



Earth Day Transportation Summit

2013 Update on Implementation of Earth Day Accord Guiding Principles



Chicago Metropolitan
Agency for Planning



Illinois Department
of Transportation





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EARTH DAY XLIII

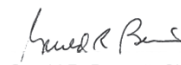



Coming together on the 43rd Earth Day, the undersigned agree on these principles:

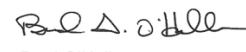
- ◆ *A coordinated and energy efficient transportation system is essential to improving metropolitan Chicago's business climate, employment base, quality of life and natural environment and is fundamental to reducing our region's carbon footprint.*
- ◆ *Quality transportation for our region's residents underlies our civic health — enabling people to move about more efficiently and conveniently will produce great benefits socially, economically and environmentally.*
- ◆ *Transportation is a household's second largest annual expense and the public we serve is heavily invested financially and personally in the system we are responsible for managing.*
- ◆ *Businesses rely on the region's diverse human resources, which are tied by the transportation system into a single talent pool. More efficient transportation will reduce the cost of doing business and contribute to job creation.*
- ◆ *The public surface transportation organizations of Northeastern Illinois constitute an enormous "enterprise" that spends billions on capital projects, billions on operations, employs tens of thousands and moves people and vehicles hundreds of millions of miles every day.*
- ◆ *The people of our region expect and deserve a well-designed, well-maintained, well-operated and well-funded transportation system, with service that is continually improving for their benefit.*
- ◆ *It is in the best interest of our agencies, the people of our region and the state of Illinois that together we pursue the shared goal of establishing an integrated and coordinated transportation system that will maximize efficiency, reduce costs, improve service and create a cleaner, healthier environment.*


We embrace these principles as the basis for setting priorities, and, in order to establish them throughout the region, we intend to:


- ◆ *Work to arrive at a shared vision that will create a truly regional system—committed to excellence and long-term environmental preservation;*
- ◆ *Support collaboration through regular meetings of the agency chairs and directors to share information and coordinate action on our agreed priorities;*
- ◆ *Examine how our agencies' programs and proposals complement regionwide priorities;*
- ◆ *Collaborate on gaining appropriate funding for mutual benefit; and*
- ◆ *Report publicly on Earth Day about our progress and plans for future collaboration.*

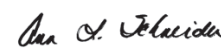

Gerald R. Bennett, Chair
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Metra


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Paula Wolff, Chair
Board of Directors
The Illinois Tollway



2012-2013 Progress Report

GO TO 2040 Comprehensive Regional Plan

Adopted unanimously on October 13, 2010, by leaders from across the seven-county region, the GO TO 2040 comprehensive plan was developed to enhance the region's economic competitiveness and strengthen our existing communities. GO TO 2040 addresses each of the principles contained in the Earth Day Accord and the signatory organizations are partnering to implement the plan's strategies for improving decisions about public policy, investments and development. The plan's four themes are Livable Communities, Human Capital, Efficient Governance and Regional Mobility, with strategic recommendations to help the region and its 284 communities address transportation, housing, economic development, open space, the environment and other quality-of-life issues. Below are a few highlights, some of which are selected from "Moving Forward, 2012," the second annual GO TO 2040 implementation report at www.cmap.illinois.gov/moving-forward/2012.

CMAP Local Technical Assistance

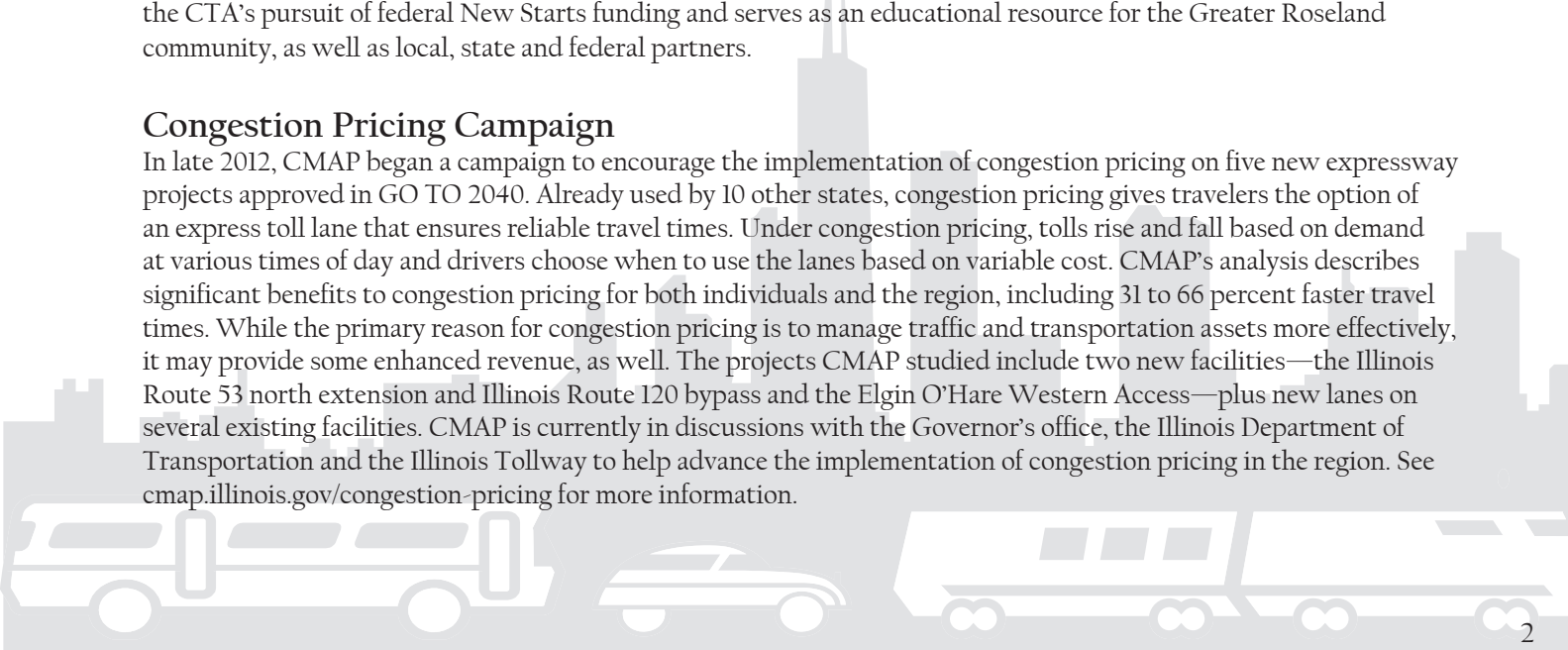
Local governments play an essential role in implementing GO TO 2040, yet many communities lack the staff capacity to take on needed planning projects. CMAP's Local Technical Assistance (LTA) program, which includes contributions from many partners, is meant to address this gap. Funded by the U.S. Department of Housing and Urban Development Sustainable Communities Regional Planning Grant program, CMAP has initiated 99 projects to date with local governments, nonprofits and intergovernmental organizations to address local issues at the intersection of transportation, land use and housing, including the natural environment, economic growth and community development. In the second call for projects in 2012, CMAP received more than 100 applications. In May 2013, the next call for projects will be issued jointly with the Regional Transportation Authority (RTA) Community Planning program.

