

PLAN IN
BRIEF

INVEST IN TRANSIT

The 2018-2023 Regional Transit
Strategic Plan for Chicago and
Northeastern Illinois

Chicago and Northeastern Illinois are built on transit and our investment is at risk.

Each day, Northeastern Illinois and the City of Chicago depend on safe, reliable trains and buses to get two million riders where they need to go. Mass transit relieves highway congestion, contributes to the regional economy, and benefits society as a whole.

The region's Transit Agencies – the Chicago Transit Authority (CTA), Metra

Commuter Rail, Pace Suburban Bus, and the Regional Transportation Authority (RTA) – are carrying one of the largest transit-riding populations in the nation on old systems that are expensive to operate. Yet, the agencies are on uneven financial footing. Capital funding is unpredictable, state funding is chronically lacking, and creative local funding is not enough.

Invest in Transit is the region's case for pursuing dependable funding streams that will enable the Transit Agencies to provide vital service well into the future.

An aerial photograph of a transit station at dusk. A silver Metra commuter train is stopped at the platform. To the right, several buses are parked under a covered bus stop. The surrounding area includes brick buildings and streetlights.

Metra provides congestion relief to some of the nation's most crowded highways by accommodating hundreds of thousands of daily commuters who prefer taking the train to being stuck in traffic.

CTA connects millions of people to jobs, amenities, and recreation. Chicago properties near transit are more valuable than properties further away.

Pace meets the mobility needs of residents across the entire region through fixed route buses, ADA Paratransit services, Call-n-Rides, and vanpools.

Our vision is public transit as the core of the region's robust transportation mobility network.

We aim to...

1 DELIVER VALUE ON OUR INVESTMENT

This goal focuses on the positive impacts of transit investment and the importance of increasing funding as other regions have done recently. Strategies include setting clear priorities and increasing capital investment to \$2 to \$3 billion annually in order to advance projects listed in the plan.

33 out of **48**

transit-related ballot measures passed in 2016 elections across the country

2 BUILD ON THE STRENGTHS OF OUR NETWORK

This goal focuses on the service improvements and infrastructure investments that the Transit Agencies would like to make in key transit markets throughout the region. Strategies include advancing priority projects listed in the plan and integrating transit into roadway projects.

\$30 billion

of priority transit projects are not fully funded in our region today

\$17.9B CTA projects like new buses, trains, and rail line improvements

\$11.6B Metra projects like new locomotives, bridges, and track

\$1.00B Pace projects like new buses, facilities, and technology

3 STAY COMPETITIVE

This goal focuses on the vital role that transit plays as part of the region's mobility network and strategies for adapting to the evolving needs of riders. Strategies include improving bus speed and reliability and investing in technology.

Two possible realities lie ahead: a future with or without long-term, sustainable funding.

WITH

Stable funding allows agencies to build projects shortly after they are designed.

Vehicles are rehabilitated when needed and replaced on time. The system is newer overall and the agencies have funding to make customer improvements.

Service is reliable and fast. Agencies innovate to stay competitive and can experiment or pilot new programs to meet new rider needs.

Transit stays competitive.

WITHOUT

The stop-go nature of funding means that some projects are designed and then wait in queue for delivery while prices rise and plans change.

Vehicles are kept in service longer and rebuilt or overhauled rather than replaced. The overall system is older so operating and maintenance costs rise.

Service is slower. Breakdowns in rail cars and buses or problems with aging signal equipment lead to unreliable service.

Transit is unable to stay competitive against personal autos and private services.

Now is the time to act.

Read *Invest in Transit* to learn more about the importance of the region's transit system and the key projects that the Transit Agencies could complete with additional funding. The plan and related documents are available on the RTA website at www.rtachicago.org.