

The logo for the Metropolitan Planning Council, featuring a stylized orange arch above the text.

Metropolitan **Planning** Council

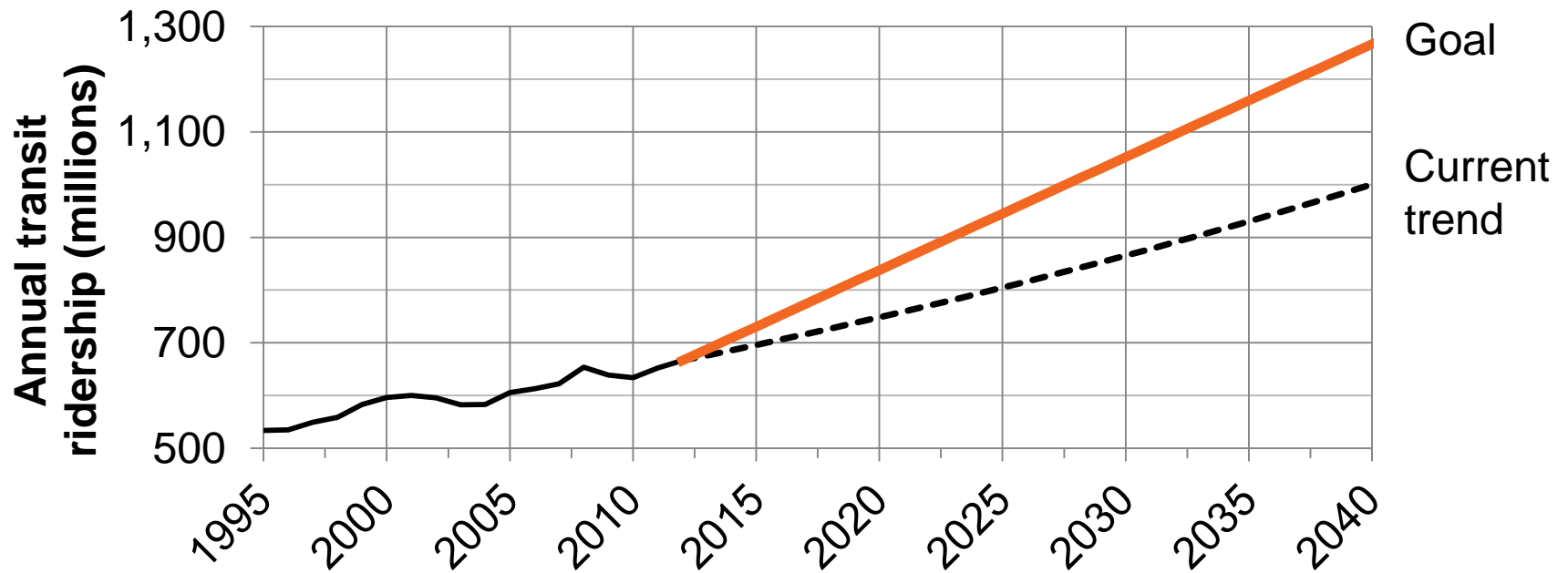
80 Years of **Reinventing** the Region

Three solutions to our transit challenge

Peter Skosey
Executive Vice President

Regional goal

- GO TO 2040 goal: double ridership by 2040
- Current trend: 250 million annual rides short



What can we improve?