CTA Red Line South Extension Livability Report

Through its LTA program, CMAP collaborated with the Developing Communities Project (DCP) and the Chicago Transit Authority (CTA) on a livability report in support of the proposed CTA Red Line South Extension, which would extend the Red Line from its current terminus at the 95th Street Station four stops to 130th Street. A project Web page www.cmap.illinois.gov/red-line, features the livability report, a brochure summarizing the report, an engaging video and a map gallery, all of which highlight the importance of the proposed extension and the qualitative and quantitative livability impacts of this major transportation investment. The livability report supplements the CTA's pursuit of federal New Starts funding and serves as an educational resource for the Greater Roseland community, as well as local, state and federal partners.

Congestion Pricing Campaign

In late 2012, CMAP began a campaign to encourage the implementation of congestion pricing on five new expressway projects approved in GO TO 2040. Already used by 10 other states, congestion pricing gives travelers the option of an express toll lane that ensures reliable travel times. Under congestion pricing, tolls rise and fall based on demand at various times of day and drivers choose when to use the lanes based on variable cost. CMAP's analysis describes significant benefits to congestion pricing for both individuals and the region, including 31 to 66 percent faster travel times. While the primary reason for congestion pricing is to manage traffic and transportation assets more effectively, it may provide some enhanced revenue, as well. The projects CMAP studied include two new facilities—the Illinois Route 53 north extension and Illinois Route 120 bypass and the Elgin O'Hare Western Access—plus new lanes on several existing facilities. CMAP is currently in discussions with the Governor's office, the Illinois Department of Transportation and the Illinois Tollway to help advance the implementation of congestion pricing in the region. See cmap.illinois.gov/congestion-pricing for more information.





2012-2013 Progress Report

The Chicago Transit Authority is an environmentally conscious provider of public transit. We are committed to enhancing the quality of life for our customers, neighbors and employees through reduced regional emissions, improved energy efficiency, increased recycling and other best practices in resource conservation.

The CTA plays an important role in reducing vehicle emissions in the Chicago region by replacing automobile trips, reducing traffic congestion and enabling compact development. CTA service replaces the equivalent of about 400,000 vehicles on regional roads each weekday. A full eight-car CTA train replaces more than 600 cars and a full 60-foot CTA bus replaces more than 70 cars.

The following represents a sampling of projects that the CTA has collaborated on with other agencies to further the agreed-to principles from Earth Day 2012:

Open Fare Initiative

CTA is pursuing a new, open standards fare payment system that will benefit customers, improve operations and save money for the CTA. The new system is intended to eliminate the multiple magnetic-stripe cards and the proprietary Chicago Card (Plus) currently used for fare payments. Chicago will be the first major U.S. city to launch this type of program systemwide.

The new account-based system will accept “contactless” credit, debit and bank cards, as well as CTA-issued, co-branded prepaid cards. CTA patrons will simply “tap” their contactless card on a card reader to board trains and buses. With such a non-proprietary system, ongoing efforts to connect the fare payment systems of CTA, Metra and Pace can more easily be realized. The Ventra system is set to launch in summer 2013.

Expansion of Bus Tracker/Introduction of Train Tracker

CTA has installed Bus Tracker LED screens at 152 bus shelters around town and plans are in the works to equip 108 additional bus shelters for a total of 260. The work is scheduled to be completed by the end of 2013. CTA has implemented much of the first wave of LED signage on bus shelters through funding from an RTA innovation grant of \$1.5 million. Apart from choosing bus shelters that have the highest ridership, CTA also prioritizes bus shelters that serve multi-modal riders from Metra and Pace (e.g., near Metra terminals such as Ogilvie Transportation Center and Union Station).

CTA Train Tracker Display Installation

CTA began installing the new generation Train Tracker digital displays in rail stations last fall. Currently, 33 of 145 stations have the newest Train Tracker signs. By Labor Day, all 145 CTA stations will have at least one of the new generation Train Tracker signs.

Bus Rapid Transit

CTA and CDOT initiated the first bus rapid transit (BRT) projects along Jeffery Boulevard on the South Side and are pursuing a downtown East-West Circulator and BRT on the Western/Ashland Corridor. The goals of the BRT projects are to provide a high-quality bus travel experience by improving reliability, travel times and connections to various modes of transportation. BRT will also support economic development initiatives that continue to build Chicago as a transit-friendly, livable and sustainable city for families, communities and businesses.

Participation in Regional Sustainability Plans

Chicago Climate Action Plan

The CTA, RTA and Metra actively participate in the Chicago Climate Action Plan, an initiative initially developed by the city of Chicago to mitigate carbon emissions. In late 2011, CTA was selected to receive federal funding to develop strategies to help adapt CTA transit operations and infrastructure to projected impacts of global climate change. A final report is anticipated in the third quarter of 2013. In October 2012, the city of Chicago released Sustainable Chicago 2015, an effort to create a near-term, citywide sustainability plan, which will complement the Chicago Climate Action Plan with a broader focus and a more immediate timeframe (2012-2015).

GO TO 2040

CTA actively supports CMAP's effort to create and follow a comprehensive regional plan. In that regard, CTA appreciates the recognition by GO TO 2040 of the need to substantially reinvest in and extend the CTA's Red Line system, which will help to further current and planned projects such as the Red-Purple Modernization, Red Line Extension and Dan Ryan Track Renewal, the latter of which will begin this May.

Chicago Regional Green Transit Plan (RGTP)

RGTP is a joint effort of CMAP, CTA, IDOT, Metra, Pace and RTA (as well as CDOE and CDOT). A key finding of the plan is that Chicago regional transit displaces 5.5 times the emissions it produces. The plan was released in May 2012. You can download it here: <http://www.rtachicago.com/initiatives/green-transit-plan.html>.





2012-2013 Progress Report

2013

Transit Projects

Since Governor Quinn's July 2010 announcement of \$442 million in state capital funds for Northeastern Illinois transit, IDOT has been working with the RTA and service boards to implement important transit capital projects that will get people out of their cars, reduce dependence on imported oil, improve air quality and, of course, create jobs. But Governor Quinn didn't stop there—in 2011/12, two major projects were added to the list below: reconstruction of the Dan Ryan branch of the CTA Red Line and rehabilitation of portions of the North Side Red/Purple and Blue Lines. The list below reflects both the 2010 list and new additions:

CTA

- Reconstruction of Dan Ryan branch of Red Line from Cermak to 95th Street
- Rehabilitation of the North Side branch of Red Line from Sheridan to Howard, plus new track/ties for Purple Line express tracks between Belmont and Howard

Match to CTA Tiger III grant

For track/tie improvements between Damen and Logan Square on the Blue Line

- Power sub-station renovations to make service more reliable
- New Train Tracker system and additional security equipment
- Overhaul of 2,600 and 3,200 series railcars
- Other station rehabilitations on Green and Red Lines
- New viaducts along the Purple Line

Metra

- Purchase and rehabilitation of locomotives
- Rehabilitation of Metra stations on several lines
- New stations at 79th Street in Auburn-Gresham

Pace

- More than 284 new fixed-route vehicles
- Purchase of 310 new paratransit vehicles
- Purchase of computer hardware and software
- Replacement of the farebox system
- Engineering/construction of 71st Street (Bridgeview/Toyota Park) transportation center

In early 2011, IDOT collaborated with RTA and CTA to approve a funding plan for CTA exercise of first option on 200 new railcars and a minimum purchase of 150 hybrid articulated buses to be implemented systemwide.

