Three solutions to our transit challenge

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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

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

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

- Vehicle miles traveled fee
- Expand sales tax to cover services
- Index motor fuel tax to inflation
- Payroll tax
- Development fees
- Property tax
- Parking tax
- Toll existing capacity
- Carbon tax
- Congestion pricing
- Value capture
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