1. Governance
2. Land use
3. Funding

Governance

- Guarantee sound use of public funds
 - Increases public confidence
- Ridership higher on variety of models
 - Fully integrated (Boston)
 - Widely disaggregated (San Francisco)



Governance

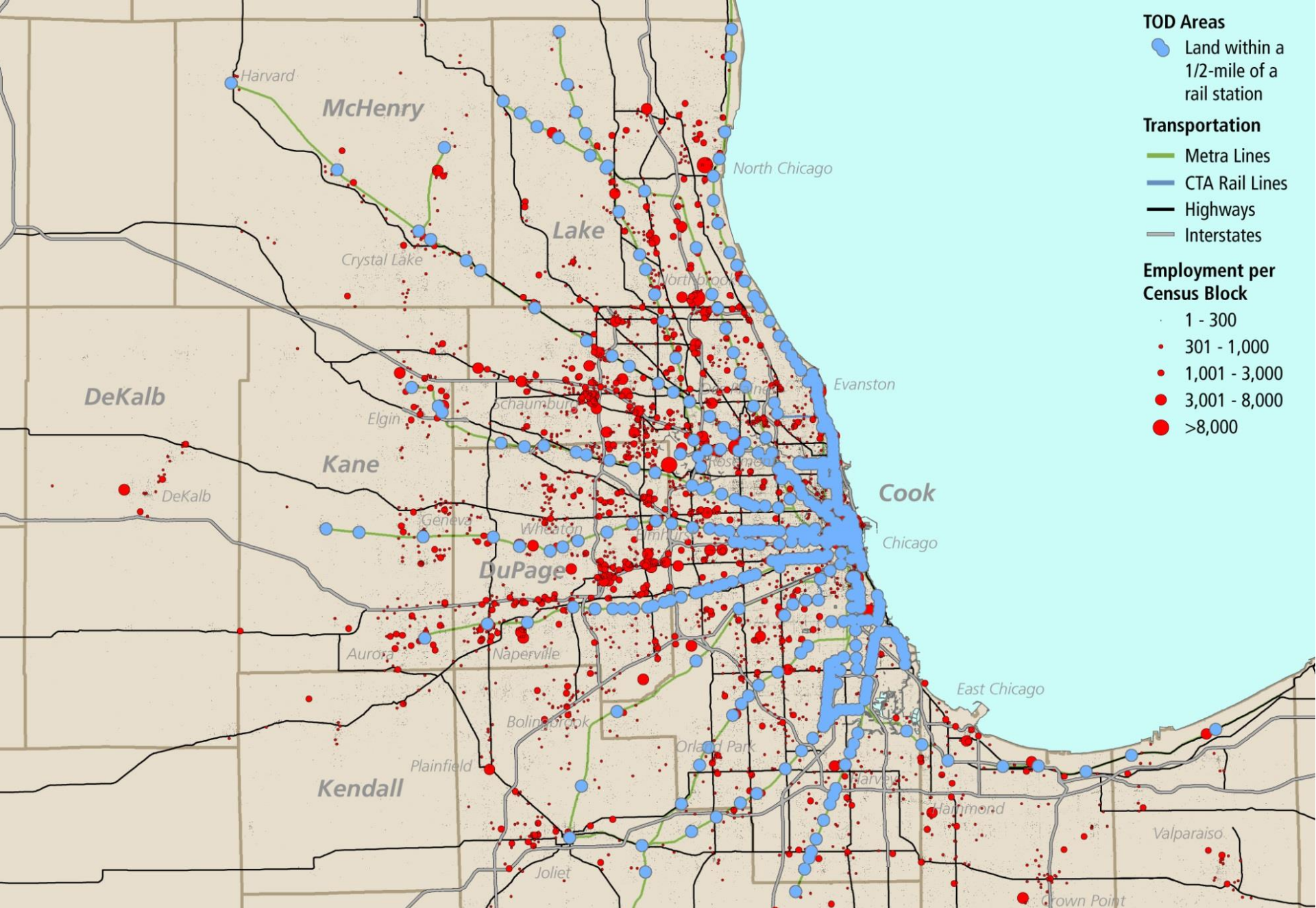
- Capital and operations planning
- Transportation Demand Management (TDM) program
- Performance-based, cross-mode budgeting solidifies investment choices