Highway Projects

Interstate Route 90/94 (Kennedy Expressway/Dan Ryan Expressway) at Interstate Route 290 (Eisenhower Expressway)— Circle Interchange

Built in the 1950s and 1960s, the Circle Interchange in downtown Chicago is one of the worst bottlenecks in the country for traffic congestion. The Circle Interchange links the following major Chicago expressways:

- Dan Ryan Expressway (I-90/94)—average daily traffic volume of 163,900 vehicles per day
- Eisenhower Expressway (I-290)—average daily traffic volume of 193,800 vehicles per day
- Kennedy Expressway (I-90/94)—average daily traffic volume of 191,900 vehicles per day
- Congress Parkway—average daily traffic volume of 77,200 vehicles per day

The Circle Interchange is one of the tightest directional freeway-to-freeway connections in the nation. In addition to the high volume of commuter traffic, more than 26,000 commercial vehicles pass through the Circle Interchange every day. Due to the extremely high traffic volumes, coupled with single lane ramps with tight curves, the interchange experiences breakdown conditions for many hours of the day, causing substantial queuing in every direction. A recent study by the American Transportation Research Institute and the Federal Highway Administration Office of Freight Management and Operations listed the Circle Interchange as the No. 1 bottleneck in the country, based on the speed of freight vehicles. Based on their analysis, the Circle Interchange is operating well below peak operating speeds for more than 14 hours a day. On average, the Circle Interchange creates nearly 10 minutes of delay per vehicle for a combined total of more than 25 million hours of delay annually, including more than 1.5 million hours of annual freight delay.

The Illinois Department of Transportation commissioned the completion of a feasibility study of potential improvements. The recommended proposed improvement consists of a major reconstruction of the entire interchange, including the complete replacement of 20 structures and the reconstruction of the associated mainline and ramp pavements. A total of eight local overhead streets will be replaced as part of this improvement. The recommended alternative improves the multi-modal transportation system of the surrounding street network with the inclusion of bike lanes, bus lanes, wider sidewalks and improved access to transit. Three flyover ramps are proposed to go over the local street network on the northbound-to-westbound ramp over Harrison and Halsted Streets and the westbound-to-southbound ramp over Harrison Street to improve mobility.

Benefits of this project include a 50 percent traffic delay reduction, fuel savings and a decline in vehicle emissions. The project will further address the existing and future transportation needs, thus improving mobility and traffic operations and to better meet current and future demands of all users.

Interstate Route 90/94 (Kennedy Expressway)

IDOT appreciates and supports the Illinois Tollway's pursuit of alternatives to include congestion management strategies as it rebuilds and widens the Jane Addams Memorial Tollway (I-90) from Chicago to Rockford. IDOT will certainly be a participant in any discussions concerning congestion management strategies for I-90 and supports consideration of strategies that could apply to reconstruction of the Kennedy Expressway in the future.

The Kennedy Expressway carries 260,000 to nearly 320,000 vehicles per day and is often congested. Any conversion of existing lanes, including the reversible lanes, to some sort of congestion managed lane would significantly exacerbate congestion. According to the Tollway/Metropolitan Planning Council Value Pricing Study dated June 2010, converting the reversible lanes to managed lanes would result in a decrease in speed of the "free" lanes and would result in a 6 to 10 percent diversion of traffic to the already heavily congested local system. It would likely face public opposition. Current federal legislation, as well as proposed Transportation Reauthorization Bill language, allows congestion pricing (tolling) of existing interstates. However, certain criteria must be met, such as the addition of capacity that could then be considered for congestion pricing. As a result, there have been no conversions of general purpose lanes to congestion priced lanes.

The majority of IDOT's portion of Interstate Route 90/94, the Kennedy Expressway, was reconstructed less than 20 years ago and is in good condition. In addition, there are numerous significant infrastructure elements that are physical constraints to a wholesale widening of the Kennedy Expressway. Depending on the scope and complexity of the project, a reconstruction of the Kennedy Expressway could cost several billion dollars. As a result, any interim recommendation to add capacity to the Kennedy Expressway either as a general purpose lane or as a managed lane would likely focus on salvaging the existing pavement and bridges where possible and widening only in areas where it is feasible. As part of an interim improvement that would maximize the use of the existing infrastructure, including converting the existing shoulders to travel lanes, it is anticipated a state-of-the-art electronic lane-management system would need to be constructed. This system would be unique to the Chicagoland area. Similar systems are being implemented in other cities, such as Seattle. The lane-management system would also be used to define toll rates for any congestion-priced lanes.

Any type of interim improvement would require extensive analysis and review through a complex preliminary engineering and environmental (Phase I) study to ensure that a design could be developed that is safe while also providing operational benefits. It is anticipated the design would require incorporating elements that would be less than standard, so close coordination with and approval from the Federal Highway Administration would be required. A Phase I study to define an appropriate scope of work would likely require two to three years to complete and could cost upwards of \$15 million. The cost of an interim improvement, which includes converting the shoulders to lanes, widening the roadway to install shoulders where new shoulders can feasibly be provided, and a state-of-the-art electronic lane-management system, is anticipated to cost several hundred million dollars.

IDOT looks forward to working with the region to help identify congestion management and transit strategies for the I-90/I-94 corridor with future detailed engineering and environmental studies. In the near-term, IDOT encourages close coordination with RTA, CTA and Pace to ensure any improvements to the Jane Addams Memorial Tollway (I-90) that might enhance transit are integrated with the existing transit facilities along the Kennedy Expressway, specifically the CTA Blue Line and the Cumberland transportation center.

To improve the connection of the Jane Addams Memorial Tollway and Kennedy Expressway, the Illinois Department of Transportation has selected a consultant to prepare engineering and environmental studies to a lane of capacity along the Kennedy Expressway for approximately two miles from approximately Interstate Route 190 to Illinois Route 43 (Harlem Avenue). The project is anticipated to reduce congestion in the vicinity of the River Road Toll Plaza while improving access to the existing Cumberland Blue Line Station/Park-n-Ride and to the Harlem Blue Line Station/Transit Center. This project is anticipated to be completed in the spring of 2015. The preliminary cost of this project is estimated to be \$50 million.

Passenger Rail Service for Northern Illinois

Since 1995, Illinois has participated in efforts to develop a regional rail network for the Midwest, including the potential for adding service in underserved parts of the state. The recent success of the Rail Passenger Program escalated this interest and, when further studies documented the feasibility of adding service in the Chicago-Rockford-Dubuque and Chicago-Quad Cities corridors, IDOT began work to finance these expansions.

In 2010, federal programs provided a funding source for moving forward on the Quad Cities Corridor and final design is now in progress for track improvements to allow trains to operate initially at 79 miles per hour. Construction is expected to start in 2013, with operations to start in 2015. State funding was also allocated to begin the more extensive work needed for new Chicago-Rockford-Dubuque Corridor service. Construction will begin in 2014, with service scheduled for 2015.

Illiana Expressway—Will, Kankakee (IL) and Lake (IN) Counties

The Illiana Expressway Corridor is being designed to provide a new four-lane route between I-55 in Illinois and I-65 in Indiana. It would tie together the new South Suburban Airport and numerous rail-highway inter-modal

terminals now developing across Will County. This project has the potential to crystallize the development of a logistics hub for freight movement and transfer for the nation.

