

Moving Beyond Congestion

Vision and Strategy

Draft for Public Comment

MOVING BEYOND
CONGESTION



a joint strategic planning project by



Metra



2007 The Year of Decision



THE RTA, METRA, CTA AND
PACE VISION FOR THE REGION
IS A WORLD-CLASS PUBLIC
TRANSPORTATION SYSTEM
THAT IS CONVENIENT,
AFFORDABLE, RELIABLE
AND SAFE, AND THAT IS
THE KEYSTONE OF THE
REGION'S GROWING BUSINESS
OPPORTUNITIES, THRIVING
JOB MARKET, CLEAN AIR AND
LIVABLE COMMUNITIES.



2007 is the year we must decide: do we get on board, or do we get left behind?

The people of Northeastern Illinois face a choice in 2007.

One path of investment builds on our economic competitive advantage as America's Transportation Hub by modernizing our transit network and freeing our highways, railroads and streets to move people and goods throughout the region and then throughout the world, that results in jobs and a higher quality of life.

The path of inaction allows job-killing road congestion to grow unchecked, strangling our region's economic vitality by shrinking our transit network and forcing far more residents to put more cars on our already choked-up roads, chasing away the jobs of the future.

We believe the right path is to modernize and expand our transit network to provide even more than the \$12 billion in annual economic benefits that the Regional Transportation Authority and the three Service Boards, the Chicago Transit Authority, Metra and Pace, currently generate for the region. The Moving Beyond Congestion project – a joint effort of the RTA and the

Service Boards– is an exciting initiative marked by collaboration with more than 300 Partners for Transit that will make clear the two paths facing Northeastern Illinois.

While transit ridership is hitting decade-long records (thanks to skyrocketing gas prices, population growth and severe road congestion), transit funding has reached a critical decision point.

Illinois' annual capital investment dried up three years ago, leaving a large capital shortfall to maintain the \$27 billion worth of tracks, trains, vanpools and buses in its existing condition. There aren't any funds to bring our public transportation into a state of good condition and certainly not any funds to meet the demands for expansion.

At the same time, the costs of delivering 2 million daily rides have shot up: fuel, health insurance, pensions, claims, federally-mandated paratransit and post-9-11 security costs have all grown much faster than inflation. The increase in farebox revenue from ridership is dwarfed by

THE RTA SERVES 8 MILLION RESIDENTS IN 6 COUNTIES, OPERATES 19 RAIL LINES AND 400 BUS ROUTES, GIVES PEOPLE A RIDE TO 5 MILLION JOBS, AND CONTRIBUTES MORE THAN \$12 BILLION ANNUALLY TO THE ECONOMIC WELL-BEING OF THE REGION. BUT TO DO THIS, IT HAS TO **DIVERT CAPITAL FUNDS TO PAY INCREASED OPERATING EXPENSES**, WHILE CURRENT CAPITAL NEEDS AND PLANS FOR EXPANSION GO UNMET.

the rising costs of providing the service. The operating deficit for 2007 is more than \$200 million.

Each Service Board has been working diligently to keep costs low and each compares favorably with other transit agencies around the country. We are working with Illinois Auditor General Bill Holland on his full programmatic audit of our activities, and we will address his recommendations to ensure we continue to operate at maximum effectiveness.

To keep the system running and millions of riders off the road every day requires taking our meager capital funds and using it for day-to-day operating expenses. This practice will end by 2008, and absent a new investment in transit, the network will shrink. Status quo service will not be maintained with status quo funding. With a shrinking transit network, our economic advantage as a world-class region will shrink as well.

The path of investment will create a brighter transit future. We've collected all the thoughtful



initiatives and ideas that the region's leaders have considered for the transit network and compiled them in a draft 30-year vision and strategy for public comment available with this report. In order to stay ahead of job-killing road congestion and ensure we attract the jobs and businesses for the next generation, we estimate we'll need a \$50 billion investment in transit over the next 30 years.

The scope of investment is large, but so are the returns. It's easy to take transit for granted. But the reason why Northeastern Illinois is among the world's greatest places to live and work is, in part, because our transit network is our economic backbone. It's not just the \$1.8 billion in annual congestion savings that the network provides for drivers (about equal to annual government support for transit). It's not just the \$7.8 billion in direct economic activity generated from our annual operation.

