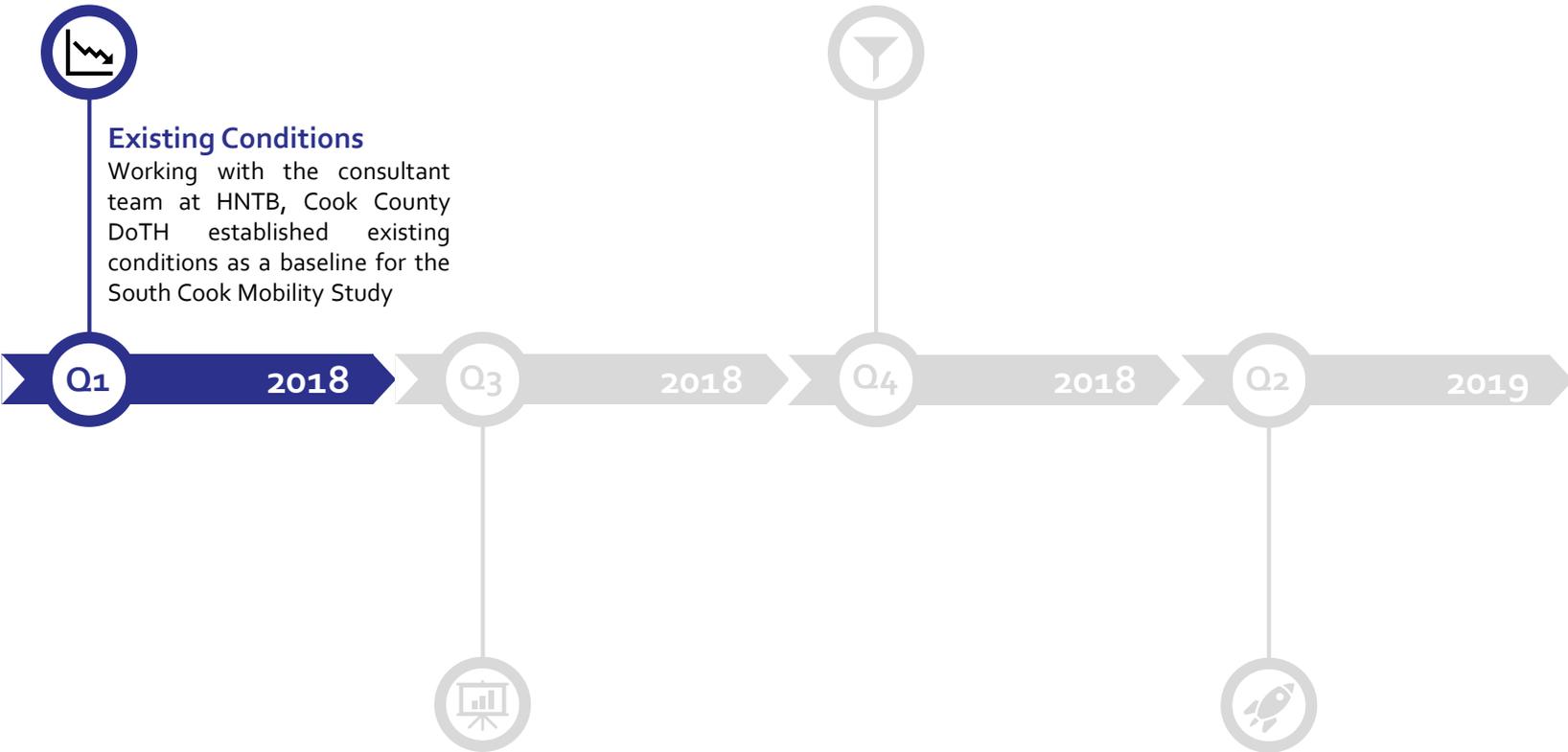


SOUTH COOK COUNTY MOBILITY STUDY



Final Summary

SOUTH COOK COUNTY EXISTING CONDITIONS

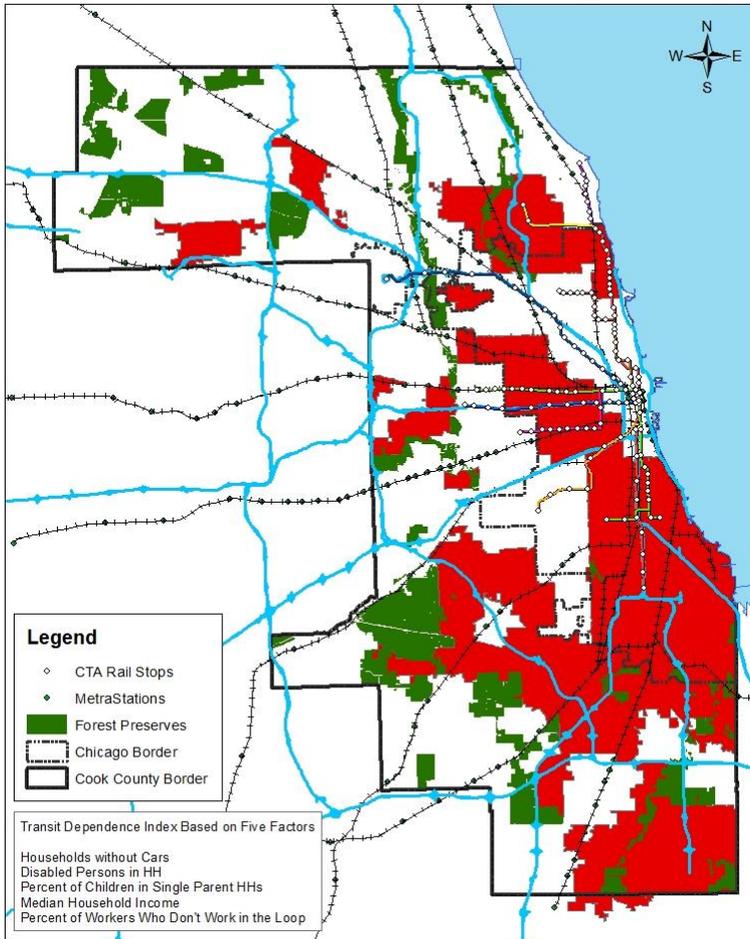


STUDY GOALS

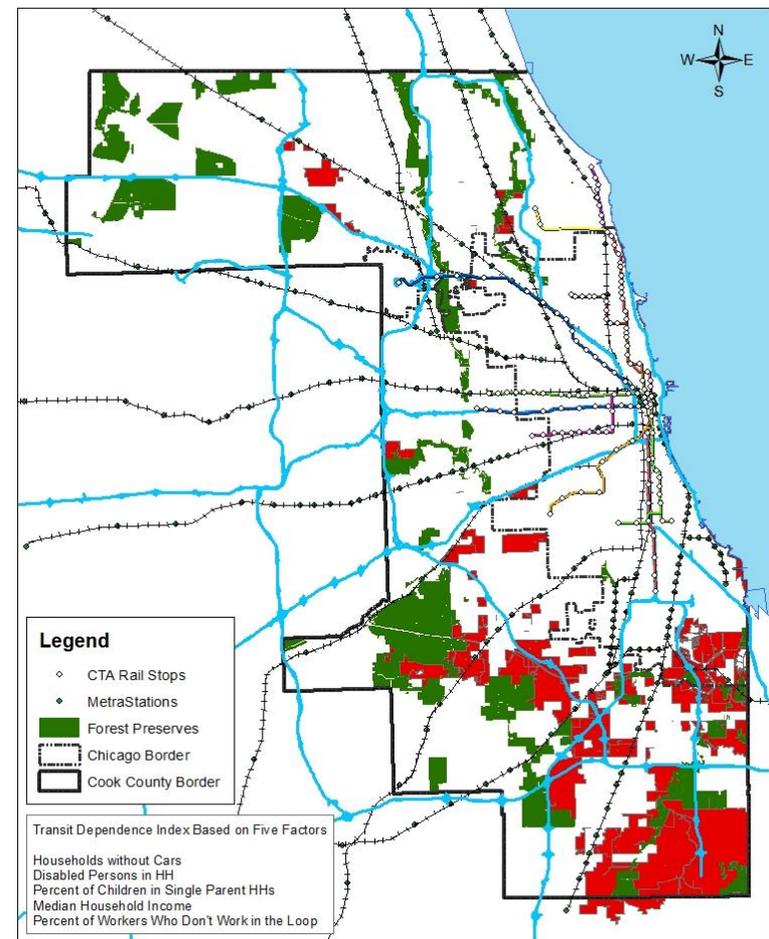
- **Improve quality of service and access to jobs**
- **Reduce transportation costs for existing residents**
- **Increase the extent to which Metra stations serve as multi-modal transit hubs**
- **Support increased development near train stations**
- **Increase ridership**

TRANSIT ACCESS

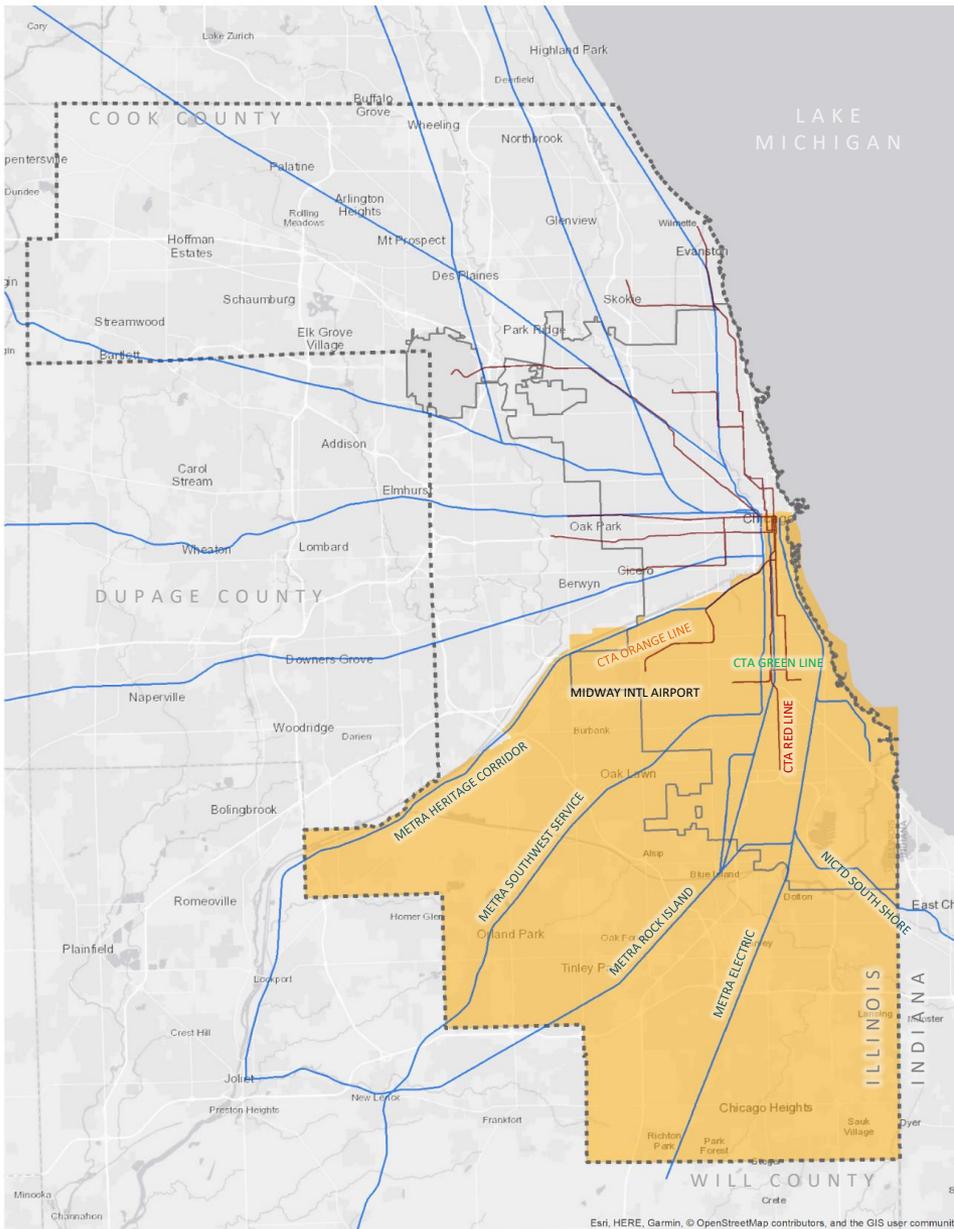
Transit Dependent Cook County Zip Codes (Bottom 40%)



Transit Dependent Areas with Least Access to Transit



STUDY AREA



- Carried out a high-level assessment of transit market in south Cook County
- Head-to-head comparison of eight proposed transit scenarios
- Tested impact of potential improvements
 - Service and policy changes
 - Major capital investments
- Discussed results with transit agencies
 - Further refined scenarios;
 - Began laying the groundwork for a future Cook County transit plan
- Study provides guidance for future county-wide transit plan
 - How/where should DOT resources be focused?