IDOT and the Indiana Department of Transportation (INDOT) are leading the Illiana Corridor Study, following federal National Environmental Protection Act (NEPA) requirements. The NEPA process will be approached in two parts, known as tiers, with extensive stakeholder involvement throughout. Tier I has been completed, including an evaluation on a broad level and resulting in the selection of Corridor B3 as the preferred alternative. Corridor B3 represents a 47-mile access-controlled highway facility that extends from I-55 near Wilmington, Illinois, to I-65 near Cedar Lake, Indiana. Corridor B3, as well as the No-Action Alternative, were both advanced into Tier II of the project. Tier II studies begun in February 2013, focused on detailed engineering and environmental studies for Corridor B3. It is anticipated that Tier II will be completed by spring 2014. The study will strive to identify an alternative that provides the best balance of serving transportation needs, avoiding or minimizing environmental impacts and incorporating community input and values.

Innovative financing is being explored for the Illiana project, which is expected to cost \$1.25 billion. Both Illinois and Indiana have passed legislation to allow for a “public-private partnership” (P3) for the Illiana Expressway and IDOT has recently hired an advisor team to guide the department through the technical, legal and financial reviews to determine how the project can best be implemented as a P3.

Elgin O’Hare–Western Access—Cook and DuPage Counties

IDOT initiated the Phase I planning process for the Elgin O’Hare Western Access in the fall of 2007 and chose a two-tiered approach. Tier I, which was completed in June 2010, included the identification of a preferred plan for all modes (highway, transit, bike/pedestrian) at a conceptual level of detail. Tier II began in August 2010 and involves detailed engineering and environmental studies for the preferred plan. In the fall of 2010, Governor Pat Quinn created an Elgin O’Hare West Bypass Advisory Council comprised of organizations, agencies and elected officials. The Council issued a final report in June of 2011 that recommended that the project be constructed as a tollway. In August of 2011, the project was included in the Tollway’s *Move Illinois* Program. As such, the Tollway began formally participating in the Tier II process as a joint lead agency; the Tier II Draft Environmental Impact Statement was released for public comment on March 30, 2012, and the Public Hearing was held on April 18, 2012. In December 2012, the Federal Highway Administration and Federal Highway Administration issued a Record of Decision approving the plan for the Elgin O’Hare Western Access Project. This approval completed the last step in the federal review of the project’s environmental impact, allowing the Tollway to move forward with implementation as early as 2013.

A key feature of the overall planning process has been stakeholder involvement, which follows IDOT’s Context-Sensitive Solutions policy, which has allowed communities to provide input regarding every major aspect of the project and generated an unprecedented level of consensus on the project. A Corridor Planning Group, which consists of the mayors of every community in the study area, as well as Cook and DuPage counties, has met on a regular basis throughout the planning process. This is in addition to open house public meetings, local community meetings, a website, newsletters and a speakers bureau. In the fall of 2012, the public outreach process transitioned to a Local Advisory Council, which is being led by the Illinois Tollway and is focused on the final design and construction details of the project.

Interstate Route 290; west of US Route 12/20/45 (Mannheim Road) to east of Illinois Route 50 (Cicero Avenue)—Cook County Preliminary Engineering and Environmental (Phase I) Studies began in the fall of 2009. The project limits extend from west of U.S. Route 12/20/45 (Mannheim Road) to east of Illinois Route 50 (Cicero Avenue)—a distance of 7.5 miles. Within these limits, I-290 traverses through Hillside, Bellwood, Westchester, Maywood, Broadview, Forest Park, Oak Park and the city of Chicago. I-290 carries approximately 180,000 vehicles per day on a six-lane roadway with a capacity of approximately 140,000 vehicles per day. The roadway and bridges are nearing the end of their design life and are in need of complete reconstruction. This study is using IDOT’s Context Sensitive Solutions

policy and the department is working closely with the study area communities, as well as RTA, CTA, Metra and Pace, and the CSX and CN railroads. A Corridor Advisory Group/Task Force (CAG/TF), which is comprised of local community officials, transit providers, resource agencies and interested groups, has met on a regular basis. The CAG/TF has defined the transportation needs, as well as a range of alternatives, including improvements to rail transit, bus rapid transit, local and express bus, expressway improvements, managed lanes, arterial improvements, traffic management strategies and non-motorized improvements. A set of 10 alternatives, each of which includes combinations of highway and transit improvements, is currently being evaluated.

Completion of the Phase I Study is expected by 2014. While funding for this Phase I Study is available, no funding is currently programmed for final design and land acquisition (Phase II) or construction (Phase III) in the department's fiscal year 2014-2019 Proposed Highway Improvement Program. Construction of this project is estimated to cost in excess of \$1 billion.

Interstate Route 55 Bus on Shoulder Demonstration Project—Cook and DuPage Counties

RTA, Pace and IDOT–District 1 conducted a two-year demonstration of transit bus operations on the I-55 (Stevenson Expressway) left shoulder as a priority treatment for transit under congested highway conditions. The demonstration began on November 14, 2011. The purpose was to determine whether using the highway shoulder for transit can improve transit service quality while also maintaining the function of the shoulder. The benefits of using the shoulder for transit are: 1) reduced variability of travel time, 2) travel time savings and 3) demonstration of a new shared-use strategy to increase the capacity of the existing transportation system.

Authorized Pace buses are permitted to use the designated shoulder lanes only when general traffic along I-55 slows to below 35 mph. The maximum speed of the buses driving on the designated shoulder is 35 mph. While using the designated shoulders, the bus shall not exceed the speed of general traffic by more than 15 mph. For instance, if the speed of general traffic is 10 mph, the maximum speed of the buses driving on the shoulders is 25 mph. If general traffic is at a halt, the maximum speed of the buses is 15 mph.

The shoulder is still a shoulder with all of the normal functions of a shoulder. The bus on shoulder (BOS) riding is designated in areas where the inside left shoulder width is a minimum of 12 feet. Bus on shoulder can be utilized on an “as-available” basis, but only at the trained bus operator's discretion considering highway and weather conditions. The bus operates at a maximum of 35 mph while on the shoulder with the understanding that there are certain situations where the designated shoulder will not be available for bus use because it is closed for maintenance, being used for law enforcement or due to a broken-down vehicle. If the designated shoulder is obstructed in any way, the bus driver must merge back into the mainline traffic to avoid the obstruction.

Pace is expanding to accommodate increased ridership with the 755 and 855 routes carrying a combined daily average of 560 passengers in 2012. Route 755, which operates between the southwest suburbs with the Illinois Medical District and the University of Illinois-Chicago, will be extended to Union Station. Route 855, which links the southwest suburbs, the Loop and North Michigan Avenue, will have additional inbound and outbound trips. Since the pilot project began, on-time performance went from 68 percent to 92 percent and ridership more than doubled.

Interstate Route 55 HOT/HOV Lane Study—Cook and DuPage Counties

Due to existing operational and capacity issues associated with the section of Interstate Route 55 that will involve bus-on-shoulder operations described above, on January 26, 2011, the district selected a consultant firm to perform a Phase I engineering study to utilize some or all of the existing shoulder to add an additional lane in each direction along Interstate Route 55 from approximately the Veterans Memorial Tollway (I-355) to the I-90/I-94 (Dan Ryan Expressway). The study scope will include an evaluation of the feasibility/viability of making the added lane a managed lane such as High Occupancy Vehicle/High Occupancy Toll (HOV/HOT) lane. It is anticipated that general purpose lanes will remain free. Congestion pricing will be considered as one of the main options for managing this new lane. Phase I is anticipated to be completed early in 2014.

