenues and the associated state match, 2009-2022

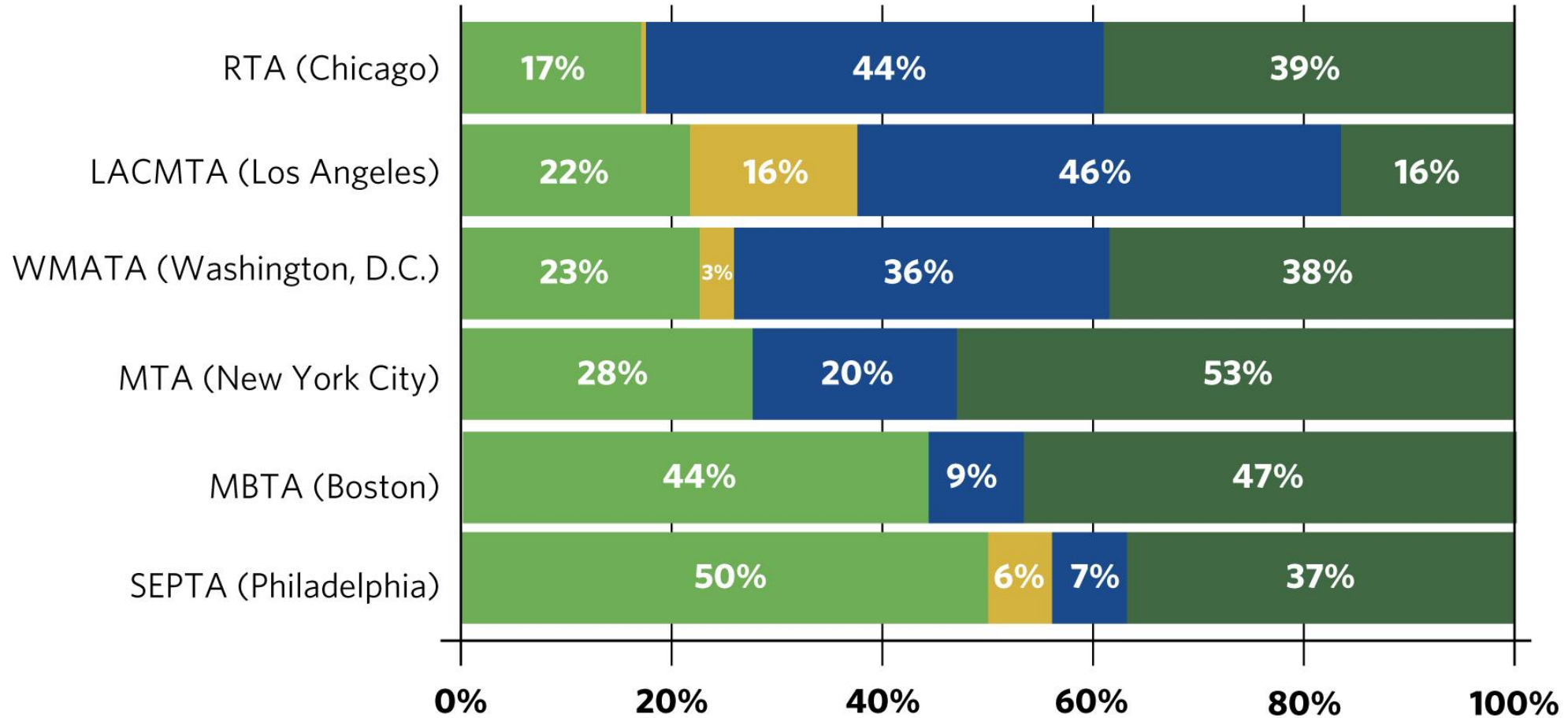
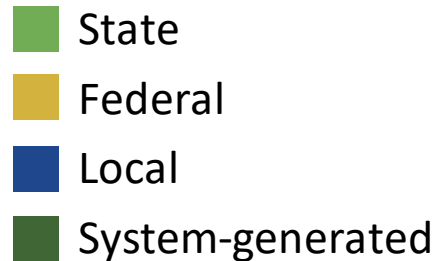
- Total Sales Tax II & PTF II funds
- Pace ADA drawdown of Sales Tax II & PTF II funds



Source: CMAP analysis of RTA budget data.