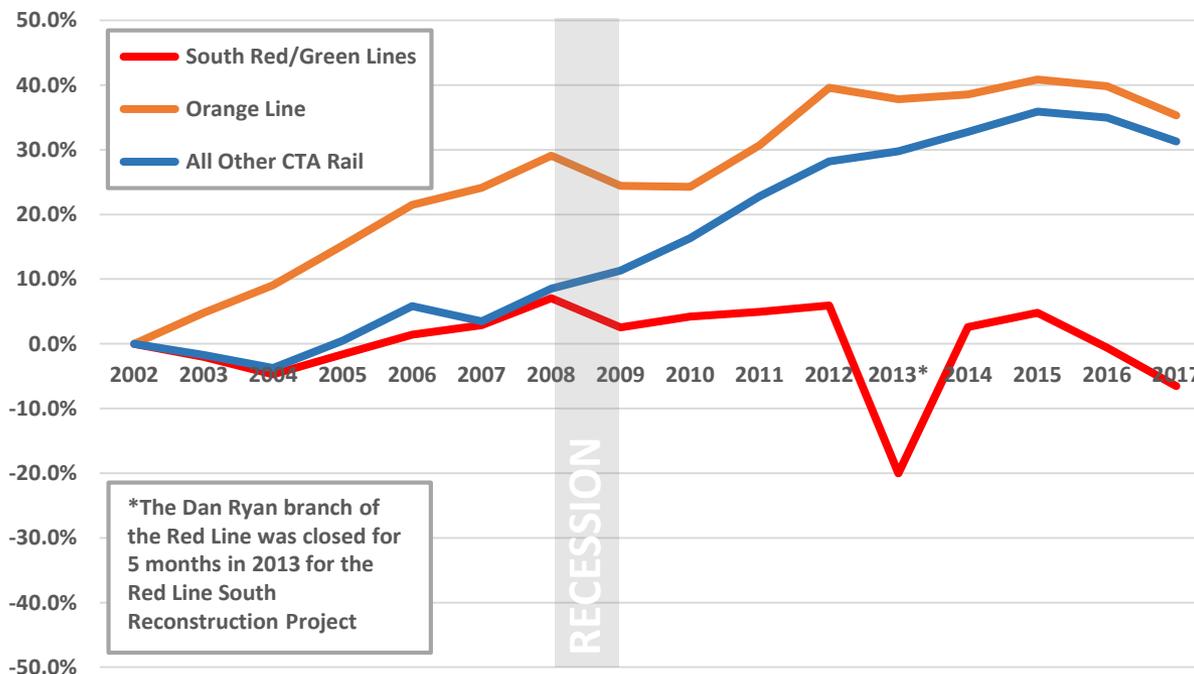
POPULATION AND INCOMES

	SOUTH COOK COUNTY				COOK COUNTY			
	2000	2017	ABSOLUTE CHANGE 2000-2017	% CHANGE 2000-2017	2000	2017	ABSOLUTE CHANGE 2000-2017	% CHANGE 2000-2017
POPULATION	2,052,198	1,948,847	(103,351)	-5.0%	5,376,700	5,227,600	(149,100)	-2.8%
White	759,313	585,031	(174,282)	-23.0%	2,559,309	2,232,185	(327,124)	-12.8%
African American	926,011	845,203	(80,808)	-8.7%	1,392,565	1,223,258	(169,307)	-12.2%
Latino	287,308	429,640	142,322	+49.5%	1,069,963	1,312,128	242,164	+22.6%
MEDIAN HH INCOME	\$41,914	\$50,958	\$9,044	+21.6%	\$45,900	\$59,426	\$13,526	+29.5%
UNEMPLOYMENT RATE	10.1%	13.7%			7.5%	9.7%		

- South Cook County has lost 103,000 residents since 2000 (69% of losses in Cook County)
- Cook County median household income is 17% higher than median household income for south Cook residents
- At 13.7%, the unemployment rate in south Cook is higher than the average rate in the County (9.7%)

TRENDS IN CTA RAIL RIDERSHIP

CTA Rail Annual Ridership - Percent Change from 2002

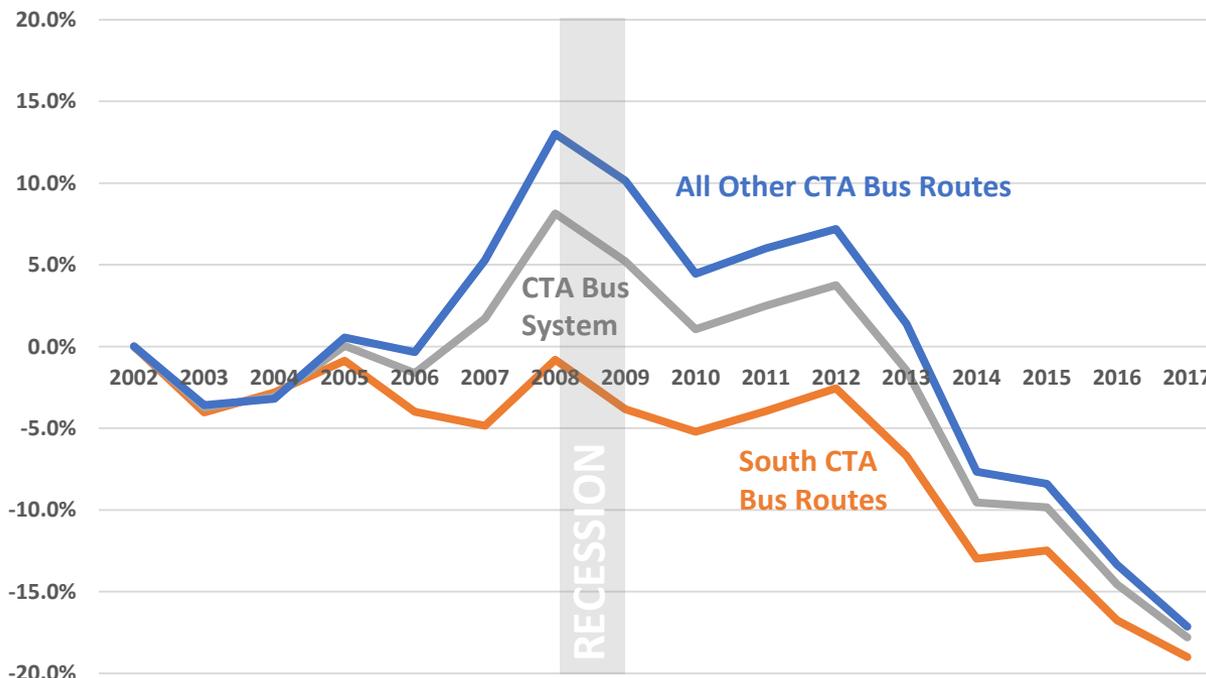


- **Significant growth system wide**
 - Increase of nearly 40 million rides from 2002
 - Rides on the Orange line have increased more than 35%

- **However, ridership on the south branches of the Red and Green lines is down more than 1.5 million from 2002**

TRENDS IN CTA BUS RIDERSHIP

CTA Bus Annual Ridership - Percent Change from 2002

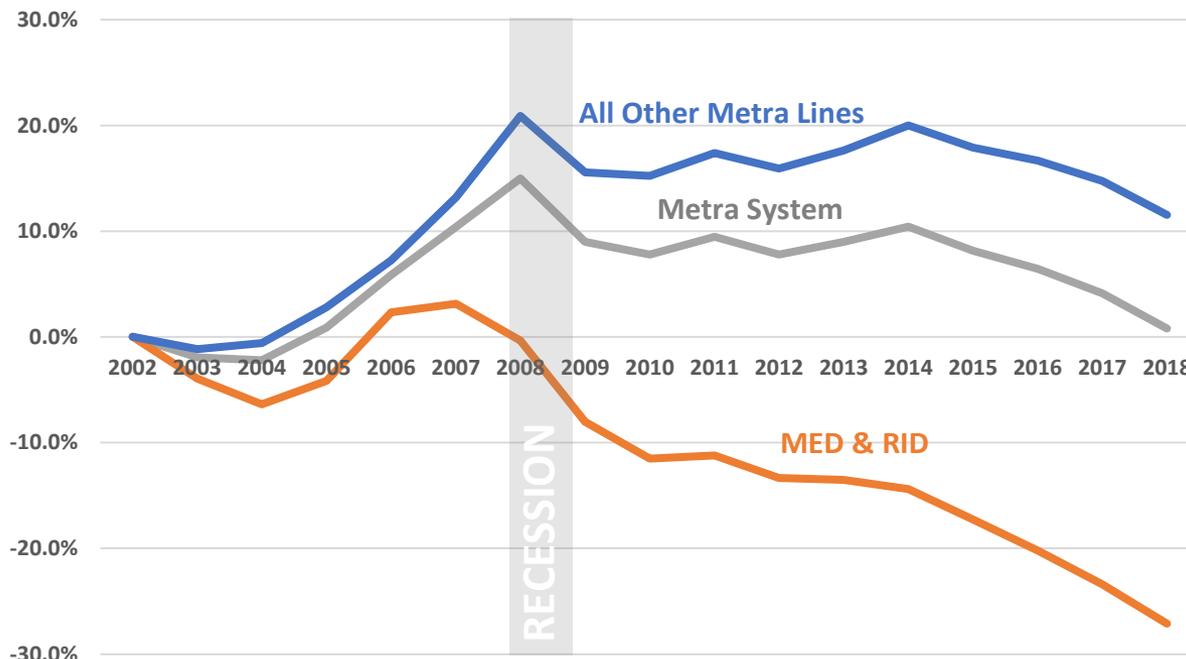


- **CTA buses provide a valuable service**
 - Almost 250 million rides in 2017
 - Nearly equal to combined CTA rail and Metra annual ridership

- **However, overall CTA bus ridership is declining**
 - More than 50 million fewer rides in 2017 compared to 2002