Central Ave Connector (formerly Central-Narragansett)—Cook County

The Illinois Department of Transportation is conducting a Preliminary Engineering and Environmental (Phase I) Study for the purpose of improving the north-south movement of vehicles, bicycles, and pedestrians through the study area southwest of Midway Airport. The nine-square-mile study area is bounded by 63rd Street on the north, Cicero Avenue on the east, 87th Street on the south and Harlem Avenue on the west. Currently, the Belt Railway Company of Chicago rail yard cuts off north-south traffic flow for three miles between Harlem and Cicero Avenues. The result is heavy traffic on Harlem and Cicero Avenues, congestion and long travel times throughout the area. Specifically, the corridor needs have been identified as: increase roadway capacity, improve connectivity, support economic development, and serve multiple modes of transport.

The current Phase I Study was initiated in April 2001 and was designed to reassess the original study, incorporate new data and recommend a rail crossing location. In 2003, The department held a public meeting presenting two alternatives for crossing locations: the Central-Central Alternative and the Central-Narragansett Alternative. During the public comment period, most respondents supported the need for transportation improvements in the region. Some community members suggested studying the possibility of adding lanes to Cicero Avenue or Harlem Avenue. Based on these comments, the study then evaluated four alternatives for addressing the needs of the study area: widen Harlem Avenue, widen Cicero Avenue, Central-Narragansett Alternative and the Central-Central Alternative. Based on the evaluation of alternatives, the Central-Central Alternative (Central Avenue Connector) is the recommended alternative for this project as it best addresses the project's purpose and need. A public meeting was held on February 17, 2011, at St. Laurence High School in Burbank, Illinois. The purpose of this meeting was to provide an update of study activities, review purpose and need for the improvement, review the range of studied alternatives, present recommended improvement options, and obtain public input. Since this public meeting, we have performed additional field investigations and technical analyses to address remaining issues and concerns and are now refining the preliminary design to develop the preferred improvement for the corridor. Project crews have been working in the Central Avenue corridor collecting additional data on truck movements, traffic volumes and geotechnical investigations to develop preliminary bridge/tunnel designs to update and supplement previously collected information. Also, additional stakeholder meetings have been held recently with the BRC, CSX Transportation and the city of Chicago's Departments of Transportation and Aviation to address key issues affecting their areas of interest. Over the next several weeks, additional meetings are planned with other stakeholders along the corridor to continue their participation in the public involvement process. This will include coordination with Burbank, Bedford Park and Cook County.

The department has included \$170.4 million towards the Central Avenue improvement in the fiscal year 2011–2016 Proposed Highway Improvement Program. At this time, the project is anticipated to cost \$300 million to \$500 million. A public hearing is anticipated to be held in late 2011 and complete the preliminary engineering and environmental studies in the spring of 2012.

Belmont Road (CREATE)—Grade Separation Project

Located near the Burlington Northern Santa Fe (BNSF) Metra tracks in Downers Grove are 96 percent complete. On October 17, 2012, Governor Pat Quinn, Secretary Ann L. Schneider, DuPage County and local officials and railroad executives dedicated the new rail bridge. IDOT Highway formula funds of \$19.8 million matched a \$19.8 million investment from Metra. Other funds consisted of \$12 million from the Grade Crossing Protection Fund that is administered by the Illinois Commerce Commission, \$2.7 million from BNSF and \$5.3 million from the Federal Transit Administration's Congestion Mitigation and Air Quality Improvement Program.

130th and Torrence (CREATE) – Grade Separation Project

The project involves eliminating the at-grade crossings of the two Norfolk Southern main tracks with 130th Street and Torrence Avenue. The components of the project involve lowering and realigning roadways, three railroad bridges, one roadway bridge, two pedestrian bridges, retaining walls, relocation of railroad tracks, new drainage system for the road with new pump station, lighting, traffic signals and a mixed-use path along 130th

Street for pedestrians and bicyclists. Federal funds for this project total \$76.8 million, with the state providing \$73.7 million; local funds, \$15.6 million; rail carriers, \$7.6 million total; and Ford Motor Company, \$1 million. The estimated year of completion is 2014.

2013 Efforts

Since January 2009, nearly \$1.6 billion for highways and bridges has been awarded for projects in the city of Chicago. The highways component of the FY 2014-2019 Proposed Multi-modal Transportation Improvement Program includes \$870 million to address 62 miles and 39 bridges and eight intersections/spot locations on IDOT jurisdiction roadways in Chicago. In addition, the highway program outlines nearly \$191 million for the planned local program in the city.





2012-2013 Progress Report

Illinois Tollway Launches *Move Illinois* Program

In 2012, the Illinois Tollway launched its 15-year, \$12 billion capital program *Move Illinois: The Illinois Tollway Driving the Future*. The largest capital program in the agency's history and largest capital program of any toll road agency in the nation, *Move Illinois* will provide customers a fully rebuilt, state-of-the-art system and introduce new priority projects to improve regional mobility throughout Northern Illinois and the Midwest region. Priority projects include rebuilding and widening the Jane Addams Memorial Tollway (I-90); constructing a new interchange to connect the Tri-State Tollway (I-294) to I-57; building a new, all-electronic Elgin O'Hare Western Access and funding planning studies for the Illinois Route 53/120 Extension and the Illiana Expressway. These priority projects are endorsed by CMAP's GO TO 2040 comprehensive regional plan for Northeastern Illinois.

Jane Addams Memorial Tollway (I-90) Rebuilding and Widening Project

In 2012, the Illinois Tollway began work on the \$2.2 billion Jane Addams Memorial Tollway (I-90) Rebuilding and Widening Project – a project that at the first Earth Day Transportation Summit in 2010 provided one of the first opportunities for the region's transportation and transit agencies to “think bigger” by working together to fulfill the needs of our transportation infrastructure in the years to come. When complete, I-90 will be transformed as a 21st century, state-of-the-art corridor linking Rockford to O'Hare International Airport that, for the first time, provides accommodations for transit options along the I-90 corridor. The Tollway is also collaborating with Pace and the RTA to implement new and expanded transit service and amenities along the corridor.

Our First “Green” Interchange: Illinois Route 47 Interchange at I-90

The Illinois Tollway, in partnership with IDOT, the village of Huntley and Kane and McHenry counties, is scheduled to complete construction this year of a new, all-electronic interchange at Illinois Route 47 in Huntley, Illinois. The Tollway will fund 50 percent of the project and the remainder will be funded by contributions from the other partners. The new \$61 million interchange will also feature several new green construction initiatives, including a geothermal water piping system to help heat and cool nearby plaza buildings, reflective roofs and trellised vegetation for plaza buildings to further reduce heating and cooling costs, as well as ramp shoulder pavement that will allow water to seep through and reduce storm water runoff.

Illinois Tollway Provides Opportunities for New and Expanded Access along I-90

The Illinois Tollway is working with IDOT and local communities to evaluate, design and build new or expanded access along I-90 to leverage investments and enhance economic development and job creation. The *Move Illinois* Program allocates more than \$100 million in funding interchange access expansion and the Tollway is working with communities throughout the I-90 corridor that have expressed interest in new and improved interchanges. Other local interchange requests on I-90 include Perry/Spring Creek Road, Irene Road, U.S. Route 23 Brier Hill Road, Barrington Road, Roselle Road, Meacham Road, Elmhurst Road and Lee Street.