THE MOVING BEYOND CONGESTION CAMPAIGN IS AN OPPORTUNITY FOR THE PUBLIC TO BE A PARTNER FOR TRANSIT...TO WORK WITH THE RTA TO SHAPE A LONG-TERM PLAN FOR A MODERN REGIONAL TRANSIT NETWORK THAT FIGHTS CONGESTION WHILE IMPROVING TRANSIT THROUGHOUT THE REGION.

It's not just the millions of gallons of gasoline our region saves every year while our energy-efficient trains and buses help to break our country's dangerous addiction to oil. It's not just the cleaner air we all enjoy, particularly the sick and elderly most prone to asthma attacks. Transit is at the heart of our competitive advantage to provide access to workers, jobs and customers from throughout the region and keep America's Transportation Hub working.

To take the path of investment, every taxpayer and resident of Northeastern Illinois must participate in this joint decision. A new investment requires new revenues. It is up to the people to decide whether to take advantage of the phenomenal returns that a transit investment will generate. Join the Moving Beyond Congestion project as a Partner for Transit to build the bipartisan, regionwide consensus for the right path for Northeastern Illinois. Share your thoughts and opinions as we all choose between economic gridlock or investing in a transit expansion and modernization for America's Transportation Hub.

How Does Our Region Benefit from an Investment in Transit?

EVERY YEAR, THE RTA SYSTEM...

- SAVES 150 MILLION GALLONS OF GASOLINE
- PROVIDES MORE THAN \$12 BILLION IN ECONOMIC IMPACTS AND CONGESTION RELIEF
- REDUCES AIR POLLUTANTS BY OVER 2,500 TONS, THE EQUIVALENT OF EMISSIONS FROM 3 BILLION AUTOMOBILE MILES
- SAVES \$1.8 BILLION IN AVOIDED CONGESTION
- PROVIDES NON-MONETARY BENEFITS LIKE AIR QUALITY IMPROVEMENTS, INCREASED MOBILITY, ACCESS TO JOBS, AND IMPROVED QUALITY OF LIFE



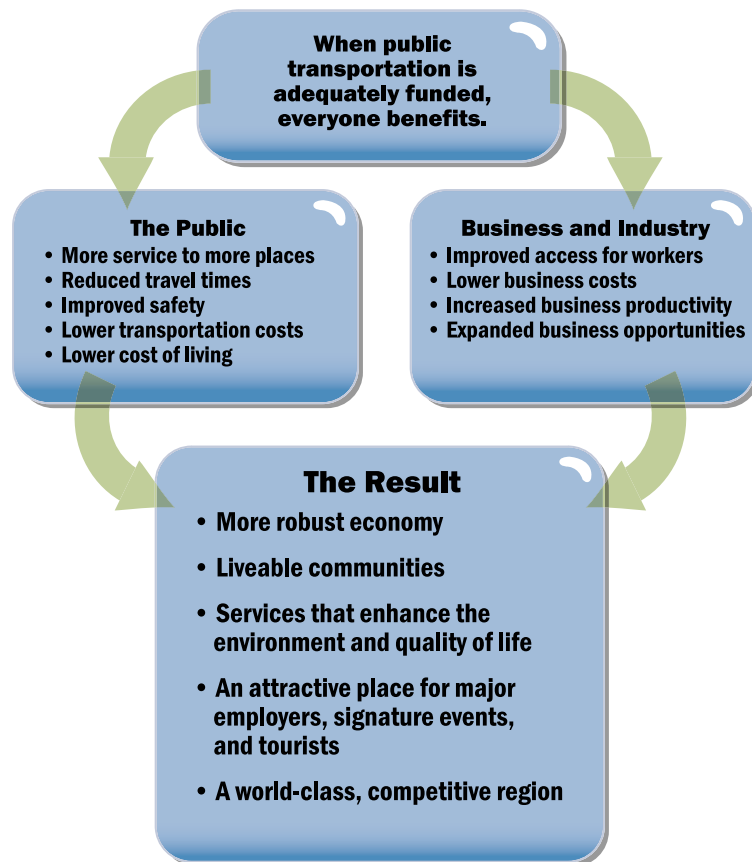


Traffic congestion in Northeastern Illinois is among the worst in the nation. According to *2005 Annual Urban Mobility Report*, the annual report published by the industry-recognized research group Texas Transportation Institute, the average Chicago region commuter takes more than 50 percent longer to travel during peak periods than during less-congested off-peak times. This travel-time ratio is the second worst in the nation. Northeastern Illinois is ranked

third in travel delays, excess fuel consumed and congestion costs. Excess fuel and congestion cost the region more than \$4 billion a year.