TRENDS IN METRA RIDERSHIP

Metra Annual Ridership - Percent Change from 2002

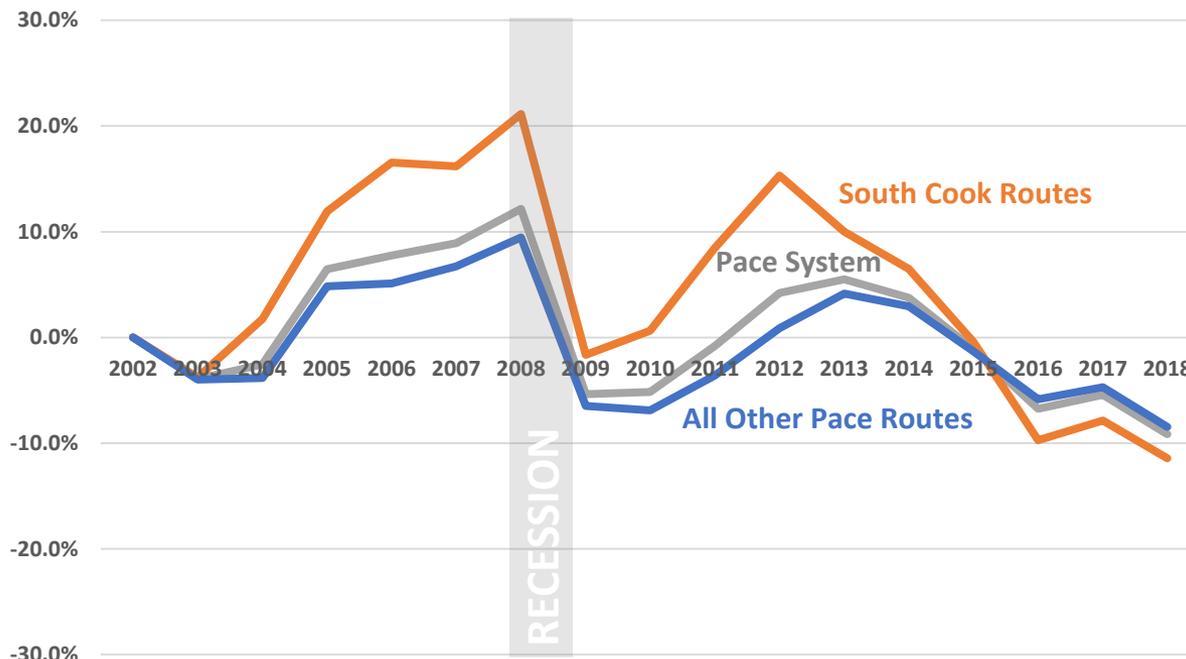


- **MED and RID provide vital transit services for south Cook residents**
 - 15.3 million trips in 2018
 - Nearly 20% of all trips on the Metra system

- **However, south Cook rail ridership is declining**
 - 5.7 million fewer rides since 2002 despite increases on other Metra lines and significant job growth in Chicago's CBD

TRENDS IN PACE RIDERSHIP

Pace Annual Ridership - Percent Change from 2002



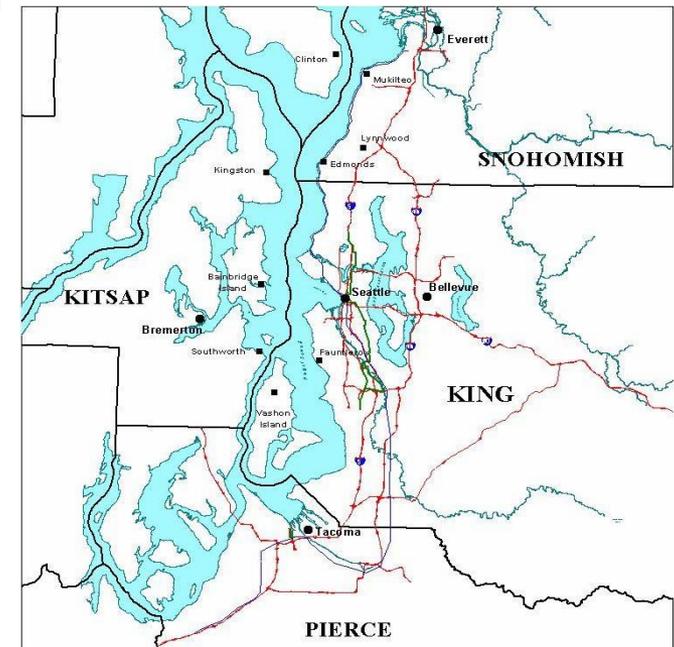
- South Cook Pace bus routes connect riders to the overall system
 - 6.2 million rides in 2018
 - Nearly 22% of all trips on Pace
- Pace ridership declines are greater in south Cook than in the rest of its system
 - 804,000 fewer rides per year in 2018 compared to 2002

CASE STUDIES

CASE STUDIES: ORCA CARD - SEATTLE

ORCA Card – Seattle

- Universal fare system integrating fare payment across 7 transit providers
- Fare allocation based on a proportional share of trip model
- Benefits include free and seamless transfers, more accurate ridership data, greater cost efficiency, elimination of paper tickets, and better information on employee ridership for employer subsidized transit



Ex. Fare apportionment for a multi-provider trip

AGENCY	BASE TRIP FARE	APPORTIONMENT SHARE	APPORTIONMENT VALUE
Kitsap Transit	\$2.00	24.2%	\$0.85
King County Metro	\$2.75	33.3%	\$1.17
Sound Transit Rail	\$3.50	42.4%	\$1.48
TOTAL FARE	\$8.25	100%	\$3.50

CASE STUDIES: GO TRANSIT - TORONTO

GO Transit Expansion – Toronto

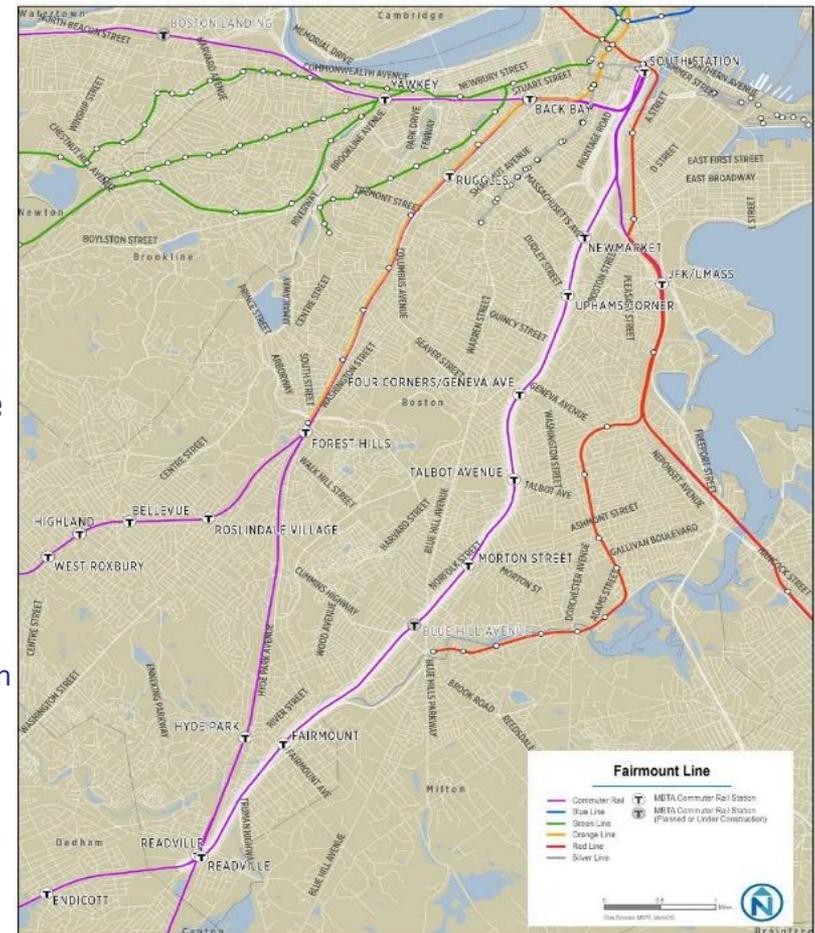
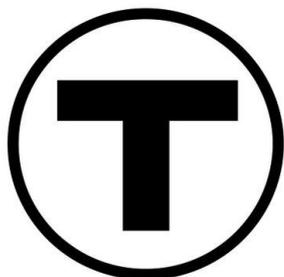
- Regional commuter transportation system serving the Greater Toronto and Hamilton area
- Conversion of the commuter rail system to rapid transit near Toronto’s core, and all-day service elsewhere
- Initial results:
 - Transit ridership has increased 6.9% since 2015
 - Increased variation in riders’ destinations
 - Full impacts will not be realized till 2025



CASE STUDIES: FAIRMOUNT LINE - BOSTON

MBTA Fairmount Line – Boston

- MBTA's shortest commuter line in a dense area with low frequency and low ridership
- Poor coordination with local bus service, higher fares than subway services provided in nearby neighborhoods, and lack of fare integration contributed to low ridership
- \$200 million was invested to make fare and service improvements to urban commuter rail
- **Results:**
 - Ridership has tripled since 2012
 - 25% of trips are between stations outside of downtown
 - Only 60% of riders travel in the peak hour in the peak direction