Tri-State Tollway (I-294)/I-57 Interchange – Connecting Interstates and Improving Mobility

The Illinois Tollway and IDOT are working in cooperation on the first phase of construction for the new, \$719 million Tri-State Tollway (I-294)/I-57 Interchange to provide a link between two interstates, which will improve access and economic development in the Chicago Southland. Work began in 2013 to build new ramps, which will deliver 75 percent of the project's benefits to the traveling public when work is complete as scheduled in 2014.

Illinois Tollway Advances Elgin O'Hare Western Access Project

In 2013, the Tollway is preparing to break ground on the Elgin O'Hare Western Access (EOWA) Project, a Project of National Significance. Efforts to implement the project were made possible after the Federal Highway Administration and Federal Aviation Administration issued a Record of Decision in December 2012 approving the plan for the EOWA Project. The \$3.4 billion project will improve travel efficiency; create western access to O'Hare International Airport; provide new, multi-modal connections and reduce congestion. In October 2012, the Tollway Board created an EOWA Local Advisory

Committee consisting of 19 members representing a wide array of community, business and environmental interests to provide input on the project.

Additional Funding Options Explored for Elgin O'Hare Western Access

As part of its *Move Illinois* Program, the Tollway has committed \$3.1 billion toward the \$3.4 billion needed to begin building the EOWA Project as soon as 2013. DuPage County and local officials are working with state and federal officials and the Tollway to identify a wide range of additional funding sources to close the remaining funding gap. DuPage County led the process to prepare a request for federal funding via the Congestion Mitigation and Air Quality (CMAQ) Improvement Program. The Tollway will continue to seek opportunities to partner with other agencies to pursue additional funds and in-kind contributions to help implement improvements that benefit multiple transportation modes along the EOWA corridor.

Illinois Route 53/120 Blue Ribbon Advisory Council Delivers Final Report

In May 2012, the Illinois Route 53/120 Blue Ribbon Advisory Council completed nine months of discussion and deliberation with the approval of a final report recommending that the new Illinois Route 53 be built as a four-lane, limited-access, tolled parkway with a 45 mph maximum operating speed, with further study of alignment options for configuration of Illinois Route 120. The council included CMAP, RTA, IDOT, local elected officials, transportation advocates and a diverse group of environmental, civic, business and labor representatives. The council's work paved the way for the Tollway to continue planning for the proposed extension of Illinois Route 53/120 in Lake County.

Illinois Tollway Reconvenes and Expands its ECP Advisory Council

The Illinois Tollway reconvened its Earned Credit Program (ECP) Advisory Council in September 2012 as the agency expanded its panel of experts assisting with diversity outreach. The council includes contractors and subcontractors, union representatives, training associations, as well as community partners and leaders. The ECP is a rewards initiative that allows contractors and subcontractors to earn bid credits toward future Tollway construction bids when they hire from a pool of qualified, pre-screened job candidates, including underemployed African-Americans, Latinos, Asian-Americans, women, ex-offenders and veterans.

Illinois Tollway Forges Partnerships to Assist Small and Diverse Construction Firms

The Illinois Tollway is working with the Illinois Community College Board (ICCB), Illinois Department of Commerce and Economic Opportunity (DCEO) and the Illinois Hispanic Chamber of Commerce (IHCC) to develop new technical assistance programs and services to help small and diverse businesses in the construction industry participate in the *Move Illinois* Program. Through an agreement with the ICCB, the Tollway will commit \$578,000 to establish a new Construction Business Development Center, which will be administered by local colleges. The Illinois Tollway has also forged an agreement with DCEO that will allow the Tollway and the IHCC to develop a Coaching for Growth Program for small business owners specializing in heavy highway construction.

Mitigation Project Partnerships

As part of its efforts to make the *Move Illinois* Program the "cleanest and greenest" in agency history, the Illinois Tollway is committed to efforts to mitigate the impact of construction. In the past year, the Tollway has entered into several intergovernmental agreements on wetland mitigation activities that enhance and protect natural environments. As part of the I-294/I-57 Interchange Project, the Tollway is funding enhancement and restoration activities on approximately 64 acres of wetland areas in the Indian Boundary Prairies Preserve owned and managed by the Nature Conservancy and Northeastern Illinois University. In connection with the Elgin O'Hare Western Access Project, the Tollway is working with the Lake County Forest Preserve District to restore and expand access to the 315-acre Pine Dunes Forest Preserve. To compensate for the impact of a portion of the I-90 Rebuilding and Widening Project, the Tollway has an agreement with the city of Elgin and the Kane County Forest Preserve District to help purchase and protect a 53-acre nature preserve site in Elgin that's home to one of only two forested fen wetlands in Illinois. To mitigate the impact of rebuilding and widening the I-90 bridge over the Kishwaukee River, the Tollway is funding efforts by the Genoa National Fish Hatchery, a Wisconsin-based division of the U.S. Fish and Wildlife Service, to breed and raise the state-endangered black sandshell mussel and use them to stock to the Kishwaukee River near I-90.

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Metra-led Initiatives

Locomotive Components and Car Filters: Metra has upgraded HVAC filters in all train cars to MERV 13 rated filters. These are high-efficiency filters typically used in institutions requiring very clean air such as hospitals, laboratories, LEED-certified green buildings and other clean air sensitive environments. Metra has also initiated systemwide changes to engine components used in locomotive maintenance and repair in order to reduce emissions and fuel consumption. This includes upgrading engine parts such as fuel injectors, cylinder heads, liners, pistons and rings to state-of-the-art components.

Locomotive Emissions Reductions Projects: Automatic Engine Start-Stop (AESS) systems improve fuel efficiency by automatically shutting down an idle locomotive engine and starting it up again when needed. AESS has been installed on more than one-third of Metra's locomotive fleet and the ultimate goal is to equip all Metra locomotives with AESS systems. An additional 27 model MP36 locomotives will be AESS-equipped by the end of 2013 and a CMAQ-funded project to install AESS on 24 of Metra's model F40 locomotives is currently in the procurement phase. Metra continues to explore other ways to reduce diesel emissions and to secure funding to carry out necessary changes.

Metra has three pending CMAQ grant applications for Locomotive Emissions Reductions Projects.

- On 12 of Metra's model MP36 locomotives, Metra has proposed to replace the main engine driver generator with a separate engine/generator set for hotel power. Separating the generators for propulsion and hotel power saves fuel and reduces emissions and recent grant awards have funded the installation of "GenSet" technology on 15 Metra locomotives.
- Metra also has plans to repower two model F40PHM locomotives and purchase the components needed to repower an additional 11 model F40PH/F40PHM locomotives. The new diesel engines will be certified to EPA Tier III requirements, meaning they will meet the next generation of emissions standards. Each of these repowered locomotives will consume approximately 18-20 percent less fuel than a standard F40PHM locomotive, reducing greenhouse gas emissions and improving the air quality in the communities where they are in use.

Planning/Design for Three New Stations: Metra has been actively working to develop three new infill commuter rail stations on existing Metra lines at Auburn Park, Peterson/Ridge in Chicago and in Romeoville. Design work is underway for the Auburn Park and Peterson/Ridge stations and IDOT is leading a Phase I engineering study for Romeoville. These additional stations will help grow transit ridership and decrease the distance some existing Metra riders will travel to reach the system, thereby reducing the negative environmental impacts of their access mode.