Peer states contribute more

Sources of operating revenues for peer regional transit systems, 2019



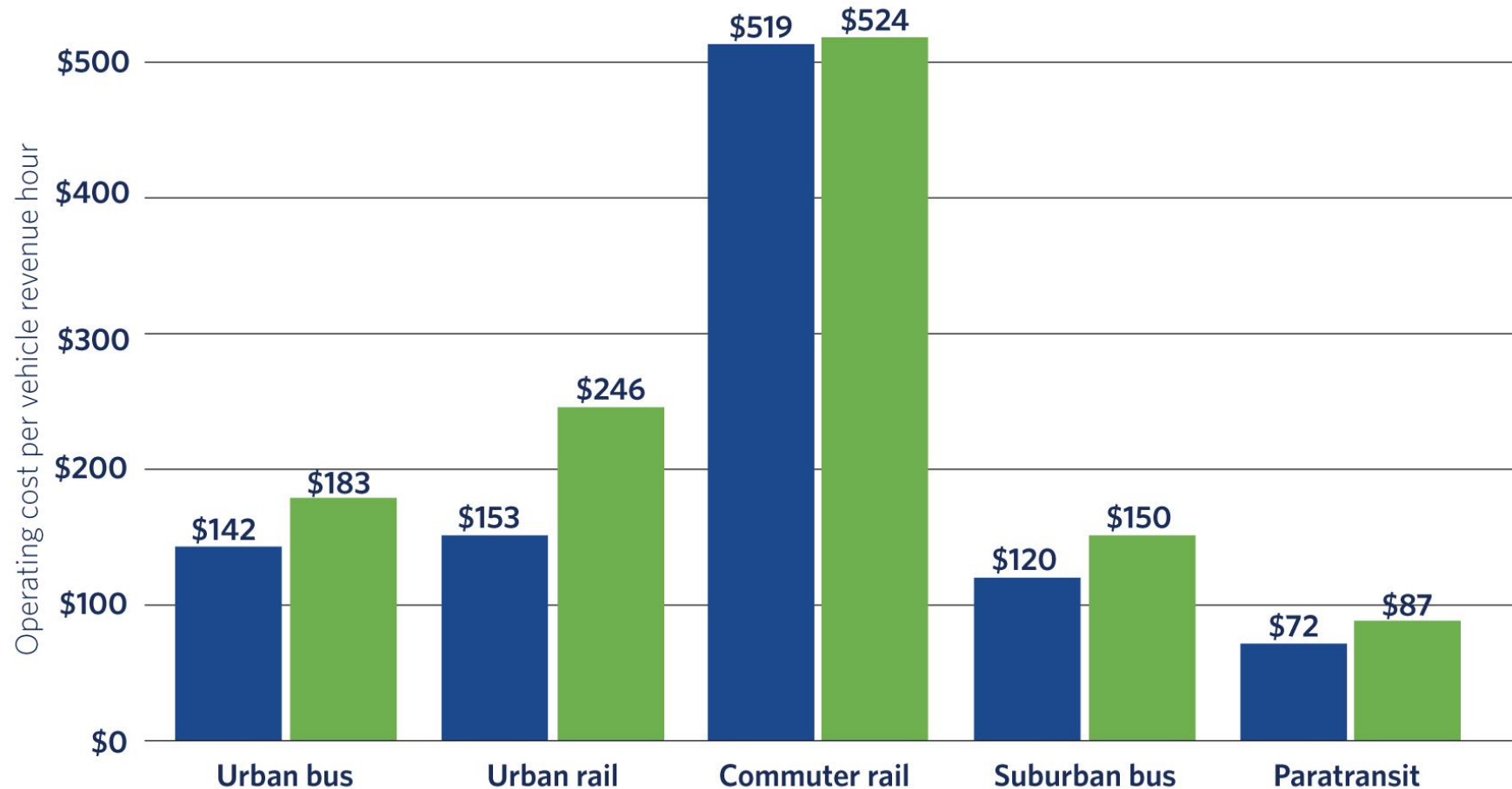
Service boards are efficient relative to national peers

RTA Service Boards vs. Peers: Operating cost per vehicle revenue hour, 2019

■ RTA region
■ Peer benchmark

Source: CMAP analysis of the 2019 RTA sub-regional peer review.

Notes: 1. Operating Cost per Vehicle Revenue Hour: total operating cost divided by the hours that vehicles travel while in revenue service.
2. Averages are calculated from select peers by mode in the RTA's 2019 benchmarking.
3. Urban bus and Urban rail = CTA, Commuter rail = Metra, Suburban bus = Pace, Paratransit = Pace ADA



Funding package relies on a suite of new revenue proposals

System actions \$200 million

- Raise fares
- Savings/contain cost growth

Baseline actions \$335 million

- Full state funding for paratransit and reduced fares
- Remove state surcharge on RTA sales tax

Durable sources \$540 million

- Expand sales tax base on services (broad)
- Extend PTF match to new sales tax
- Parking tax in the Chicago CBD
- Raise vehicle registration fees in region \$10/car

To address the rest of the identified operating funding need (\$625M)

Diminishing or stopgap sources

- Raise RTA sales tax in region by 0.25% (including base expansion)
- Raise tolls on Tollway facilities (excludes trucks)
- Raise the Motor Fuel Tax by 5 cents/gallon

Long-term revenue sources

- Road usage charge (transit increment/congestion pricing)
- Expand tolling to un-tolled expressways
- Introduce CBD cordon
- Financialize future carbon policies