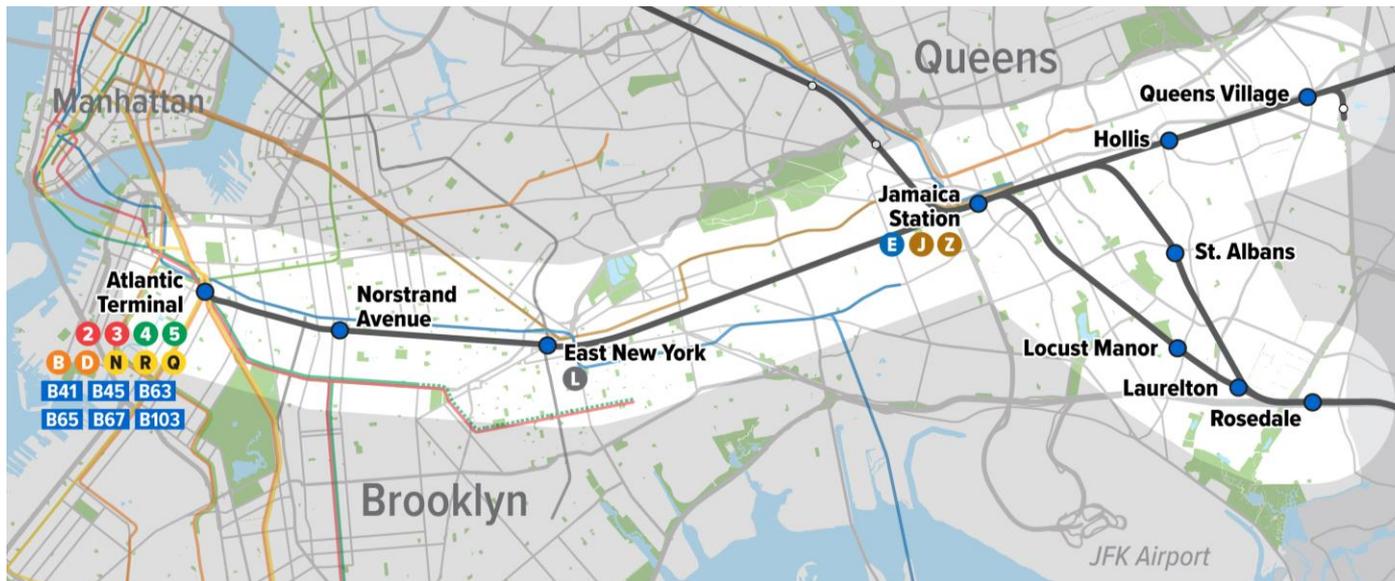


CASE STUDIES: ATLANTIC TICKET - NEW YORK CITY

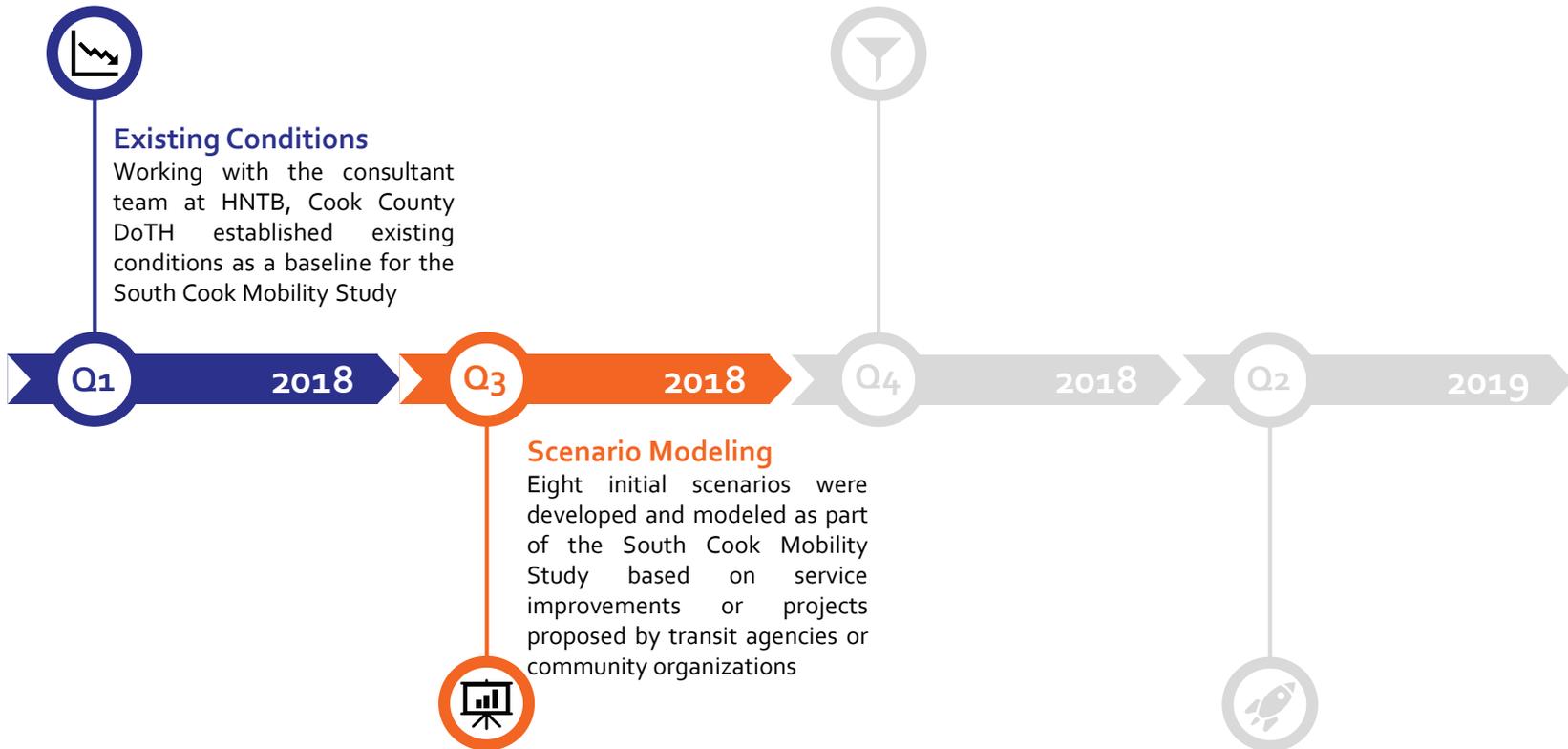
Atlantic Ticket – New York City



- Discounted fares for travel on MTA's Long Island Rail Road (LIRR) between ten stations including the Atlantic Terminal
- Program developed to give discounted fares by low-income community, not individuals
- 7-Day Unlimited Ride MetroCard allows for free transfers to subway and local buses
- One-Year pilot from summer 2018-2019 extended for another year



SOUTH COOK COUNTY MOBILITY STUDY



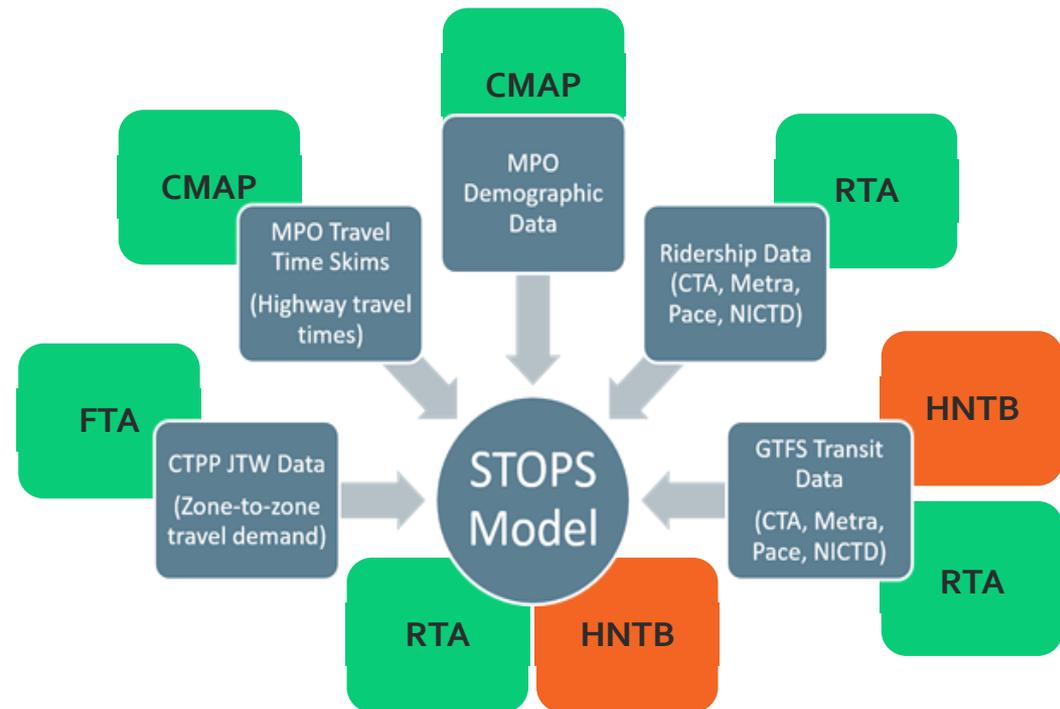
STOPS MODEL

Existing Condition (“Scenario Zero”)

- RTA STOPS model baseline
- Supplemental STOPS calibration
- Agency O&M cost models
- Ridership and revenue data

Scenario Development

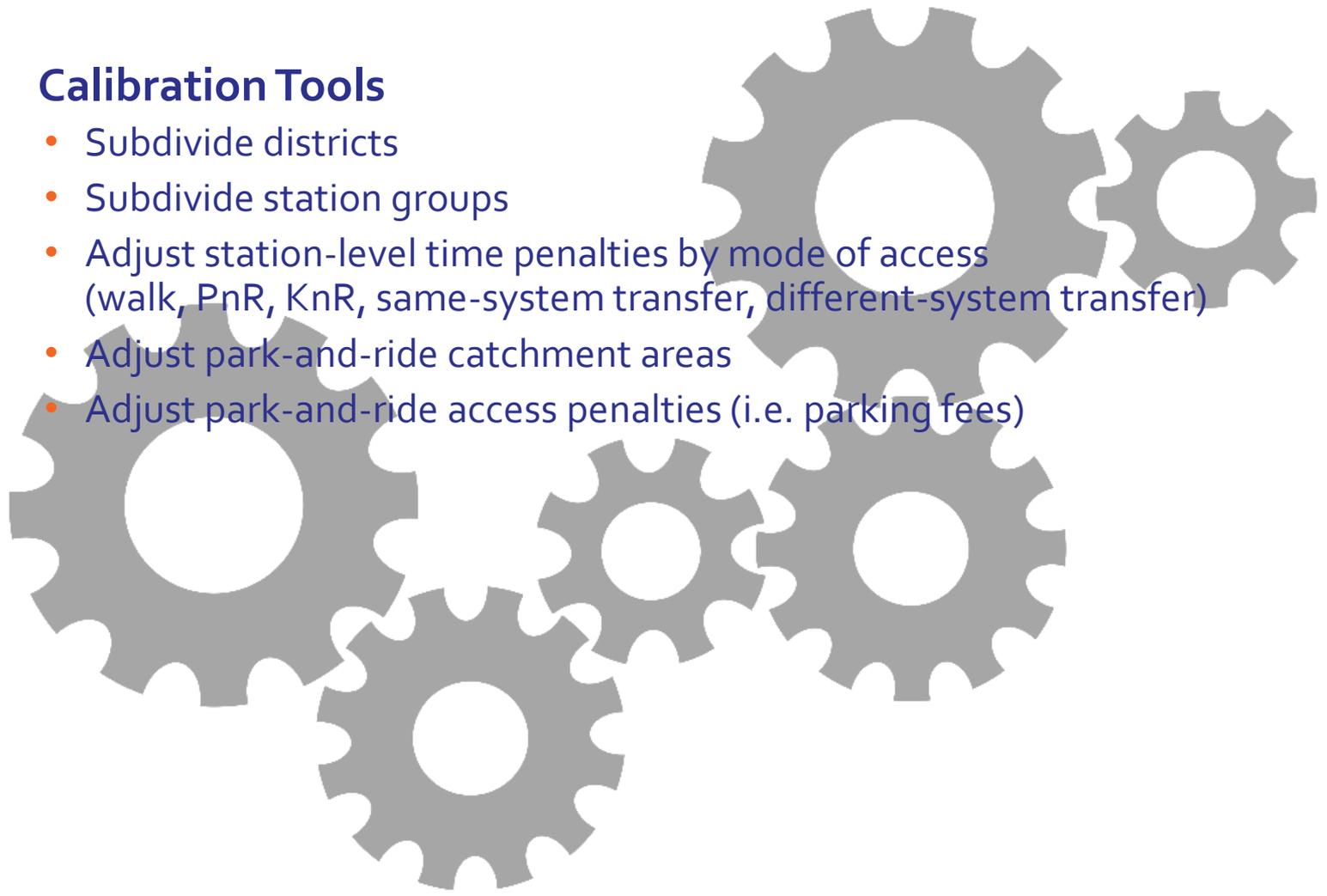
- STOPS GTFS inputs
- Agency O&M cost estimates
- Fare policy inputs



STOPS MODEL CALIBRATION PROGRESS

■ Calibration Tools

- Subdivide districts
- Subdivide station groups
- Adjust station-level time penalties by mode of access (walk, PnR, KnR, same-system transfer, different-system transfer)
- Adjust park-and-ride catchment areas
- Adjust park-and-ride access penalties (i.e. parking fees)

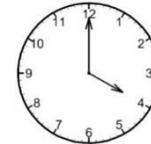


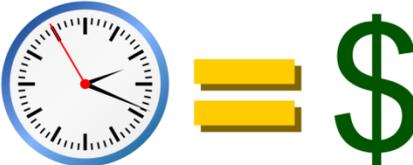
STOPS STATION GROUPS

- **Station Groups are used to calibrate modeled ridership to actual data**
 - By geographic area
 - By sub-mode (e.g. CTA Rail vs. CTA Bus vs. Metra vs. Pace)
- **Station Group approach**
 - One group per agency, mode, and district (more districts = more station groups)
 - Additional standalone station groups for key stations
 - Break out Metra branch lines; key sub-markets; transfer points
- **RTA model had 105 station groups; HNTB has disaggregated to 189 station groups**

REPRESENTING METRA FARES

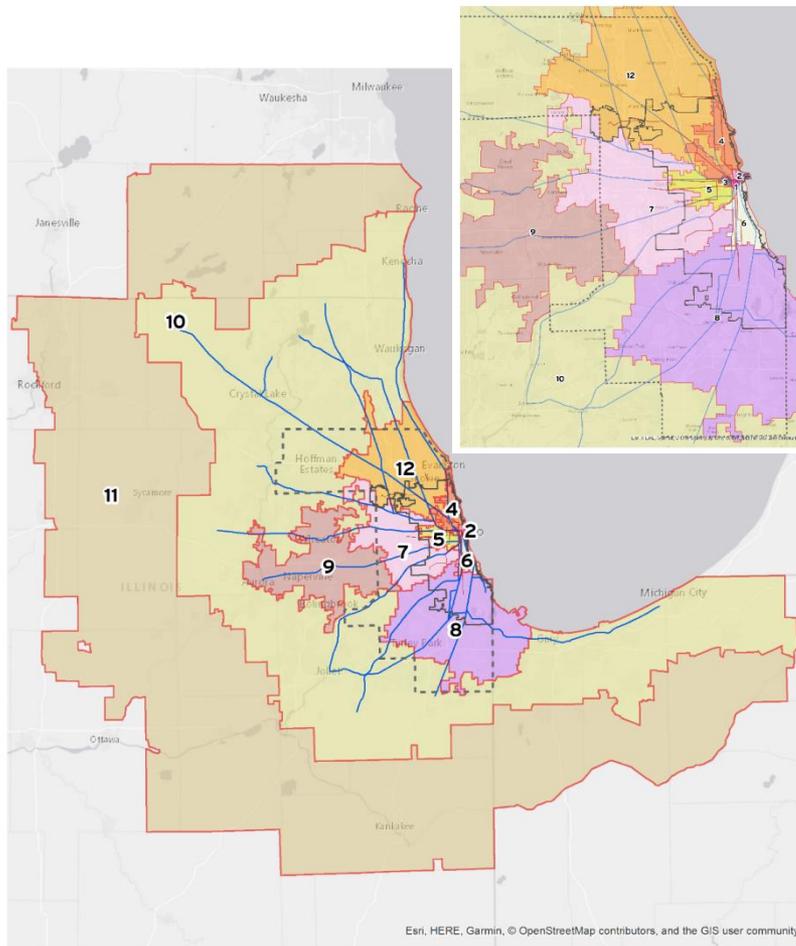
- STOPS doesn't consider \$, but does consider