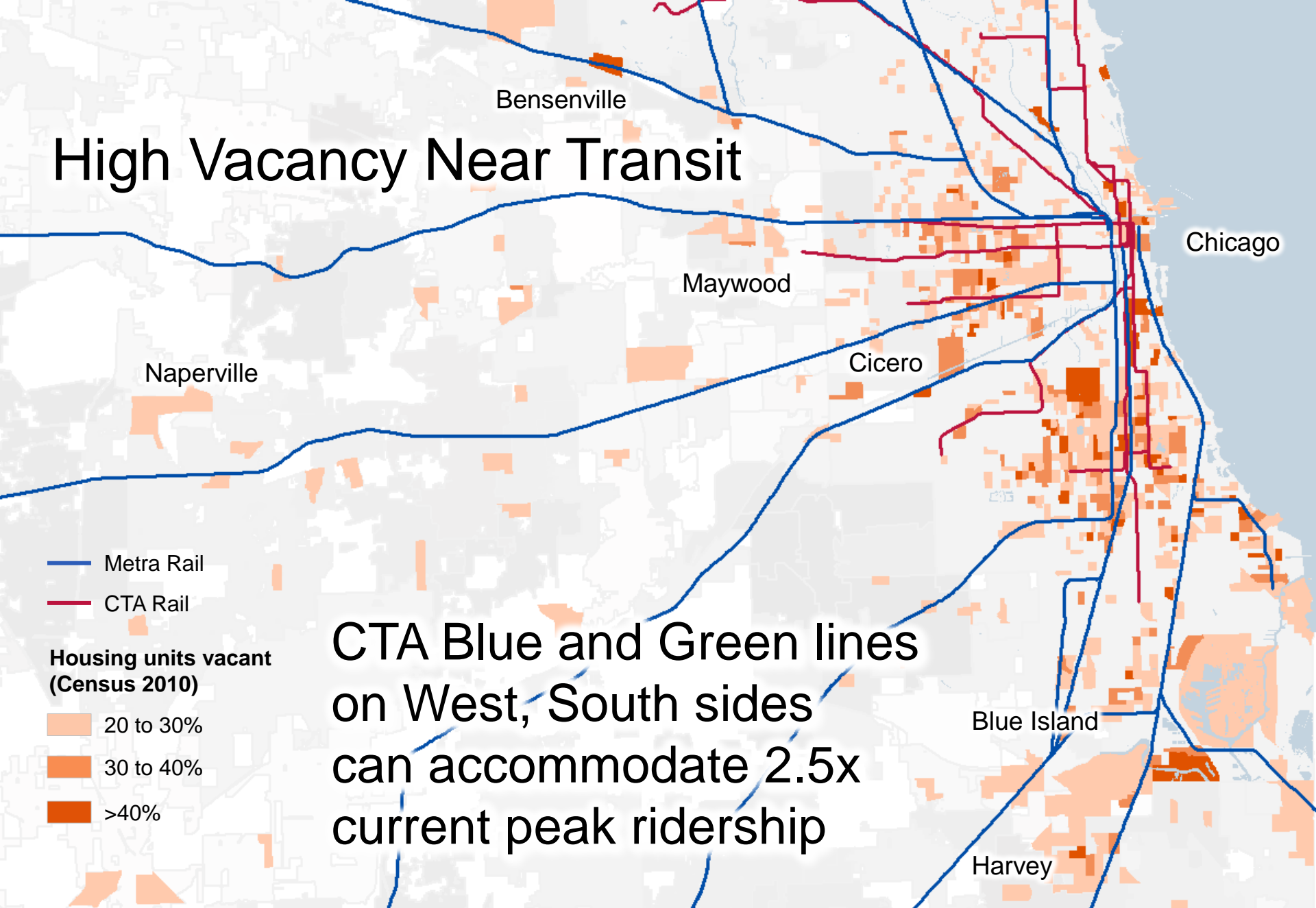
Land Use

- Better land use = more people living and working near transit = higher ridership
- Maximize existing capacity
- Reduce H&T index