Strategic Capital Plan: In 2012, Metra initiated its first comprehensive strategic planning effort in the agency's history. With input from the public and other key stakeholders, we've developed mission and vision statements and sets of goals, implementing strategies and strategic priorities for capital investment. The document will help Metra to prioritize spending decisions and use the agency's scarce capital dollars in the most efficient and effective way. Setting agency priorities will help bring the system into a state of good repair and identify opportunities to expand service and grow ridership. The plan includes a number of strategies to apply sustainable practices to operations and administrative functions. Work is underway to incorporate all of the feedback we have received on the plan. After these revisions are complete, the final plan will be released in mid-2013. Following the document's adoption, Metra will actively monitor implementation efforts and revise the plan as appropriate to maximize its long-term potential for success.

Fare Payment System: Metra has been actively exploring ways to implement a Regional Fare Payment System to provide fare acceptance via personal credit, debit and pre-paid cards on-board Metra trains. Metra's ultimate Fare Payment System solution will be customer-focused, offering new technology-based payment options, be unrestricted by technological changes and will improve fare collection and validation processes without adverse impact on riders. To that end, Metra has recently released a RFP for project management oversight services and in the coming months will issue an RFP for pilot projects, which are hoped to include mobile-phone ticketing, conductor handheld ticketing/validating devices and other ticket vending/validating solutions. Pilot projects are anticipated to start by the end of 2013. Metra is also working with the RTA, CTA and Pace on regional effort towards Regional Fare Payments. Metra continues to work with the RTA and service boards on the Regional Interagency Fare Model, as well as on the Interagency Fare Policy.

Collaboration in Efforts Led by Others

Since October 2009, Metra has been working with the RTA, CTA, Pace and other regional partners on the development of a Regional Green Transit Plan. Following completion of the Final Report in Spring 2012, Metra has continued to work with these regional partners to implement various recommendations of the plan.

Metra collaborated with a host of regional partners in contributing to the development of CMAP's GO TO 2040 Regional Plan. This plan serves as a guide for transportation planning throughout the region for the next 30 years. Metra has actively participated in CMAP's implementation efforts around this plan, including participation in implementation efforts through the Local Technical Assistance Program.

Metra participates in the Regional Transit-Oriented Development (TOD) Working Group along with RTA, CTA, Pace, the city of Chicago, IDOT and other agencies. This group meets regularly to work on efforts to promote development that supports multimodal transportation solutions for the region's residents, employees and visitors.

Metra staff has participated in multiple other planning studies to support growth and increased utilization of the transit system, including the Eisenhower Expressway Study, the Cook DuPage Corridor Study, the Chicago Union Station Master Plan, the Elgin O'Hare Western Access EIS, the Illiana Corridor Study, I-90/Barrington Road Interchange Study, the Far South Rail Relocation Study, the I-55 Managed Lane Study, the IDOT State Rail Plan, the CTA Western Ashland BRT AA, the CDOT Central Transitway Study, RTA Access and Parking Strategies Study, RTA Setting the Stage for Transit Study, 28 different RTA-funded Community Planning (CP) and Sub-Regional Planning (SRP) studies, 12 CMAP Local Technical Assistance Studies and four different efforts to expand high-speed rail on routes connecting to Chicago.

Metra participated in the development and review of results of the RTA's 2011 Customer Satisfaction Survey and is working with RTA on the 2013 survey. RTA has been charged by the state legislature to report on customer satisfaction of transit as part of a program of performance measurement and evaluation for the Chicago region's public transportation system. The surveys shed light on Chicagoans' satisfaction with aspects of regional travel and interconnectivity and where potential improvements could be identified.

A task force comprised of the RTA and the service boards is working to test the Capital Investment Decision Tool, a computerized method used for planning yearly budgets and prioritizing projects. Use of this software is expected to begin next year. Metra worked with the RTA, CTA and Pace on the update of the Capital Condition Assessment, an evaluation of the current physical condition and 10-year reinvestment needs of the assets owned and operated by RTA and the three service boards. Metra is supplementing the RTA efforts by completing a more detailed asset inventory of our own system over the next two years. Both of these studies will help us better manage our capital assets and are critical to effectively utilizing the Capital Investment Decision Tool.

Metra has been working with the RTA, CTA and Pace on the procurement of Energy Management System Software. This software will track commodity consumption (electricity, natural gas and fuel) and evaluate potential savings for Metra and the other agencies, as well as provide the outputs needed for calculating greenhouse gas emissions.

Long a champion of transit benefit programs, Metra strives to raise awareness of this federal program among employers throughout our region. In doing so, we work with RTA, as well as civic groups, to encourage employers to offer these benefits. For 2013, the impact is particularly great, because this year the benefit ceiling was raised and each eligible employee may now set aside up to \$245 each month to pay for their transit. When they do, they can save 25 percent or more, stretching their transportation dollars even further. In the coming year, Metra will be even more engaged in promoting transit benefits, hoping to increase participation throughout our service area. Metra also has been working closely with RTA as it transitions its program to an electronic application.

In conjunction with RTA and Pace, Metra evaluates various suburban destinations as potential Reverse Commute Markets—that is, suburban communities that have good employment opportunities and transit connections, appealing to urban residents. Over the years, many of these markets have matured to become robust employment centers with excellent connecting services to Metra stations. In recent years, we have expanded our partnership with Pace and Traffic Management Association of Lake Cook (TMA) to broaden services in the Lake-Cook Corridor, which now has a network of 12 connecting shuttles serving about 30 companies. And, in the western suburbs, we have worked with Pace and RTA to identify potential markets in Elmhurst, as well as Wheaton, where Pace last year implemented a new Call-n-Ride service that helps meet the connection needs for reverse commuters. We also work closely with DuPage Mayors and Managers Conference to identify possible connector and/or circulator routes that can serve Metra stations, including the College of DuPage connector route, which provides an easy link between College of DuPage and Metra's Union Pacific and BNSF rail lines. In these corridors and beyond, Metra champions Pace's Metra Feeder Vanpool program that offers small groups a personalized connection service where a fixed route isn't possible. Systemwide, Metra's reverse commute market segment represents 7 percent of Metra's weekday ridership and promises to continue growing as suburban businesses expand.

Metra is working with the RTA to improve signage for Interagency Transit Passenger Information at downtown terminal stations and select outlying stations that will provide coordinated wayfinding and intermodal connection information to enhance and maximize the customer experience. Through on-site tours with RTA, we have identified potential improvements, including redesigned signage in existing locations and additional signage for new locations in and around Metra stations. Signage at three pilot program Metra sites, the Van Buren, Davis Street/Evanston and Joliet stations has been installed. We will continue working with the RTA to implement future phases of signage installation.

To improve real-time regional travel information, Metra has been publishing service advisories online and via "My Metra" account email and Twitter alerts since September 2009. In March 2010, Metra's mobile website was unveiled and now draws 44 percent of the Metra website usage. Automated audio train announcements, which inform Metra riders when each train is arriving into a station based on the location of the train, are now implemented at every station in Metra's system. Metra worked with RTA to launch our Rail-Time Train Tracker on July 1, 2012. This Web-based tool on Metra's and RTA's trip planning website provides real-time train information to users.





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During 2012, Pace continued an emphasis on safe operation of services, increased ridership, maintenance of a stable financial position, provision of reliable services and continued its partnerships with local governments. Pace's system ridership in 2012 was more 39.19 million, a 5.2 percent increase compared to 2011.