- AND 

- Fares represented by adding “time penalties” at all Metra and NICTD stations
 - Penalty = Commuter rail fare minus CTA fare
 - Converted to time at \$10/hour (FTA rec for planning-level assumption)

STOPS DISTRICTS: RTA ORIGINAL – 12 DISTRICTS

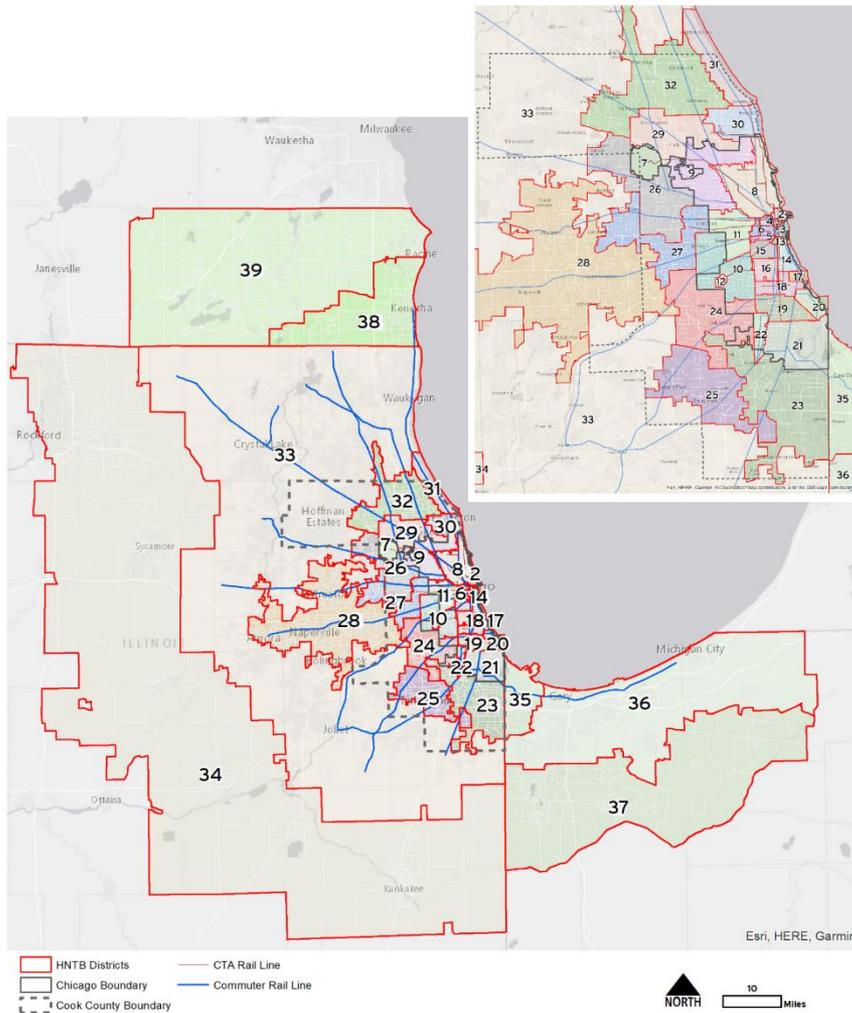


Original RTA Districts
 CTA Rail Line
 Chicago Boundary
 Commuter Rail Line
 Cook County Boundary

NORTH
 10 Miles

- Some districts include parts of multiple counties and multiple states
- Districts become much larger farther from downtown Chicago
- STOPS model allows for many times this number of districts

STOPS DISTRICTS: SCMS REVISION – 39 DISTRICTS



- Existing peripheral districts sub-divided
- More accurately reflects employment zones outside of downtown Chicago
- Eliminates overlap across state lines
- Many more districts within Cook County

PRELIMINARY SCENARIOS

- **Estimated Ridership, O&M cost, and Fare Revenue Impacts**
 - Ridership expressed as a delta from No-Build by service board
 - Metra O&M cost model (based on existing operations)
 - Revenues based on average fares by zone or systemwide
- **Does not include capital costs**

PRELIMINARY SCENARIOS

1. Changes to Metra fares and transfers on MED and RID
2. All-day frequent service on MED and RID
3. Red Line Extension to 130th
4. Red Line Extension to MED at 95th/CSU
5. NICTD station at 130th/Altgeld Gardens
6. Green Line Extension to MED at 63rd/Obama Presidential Center
7. Link MED to O'Hare via frequent through service
8. I-294 Flex Lane Express Bus Service

SCENARIO 1A – FLAT FARES ON MED AND RID

Flat Fares Boost Metra Ridership

- Flat fare variations – City of Chicago (and Blue Island)
 - CTA fare: \$2.50
 - B-Zone fare: \$4.25
- CTA fare scenario yields largest net positive revenue potential with significant city ridership growth
- Minimal capital investment required

	CTA FARE		B-ZONE	
	Ridership Delta	Ridership % Change	Ridership Delta	Ridership % Change
CTA Bus	-26,400	-3%	-2,400	-0%
CTA Rail	-13,500	-2%	-1,500	-0%
Pace Bus	-3,700	-3%	-700	-1%
Metra	+63,200	+25%	+10,900	+4%
NICTD	-1,400	-12%	-300	-2%
Systemwide	+18,200	+1%	+6,000	+0%

Net O&M Cost Impact
\$0 (cost neutral)

Net Revenue Impact
-\$5.6 million (B-zone fare)
+\$5.2 million (CTA fare)



SCENARIO 1B – FREE TRANSFERS ON MED AND RID

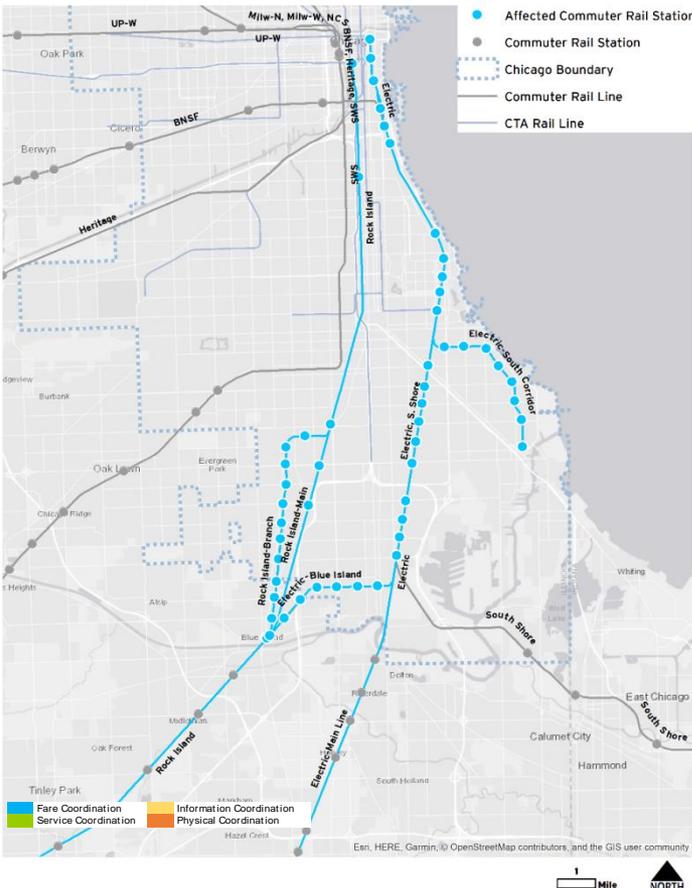
Free Transfers May be Revenue Positive

- Free transfer to/from CTA and Pace systems included in Metra fare
- Eliminating transfer penalties converts CTA trips to CTA/Metra trips
- Minimal capital investment
- Short-term opportunity
- Structured after Seattle/ORCA model, but there are others
- Potentially re-run with full Cook County flat fare

	FREE TRANSFER	
	Ridership Delta	Ridership % Change
CTA Bus	-900	-0%
CTA Rail	+5,000	+1%
Pace Bus	-400	-0%
Metra	+12,600	+5%
NICTD	-100	-1%
Systemwide	+16,200	+1%

Net O&M Cost Impact
\$0 (cost neutral)

Net Revenue Impact
+\$2.1 million



SCENARIO 1C – FLAT FARES & FREE TRANSFERS ON MED AND RID

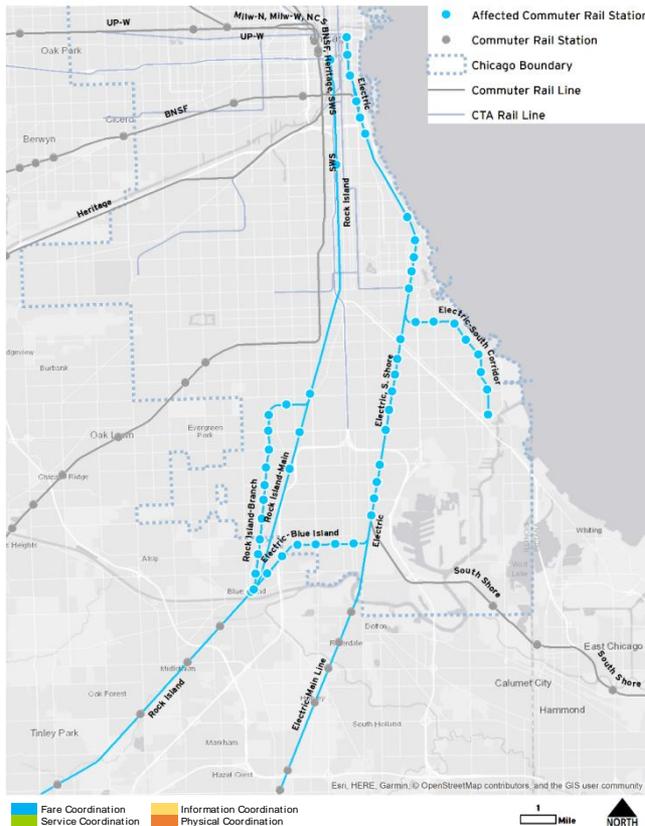
Fare/Transfer Changes Boost Ridership Systemwide

- Flat fares for Metra riders and free transfers between CTA/Pace and Metra
- Significant ridership growth may offset revenue loss
- Significant new CTA-Metra downtown transfer activity
- Potentially re-run with full Cook County flat fare

	CTA FARE		B-ZONE	
	Ridership Delta	Ridership % Change	Ridership Delta	Ridership % Change
CTA Bus	-26,200	-3%	-3,300	-0%
CTA Rail	-8,700	-1%	+3,200	+0%
Pace Bus	-2,300	-2%	-1,400	-1%
Metra	+85,600	33%	+18,800	+7%
NICTD	-1,600	-14%	-400	-3%
Systemwide	+46,800	+2%	+16,900	+1%

Net O&M Cost Impact
\$0 (cost neutral)

Net Revenue Impact
-\$3.7 million (CTA fare)
+\$3.7 million (B-zone fare)



SCENARIO 2 – ALL-DAY FREQUENT SERVICE ON MED AND RID



Increased Service Frequency Has Modest Effect on Metra Ridership

- All-day, 20-minute frequent service on all MED and RID branches
 - 5-min headway on MED north of 63rd
 - 10-min headway on RID north of Gresham
- Metra ridership gains resulting from shift in CTA bus and rail ridership