High Vacancy Near Transit



- Metra Rail
- CTA Rail
- Housing units vacant (Census 2010)**
- 20 to 30%
- 30 to 40%
- >40%

CTA Blue and Green lines
on West, South sides
can accommodate 2.5x
current peak ridership

Land Use

Great potential near stations: Region wide, within ¼-mile of rail transit, opportunity for ½ million new residents, >100M sq. ft. of commercial space



Land Use

TOD must be a priority

- Requires regulatory and financial reform by non-transit partners
 - e.g. City of Chicago reduced parking requirements, increased densities and mixes of uses in areas near stations
- Financial assistance for station repairs, enhancements, etc. should be tied to these land use priorities

Land Use

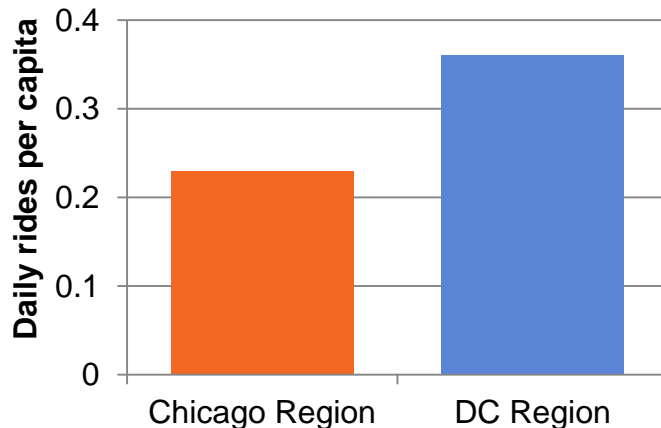
TOD must be policy

- TOD funds, already established in South and West suburbs, must be expanded to fill crucial financial gap for developers building near transit
- There is an opportunity for CMAP to lead on establishing coordinated regional TOD policies

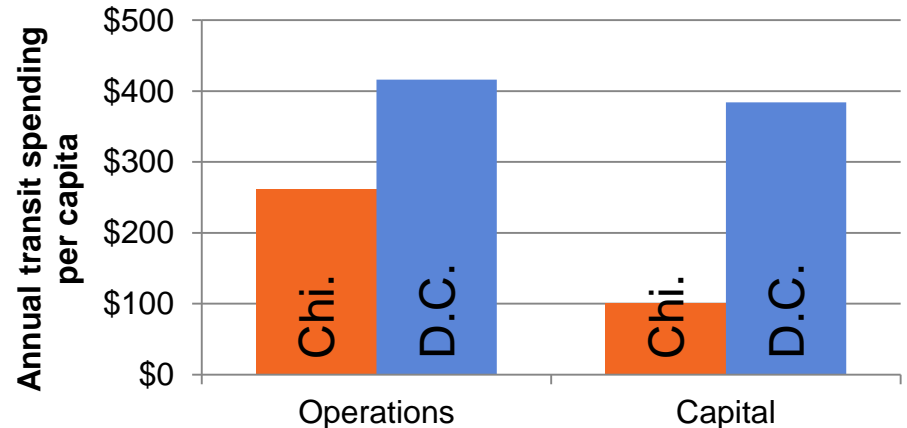
Funding

GO TO 2040 goal of doubled daily ridership would put Chicago region at per-capita level similar to D.C. region today, which spends far more on transit

Current per capita ridership



Current per capita spending



Funding

New funding options can provide operations and capital expansions necessary to attract new riders and better serve existing riders

Vehicle miles traveled fee

Parking tax

Expand sales tax to cover services

Index motor fuel tax to inflation

Toll existing capacity

Carbon tax

Payroll tax

Congestion pricing

Development fees

Value capture

Property tax

GOVERNANCE reform is essential to improve current operations and increase public confidence in wise use of public funds

Stronger **LAND USE POLICIES** would improve ridership with minimal new expense from transit operators

Substantial **NEW REVENUES** are critical to support a truly world class transit system

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THANK YOU