We finished 2012 under budget for both suburban and ADA services. The suburban services budget comprised of fixed-route bus, vanpool and non-ADA dial-a-ride came in with a positive budget variance with the greatest savings in the areas of fuel and liability expenses. Increased revenue also contributed to the positive variance. The ADA paratransit budget finished with a positive budget variance, as well.

On-time performance for Pace services continues to improve as we restructure our routes and schedules. The on-time performance for fixed-route services was 75.3 percent, based on 6.8 million precise, GPS-based measurements throughout the year. The on-time performance of ADA services exceeded 93 percent regionwide.

Pace's Vanpool Incentive Program (VIP) reached an all-time high during 2012 for the number of vans on the road and finished the year with 763. The VIP remains one of the country's largest vanpool programs and continues its pattern of steady growth.

Examples of Collaborative Projects

- Ventra-Pace is working with CTA to implement the new electronic fare system. It will use contactless technology to provide an account-based system for passes and transit value. The open fare system allows the use of personal debit cards and, eventually, mobile phones.
- I-90 Market Expansion Project-Pace is working collaboratively with the Illinois Tollway to design and implement an array of service to operate in this reconstructed corridor. Short-term plans call for increasing existing express service on the Jane Addams Tollway (I-90) during construction to alleviate congestion. Post-construction plans include multiple new express routes that would use either managed lanes or the shoulders of I-90 to reduce travel times and improve on-time performance.
- CTA Red Line Construction Plan-Pace will implement two new express routes to assist suburb riders during the CTA Red Line construction project, new Routes 924 and 925 will provide quicker express bus service from the Pace Blue Island Park-n-Ride and the Harvey Transportation Center to the city of Chicago during the spring/summer 2013 Red Line Construction.
- CTA Crowding Reduction Plan-Pace collaborated with CTA on the Crowding Reduction Plan to restructure service in some areas where Pace and CTA bus routes overlap. The service changes allowed CTA to reallocate resources to areas with higher demand. Pace routes either expanded or maintained service levels to accommodate affected riders, and ridership has increased on these routes.
- Lake County Market Analysis-A joint effort of Pace and the Lake County Division of Transportation was completed during 2012. The project studied the existing transportation network and opportunities for future expansion and other improvements.
- Lake County Transit Signal Priority Project-Pace has been working with IDOT, the Lake County DOT and several local communities on implementing Transit Signal Priority (TSP) in Lake County.
- Joliet Multimodal Transportation Facility-Pace will serve this new transportation hub that will provide connections to local, regional and nationwide transportation services.

- Village of Rosemont–Pace is collaborating with the village to design/implement a new community circulator network during 2013.
- Village of Niles–The Niles Courtesy Bus service was restructured and future collaborative changes will be made in tandem with development of Pace’s Milwaukee Avenue Corridor Arterial Rapid Transit (ART) Project.
- McHenry County Transit Study–Pace continued its collaboration with McHenry County on implementation of its transit plan and the coordination of dial-a-ride services.
- Transportation Management Association (TMA) of Lake Cook–For the past 16 years, Pace has worked collaboratively with the TMA and Metra to design, implement and regularly realign service for employers along the Lake Cook Road corridor and Conway Park.





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In 2012, the RTA built upon several collaborative efforts with the Service Boards, CTA, Metra and Pace, began the previous year. These efforts work towards the shared vision of a regional transit system that builds ridership and improves the region's environmental health.

I-55 Bus-On-Shoulder Pilot

Year 2012 was the first full year of operations for the I-55 Bus-On-Shoulder (BOS) pilot, which was launched in November of 2011. This pilot allows Pace routes 755 and 855 the ability to bypass congestion in the general purpose lanes on I-55 by allowing the bus to travel on the inside shoulder. This first year of the pilot provided an opportunity for the partnering agencies (Pace, IDOT and State Police) to assess a number of things, including overall roadway safety, winter operations, impacts to typical shoulder functions (such as emergency response) and, of course, transit operations.

Since the pilot began, transit ridership on the Pace routes have hit historical highs with combined ridership having doubled previous levels. The preliminary success of the pilot has served as the basis by which the partnering agencies have begun discussions to broaden the parameters of the operations beginning with the elimination of the current time restrictions and making the shoulder available to Pace buses whenever there is congestion.

Capital Asset Condition Assessment

The RTA, with the continued partnership of CTA, Metra and Pace, has completed the first annual update of the Capital Asset Condition Assessment as required by the Moving Beyond Congestion Strategic Plan. This assessment determines the future replacement, rehabilitation and capital maintenance costs for all transit assets in the region and allows for a clarifying look at strategic investment to bring facilities into a state of good repair. This information provides background on the shortfall of available funds and will assist the RTA Region to convey the need for capital funding.

Regional Real Time Arrival Information

In the summer of 2012, the RTA made real-time estimates of CTA train, CTA bus and Metra train arrival information available on the goroo® platform. The effort included CTA's TrainTracker and BusTracker systems and Metra's Rail-Time Tracker system. Scheduled information of Pace bus arrival times is also available. The RTA and Pace will add Pace's WebWatch real-time estimates in 2013.

Community Planning Program

The RTA launched six new Community Planning projects in 2012 including the Village of Mount Prospect's Downtown Implementation Plan. The plan will build off an initial downtown strategic plan completed by the village in 1998. The village was successful in implementing much of that plan; this plan will focus on the remaining redevelopment opportunity sites and additional ways the village can enhance the downtown with connections to transit. The plan is expected to be completed in summer 2013. The RTA completed several Community Planning projects in 2012 and is now providing staff-based implementation support. The Village of Hanover Park formally adopted their Transit-Oriented Development (TOD) Plan as an amendment to its comprehensive plan in May 2012. The RTA is now working with the village on developer recruitment and solicitation focusing on village-owned parcels of land in the TOD area. A developer panel will meet in mid-2013 to discuss TOD opportunities in the village.

RTA Performance Measurement Program

In partnership with CTA, Metra and Pace, the RTA has developed a regional and sub-regional basis for performance evaluation. Performance is examined at a regional level by aggregating data for all the Service Boards together and at a sub-regional level by examining data for each Service Board and operational mode individually. Analysis is also conducted for a set of peers at both the regional and sub-regional levels. At the regional level, the peer analysis compares performance of the 10 largest metropolitan regions in the country. At the sub-regional level, a group of five comparable peers was chosen for comparison to each mode of operation. The combination of trend analysis over time and peer benchmarking has created a meaningful performance assessment tool. Reports are produced on an annual basis and can be found at www.rtachicago.com/initiatives/performance-measures.html.

Green Transit Plan

As part of an overall environmental focus, the RTA, CTA, Metra, Pace, IDOT, the Chicago Department of Transportation and CMAP released the Chicago Regional Green Transit Plan. The Plan quantifies the environmental benefits of the region's public transit system and will serve as the roadmap for how transit can help the Chicago region become more sustainable.

Crafted by agencies, the Chicago Regional Green Transit Plan highlights the RTA system's ability to become greener and more fuel efficient. The Plan also provides a vision for a more environmentally friendly transit system that can maximize the environmental benefits of transit in the future. The Plan identified four main strategies for increasing the environmental benefits of transit, including (1) growing ridership and market share, (2) promoting transit-oriented development, (3) improving operational efficiency and (4) greening the transit system. Key initiatives highlighted in the Plan include bringing the region's system to a state of good repair, expanding technical assistance and funding efforts related to transit-oriented development, studying and piloting more efficient locomotives, trains and buses and installing additional pollution control technologies on buses and trains.