	20-MINUTE SERVICE	
	Ridership Delta	Ridership % Change
CTA Bus	-3,100	0%
CTA Rail	-2,000	0%
Pace Bus	+100	0%
Metra	+4,600	2%
NICTD	+0	0%
Systemwide	-400	0%

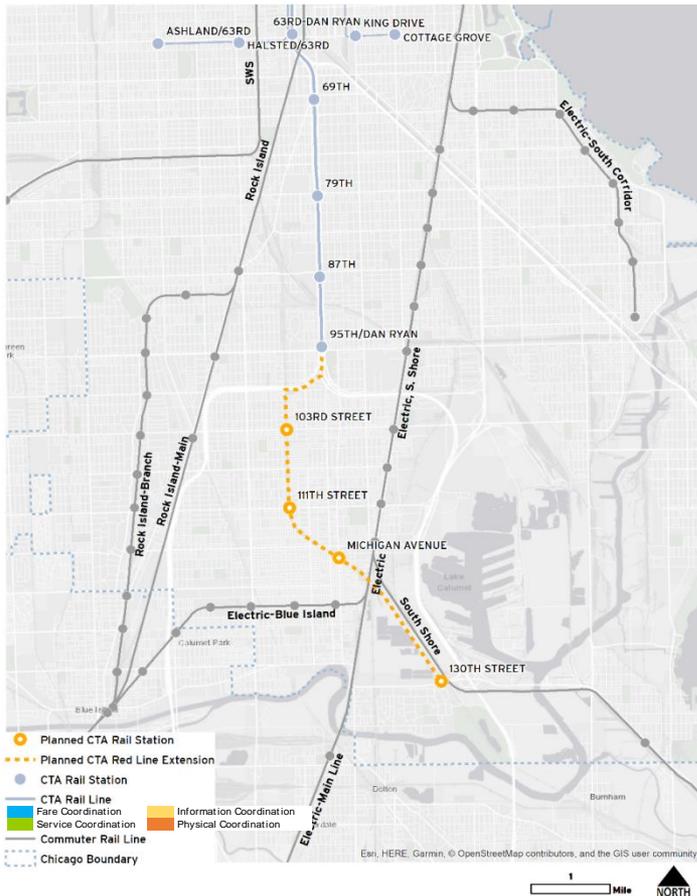
Net O&M Cost Impact
+\$168 million

Net Revenue Impact
+\$5.2 million

SCENARIO 3 – RED LINE EXTENSION TO 130TH

Extension Increases CTA Rail Ridership

- Four new stations added to CTA Red Line Dan Ryan branch: 103rd, 111th, Michigan, and 130th
- 25% of boardings at new stations are shifted from bus
- 50% of new boardings are shifted from 95th/Dan Ryan terminus
- Shift from Metra PnR to CTA PnR



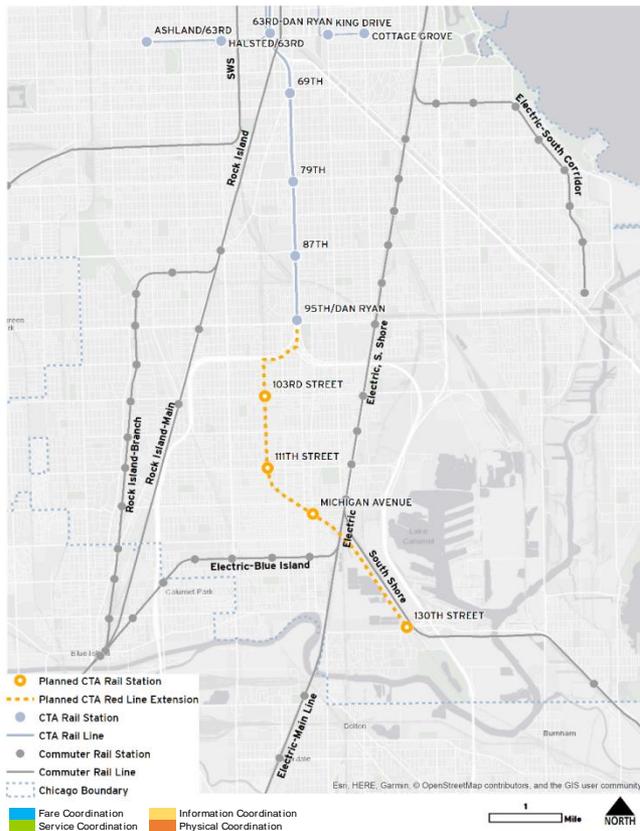
	RLE PREFERRED ALIGNMENT	
	Ridership Delta	Ridership % Change
CTA Bus	-4,100	0%
CTA Rail	+21,600	3%
Pace Bus	-2,500	-2%
Metra	-6,400	-2%
NICTD	-1,700	-14%
Systemwide	+6,900	0%

Net O&M Cost Impact
+\$25 million

Net Revenue Impact
-\$4.5 million

SCENARIO 3 – RED LINE EXTENSION TO 130TH (Cont.)

Boardings by Bus Route and Rail Station



Station	CTA STATIONS	
	No-Build	Build
95 th	12,000	6,500
103 rd	0	6,500
111 th	0	3,500
Michigan	0	2,500
130 th	0	4,500
Total	12,000	23,500

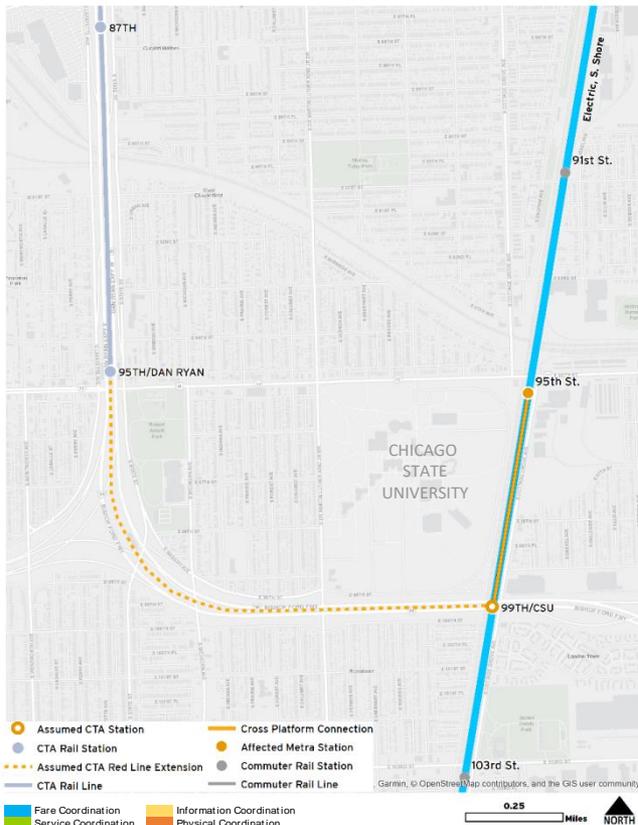
BUS ROUTE	CHANGE
95 (95 th)	-1,000
103 (103 rd)	+1,600
34 (South Michigan)	-1,700
111 (King Dr. / 111 th)	+1,000
112 (Vincennes / 111 th)	-2,500
352 (S. Halsted)	-1,400

Station	METRA / NICTD STATIONS	
	No-Build	Build
Hegewisch	1,300	500
Kensington/115 th	1,000	300
Blue Island	800	500
Gresham	400	200
<i>RID Beverly Branch</i>	<i>3,000</i>	<i>2,100</i>

SCENARIO 4 – RED LINE EXTENSION TO MED AT 95TH/CSU

Free Transfer Nearly Triples Ridership and Revenue Impact

- Facilitates increased mobility for riders who transfer between 95th/ Dan Ryan Red Line & 99th/ CSU Metra via bus
- Includes additional Metra trains stopping at 95th/CSU station



	WITHOUT FREE TRANSFER		WITH FREE TRANSFER	
	Ridership Delta	Ridership % Change	Ridership Delta	Ridership % Change
CTA Bus	-1,500	0%	-1,400	0%
CTA Rail	+2,700	0%	+2,600	0%
Pace Bus	-200	0%	-300	0%
Metra	-400	0%	+600	0%
NICTD	-100	-1%	-100	-1%
Systemwide	+500	0%	+1,400	0%

Net O&M Cost Impact
\$7.2 million

Net Revenue Impact
+\$0.5 million (w/o free xfer)
+\$1.3 million (w/ free xfer)

SCENARIO 5 – NICTD STATION AT 130TH & ALTGELD

Infill Station Yields Minor Systemwide Ridership Response

- NICTD infill station at 130th St/Altgeld Gardens
- Reflects West Lake/Double Track increases (i.e. more trains)
- Generates about 1/3 of ridership growth at 130th vs. RLE project
- Riders shift from Hegewisch to 130th (similar to RLE)



	INFILL STATION + W. Lake / DT	
	Ridership Delta	Ridership % Change
CTA Bus	-800	0%
CTA Rail	+0	0%
Pace Bus	-100	0%
Metra	-100	0%
NICTD	+1,600	4%
Systemwide	+600	0%

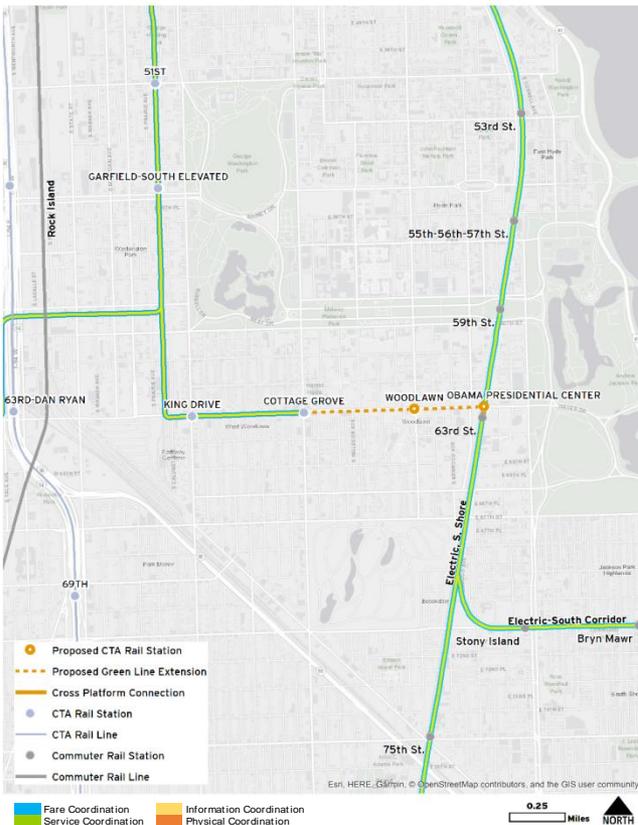
Net O&M Cost Impact
\$0 (cost neutral)

Net Revenue Impact
+\$2.1 million

SCENARIO 6 – GREEN LINE EXTENSION TO METRA

Extension shifts riders to CTA Rail from Metra and Bus

- Adds two new stations to connect to MED and South Shore lines at 63rd Street (Obama Presidential Center)
- Approx. 25% of boardings at new stations shifted from Metra



	WITHOUT FREE TRANSFER		WITH FREE TRANSFER	
	Ridership Delta	Ridership % Change	Ridership Delta	Ridership % Change
CTA Bus	-3,500	0%	-3,500	0%
CTA Rail	+9,900	1%	+10,000	1%
Pace Bus	-100	0%	-100	0%
Metra	-4,200	-2%	-4,100	-2%
NICTD	+0	0%	+0	0%
Systemwide	+2,100	0%	+2,300	0%

Net O&M Cost Impact
\$2.5 million

Net Revenue Impact
-\$1.4 million (w/o free xfer)
-\$1.3 million (w/ free xfer)

SCENARIO 7 – LINKING MED TO O'HARE

Even at Conventional Speeds, Robust Market for Increased Service to O'Hare

- Southside MED stations at Harvey, Kensington, Hyde Park, and McCormick Place gain direct connection to O'Hare terminal and CUS
- Assumes Metra zone fare; potential for higher ridership
- Airport market likely underestimated