Capital funding options to support improvements

Short-term capital options	
MFT Surcharge (+5c/gallon)	\$135M
MFT Surcharge (+10c/gallon)	\$270M
Flexing state federal road funding to transit (low)	\$100M
Flexing state federal road funding to transit (high)	\$150M
Raising tolls on existing Tollway facilities (excluding trucks)	\$180M
Raising tolls on existing Tollway facilities (excluding trucks)	\$450M
Long-term capital options	
Road usage charge – increment on MFT replacement	varies
Road usage charge – congestion pricing	varies
Expand tolling to un-tolled expressways	varies
Introduce CBD cordon (low-fee scenario, NYC model)	up to \$765M
Introduce CBD cordon (high-fee scenario, London model)	up to \$1.3B
Financialize future carbon policies	varies

Principles for governance reform

Funding allocation

Prioritize regional goals and decision-making instead of statutory funding formulas

Grant more regional discretion over how funds should be allocated

Performance metrics

Reduce the farebox recovery ratio requirement

Empower the regional agency to look beyond the fare recovery ratio and set updated performance metrics based on regional strategies and goals

Regional coordination

Implement the regional decision-making and oversight necessary to advance system goals

Provide sufficient tools to strengthen the regional entity

Governance reform: Regional board appointments

Design board appointment and voting structures to advance regional progress while building local consensus

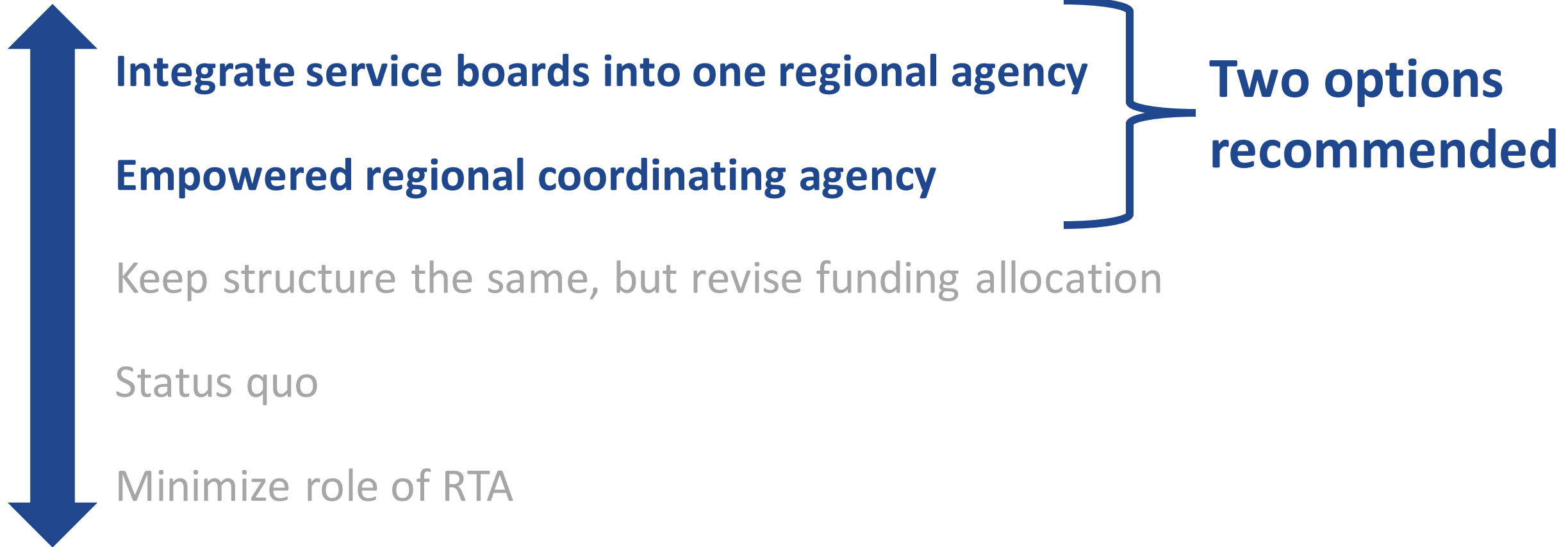
Integrate more regional perspectives

Provide avenues for local input

Ensure that regional board membership reflects population, ridership, and funding sources

Appoint board members with relevant and diverse experiences
Provide a greater role for the state, especially as it increases its funding support

Evaluated multiple options



Integrated agency

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

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*

Empowered regional coordinating agency

Regional entity board + agency executive

Regional entity

The regional agency would be empowered as the owner of:

Strengthened versions of existing regional functions

Capital funding

Financial stewardship

Functions newly handled at a regional level

Fare policy

Capital planning

Funding allocation

Regional service planning

CTA board + agency executive

CTA

Transit operating

Local service planning

Metra board + agency executive

Metra

Transit operating

Local service planning

Pace board + agency executive

Pace

Transit operating

Local service planning

Each agency is responsible for its own:

- HR & admin
- Selection of agency executive

- Pension
- Procurement

- Communications
- Budgeting

- Labor negotiations (where applicable)

Next Steps

- Formally deliver report to General Assembly and Governor's office
- Provide briefings to General Assembly
- Support legislative actions
- Provide further analysis & research

Thank you!

Visit cmap.is/PART for information and resources.

If you have any questions, please contact Laura
Wilkison at lwilkison@cmap.illinois.gov.