	15-MINUTE ALL DAY SERVICE	
	Ridership Delta	Ridership % Change
CTA Bus	-4,900	-1%
CTA Rail	-4,800	-1%
Pace Bus	-1,700	-1%
Metra	+23,400	9%
NICTD	-200	-2%
Systemwide	+11,800	1%

Net O&M Cost Impact
\$115 million

Net Revenue Impact
+\$24.5 million

SCENARIO 8 – I-294 FLEX LANE EXPRESS BUS

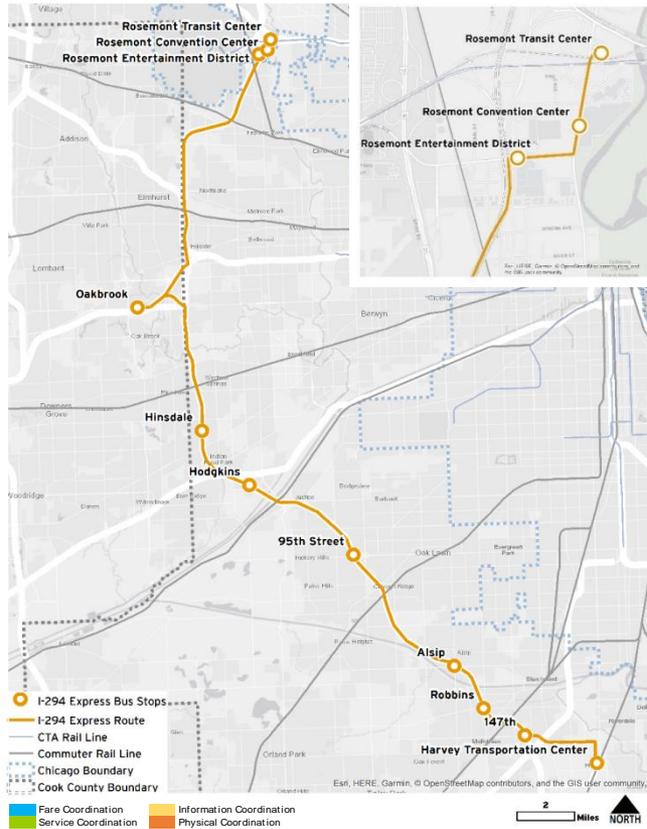
Potential for More Ridership than I-55 Express Routes

- Express managed lane bus service between Harvey Transportation Center and Rosemont Transit Center
- New PnR facilities at Robbins, 147th Street, Alsip, 95th Street, Hodgkins, Hinsdale, and Oakbrook

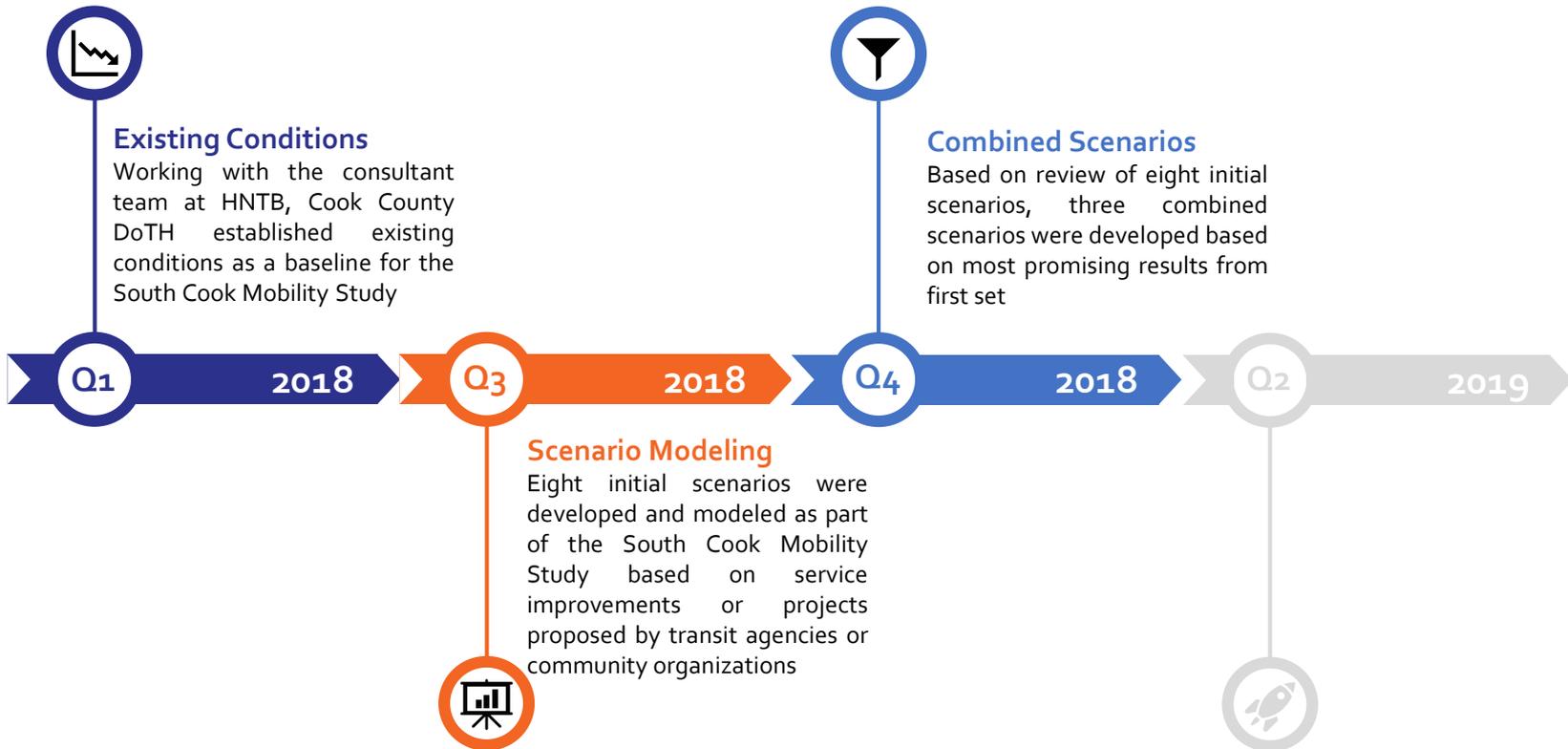
	15-MIN PEAK/ 30-MIN OFF PEAK	
	Ridership Delta	Ridership % Change
CTA Bus	+100	0%
CTA Rail	+700	0%
Pace Bus	+3,200	3%
Metra	-400	0%
NICTD	+0	0%
Systemwide	+3,600	0%

Net O&M Cost Impact
\$3.6 million

Net Revenue Impact
+1.2 million



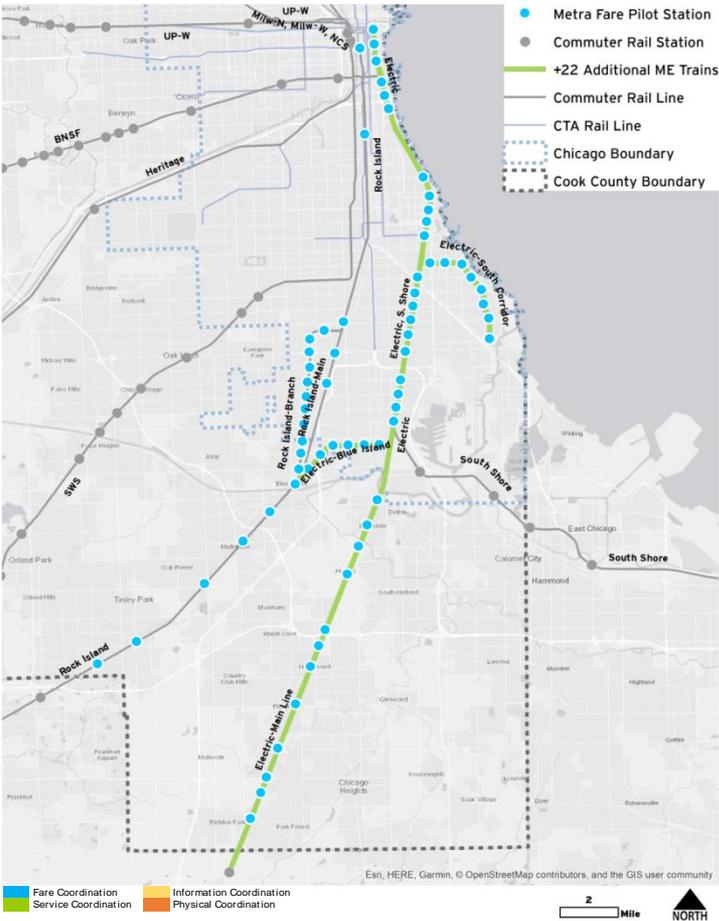
SOUTH COOK COUNTY MOBILITY STUDY



COMBINED SCENARIOS

- 1. Metra Fare Changes & 22 Additional ME Trains**
- 2. Metra Fare Changes, 22 Additional ME Trains, plus Red Line Extension**
- 3. Metra Fare Changes, 22 Additional ME Trains, plus I-294 Express Pace Bus Service**

COMBINED SCENARIO 1 – METRA FARE PILOT & 22 ADDITIONAL METRAINS



Fare/Transfer Changes Boost Ridership Systemwide

- CTA fares for Metra riders within the City, discounted distance-based fares in the County, free transfers between CTA/Pace and Metra
- One additional peak period/direction trip on each branch + 7 round trips to University park
- Growth similar to scenario 1c, suggesting fare is the primary driver of travel choice, not frequency
- CTA 95th St and NICTD Hegewisch ridership decline by half

	CTA FARE	
	Ridership Delta	Ridership % Change
CTA Bus	-23,400	-3%
CTA Rail	-7,900	-1%
Pace Bus	-2,900	-2%
Metra	+84,400	33%
NICTD	-1,800	-15%
Systemwide	+48,300	+2%

Net O&M Cost Impact
\$8.5 (cost neutral)

Net Revenue Impact
+\$11.9 million

COMBINED SCENARIO 2 – METRA FARE PILOT, 22 ADDITIONAL ME TRAINS + RED LINE EXTENSION

Some overlap in Red Line and ME/RI travel markets

- CTA Red Line extension adds new stations at 103rd, 111th, Michigan, and 130th
- System-wide ridership is 12% higher than previous scenario 1 (6,000 additional riders), but
- Metra ridership is 14% lower than it is in Scenario 1
- Boardings at new Red Line Stations are 33% lower than scenario with Red Line extension alone



	CTA FARE		By Station: CTA			By Station: Metra/NICTD		
	Ridership Delta	Ridership % Change	Station	No-Build	Build	Station	No-Build	Build
CTA Bus	-28,000	-3%	95 th	-28,000	+4,300	Hegewisch	+1,300	+400
CTA Rail	+13,800	+2%	103 rd	+13,800	+3,900	Kensington/115 th	+1,000	+3,100
Pace Bus	-2,600	-2%	111 th	-2,600	+2,400	Blue Island	+800	+900
Metra	+73,000	+28%	Michigan	+85,600	+1,600	Gresham	+400	+1,100
NICTD	-2,200	-18%	130 th	-1,600	+3,500	RI Beverly Branch	+3,000	+1,100
Systemwide	+54,100	+3%	Total	+12,000	+15,600			

Net O&M Cost Impact
+\$34 million

Net Revenue Impact
+\$13.8 million

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■ Fare Coordination
 ■ Information Coordination
■ Service Coordination
 ■ Physical Coordination

2 Mile NORTH

COMBINED SCENARIO 3 – METRA FARE PILOT, 22 ADDITIONAL ME TRAINS + 1-294 PACE BUS SERVICE

Pace and Metra Service have independent utility

- Adds express bus service from Harvey to Rosemont (15 min peak/30 min off-peak)
- Franklin Park station replaced Rosemont Convention Center and scenario tested with and without Oakbrook stop
- Metra ridership is largely unchanged
- Franklin Park adds ridership, removing Oakbrook lowers ridership but increases speed to other stations



	With Oakbrook		Without Oakbrook	
	Ridership Delta	Ridership % Change	Ridership Delta	Ridership % Change
CTA Bus	-23,500	-3%	-23,500	-3%
CTA Rail	-7,100	-1%	-7,200	-1%
Pace Bus	+300	+0%	-500	-0%
Metra	+85,100	+33%	+84,100	+33%
NICTD	-1,800	-15%	-1,800	-5%
Systemwide	+52,000	+3%	+51,000	+3%

Net O&M Cost Impact
+\$12 million

Net Revenue Impact
+\$13.5 million

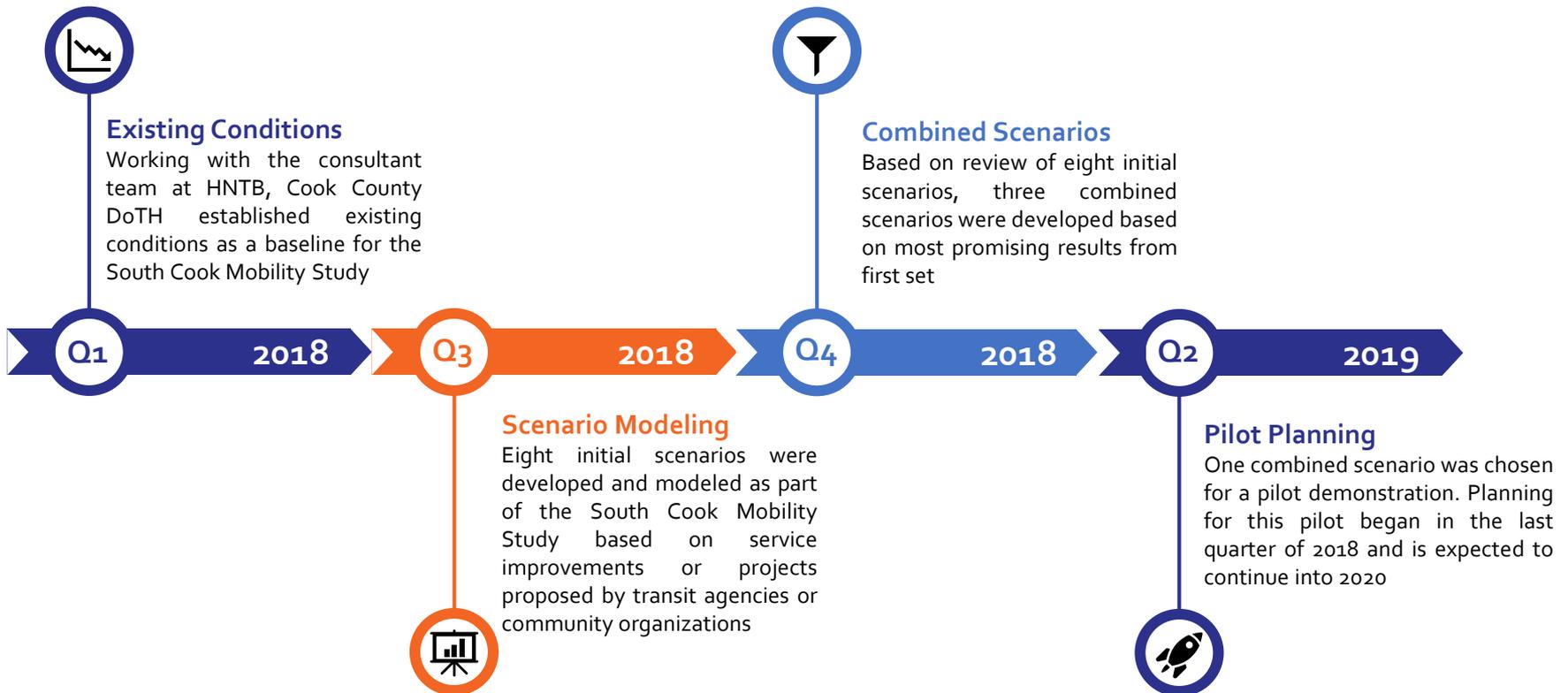
COMBINED SCENARIO 3 – METRA FARE PILOT, 22 ADDITIONAL ME TRAINS + 1-294 PACE BUS SERVICE

Boardings by Station

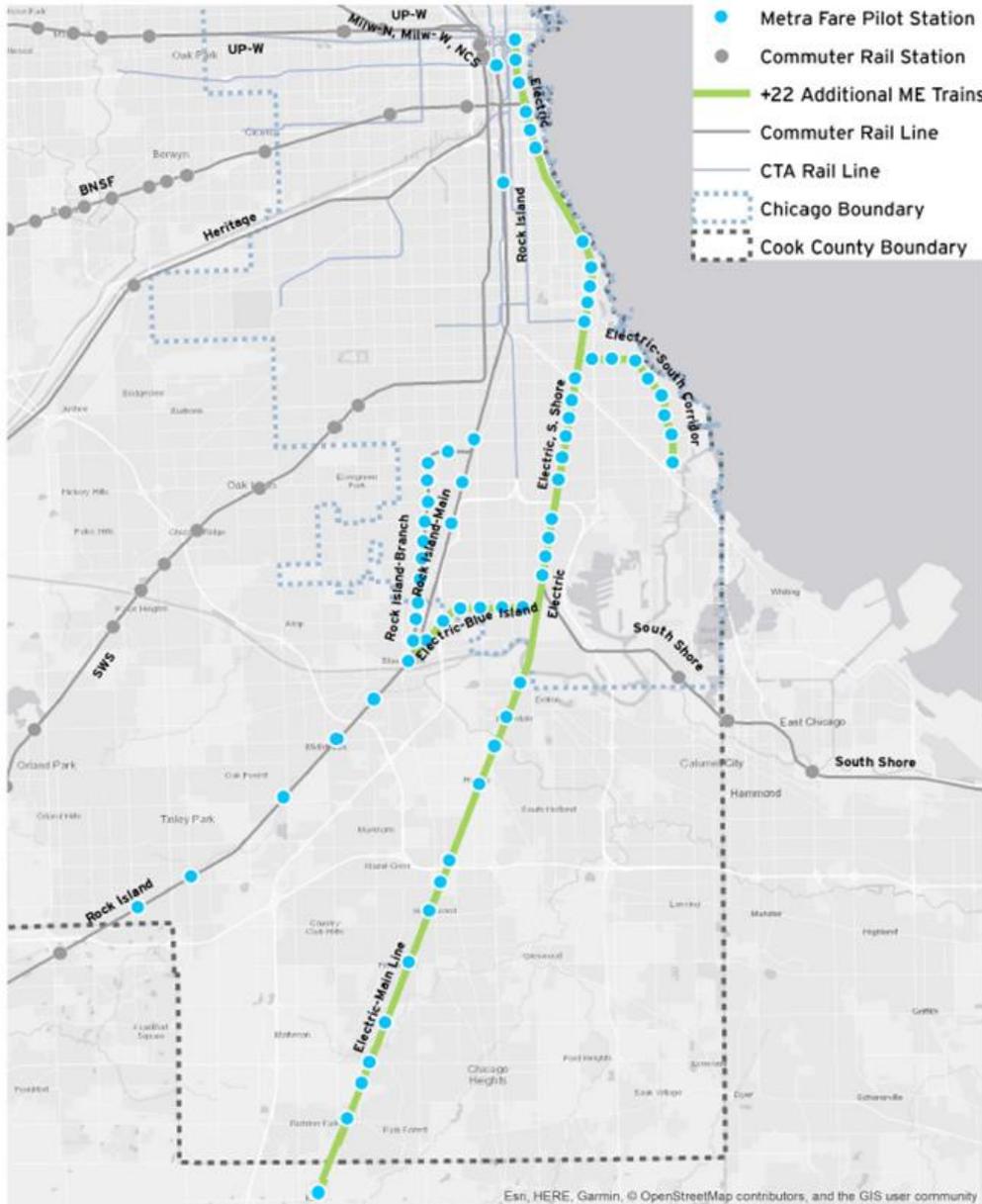
STATION	With Oakbrook	Without Oakbrook
Rosemont Transit Center	1,250	1,100
Rosemont Entertainment District	0	0
Franklin Park	450	500
Oakbrook	450	N/A
Hinsdale	300	350
Hodgkins	150	150
95 th Street	300	350
Alsip	150	200
Robbins	100	100
147 th Street	50	50
Harvey Transportation Center	350	350
Total	3,550	3,200



SOUTH COOK COUNTY MOBILITY STUDY



FAIR TRANSIT SCENARIO



Key components:

- **Reduce fares on Metra Electric and Rock Island lines**
 - Parity with CTA within City limits
 - Discounted distance-based fares in suburban Cook County
- **Provide true fare integration with free transfers between Metra, Pace, and CTA**
 - Free transfers for all transit users
 - Revenue sharing between service boards
- **Add 22 trains per day to the Metra Electric District as described in Metra's 2019 Cost Benefit Analysis**

■ Fare Coordination
 ■ Information Coordination
 ■ Service Coordination
 ■ Physical Coordination

RESULTS: BETTER SERVICE AND INCREASED RIDERSHIP AND REVENUE

- **Fare reductions drive growth in ridership on Metra service in south Cook**
 - Ridership increases are highest at Hyde Park, 63rd St, and Kensington on the ME and along the Beverly branch of the RI
 - Ridership doubles among inner ring suburbs on the ME and grows by 50% on the RI
 - CTA, Pace, and NICTD ridership decline, but net system ridership is positive

- **Additional frequency brings near-CTA levels of service to Hyde Park**
 - Frequency is not the primary driver of ridership increases
 - Additional service complements fare changes and provides needed capacity

	FAIR TRANSIT PILOT	
	Daily Ridership Delta	Daily Ridership % Change
CTA Bus	-23,400	-3%
CTA Rail	-7,900	-1%
Pace Bus	-2,900	-2%
Metra	+84,400	33%
NICTD	-1,800	-15%
Systemwide	+48,300	+2%

Net O&M Cost Impact
+\$8.5

Net Revenue Impact
+\$11.9 million

OTHER BENEFITS AND IMPACTS

- **Improved service now**
 - Higher quality, faster, and more frequent service for south Cook residents in the near-term
 - More riders using existing transit assets that are currently underperforming
 - Affordable access to the Chicago region's largest employment centers, including the central business district, Illinois Medical District, and O'Hare
- **Net ridership increases, but some services will see losses**
 - CTA and Pace bus ridership may decline and require restructuring
 - CTA rail service may also decline as a result of people taking a more convenient and competitively priced Metra option
- **Reduced bus traffic lowers congestion and air pollution**

IMPLEMENTATION

PILOT OBJECTIVE

Demonstrate that we can provide better transit service for south Cook County residents by changing fare policies, increasing service on the Metra Electric Line, and improving coordination between Metra, Pace, and the CTA.



TRANSIT SYSTEM COORDINATION



Fare pilot must be done with the transit agencies

- **RTA**
 - Provides guidance on planning, regulatory changes, and securing state and federal funding if necessary
- **Metra**
 - Controls its fares, ME assets, determines schedules, and is a key beneficiary
- **CTA**
 - Manages contract with Ventra and operates bus and rail services that will be negatively impacted
- **Pace**
 - Operates bus services that will be impacted, but could restructure suburban services to provide better access to Metra Stations
- **Cook County**
 - Built the case for the pilot; advocates for and supports its implementation; included the pilot in its Illinois capital bill request

COORDINATING WITH OTHERS

- **USDOT and FTA**
 - Provide guidance on studying the impact of fare and service improvements
 - Approval of project and possible funds to conduct the pilot
- **State of Illinois**
 - Approval from IDOT for funding
 - Endorsement of project from Governor and other elected officials
- **CMAP**
 - Program federal funds, if any are secured
 - Provide planning assistance as needed
- **Local entities**
 - Approvals and endorsements from local elected officials
- **Civic Groups**
 - Advocate for the pilot
 - Support funding requests and grant applications
 - Encourage agencies to address the issues that need to be resolved between them