Without a strong public transportation system, it is not possible to sustain and grow a diversified economy. The reason is simple: employers in all industries want to be located where people and goods can be moved from origin to destination quickly and efficiently, using a variety of transportation modes.

“I NEVER THOUGHT I’D BE A TRANSIT RIDER, BUT I CHOOSE TO BE. IT’S NOT JUST THE COST OF GAS. IT’S THE TIME. THERE ARE LOTS OF THINGS I’D RATHER BE DOING THAN SITTING IN TRAFFIC. METRA LETS ME GET HOME IN TIME TO BE WITH MY KIDS.”





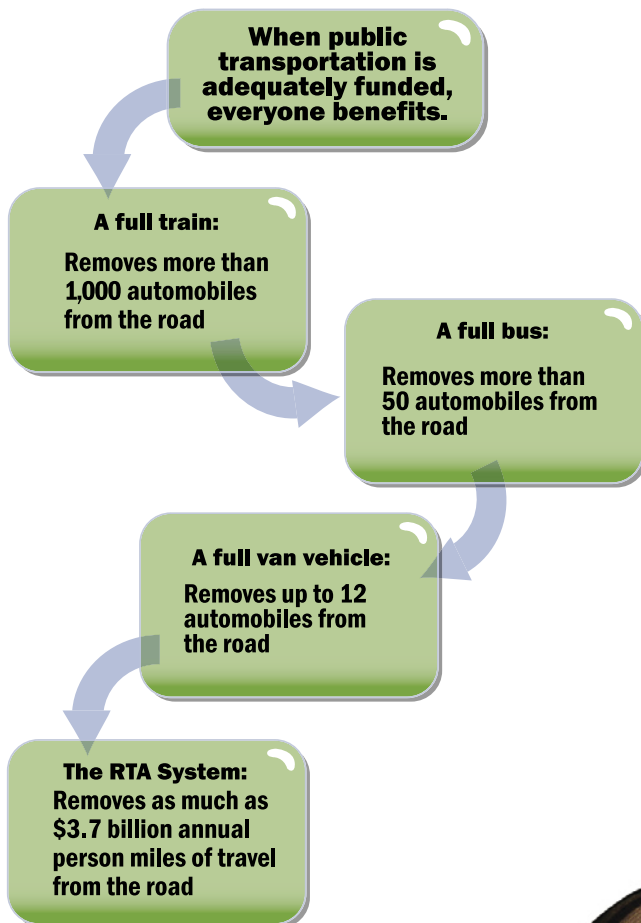
Mobility means freedom. And freedom means choice. But there is very little freedom if the automobile is your only choice of mobility. And during peak travel periods, there's not much mobility with an automobile. Some mobility facts and figures¹:

- The average amount of time wasted by a person traveling in an automobile during peak periods is 58 hours a year — more than seven full working days.
- In urban areas, peak travel times are getting longer: motorists can expect to encounter

congested roadways for as much as seven hours of the day.

- In 2003, motorists traveling congested roads during peak travel times lost approximately \$1,000 in wasted fuel and wasted time.
- Owning and operating a car costs on average \$7,800 a year.
- Transportation can account for less than ten percent of personal expenditures in transit-rich areas, as compared to almost 25 percent in other areas.

“NOW THAT WE’RE EMPTY-NESTERS, WE LOVE THE FREEDOM OF PUBLIC TRANSPORTATION, ESPECIALLY AFTER ALL THOSE YEARS DRIVING CARPOOLS. IF WE WANT TO MEET FRIENDS FOR DINNER DOWNTOWN, WE DON’T HAVE THE HASSLES OF FINDING PARKING. AND OUR WEEKENDS HAVE BECOME A LOT MORE ACTIVE. WE USE PUBLIC TRANSPORTATION TO GET TO GREAT BIKE TRAILS, OR TO SPEND A DAY BROWSING MUSEUMS DOWNTOWN. IN FACT, NOW THAT WE HAVE OUR SENIORS’ PASS, CTA HAS BECOME OUR ‘FAMILY CAR.’”



¹ 2005 Annual Urban Mobility Report
Texas Transportation Institute

An Investment in Public Transportation Today Pays Dividends for Decades

GOOD STEWARDS

In the past 16 years, there have been two major capital programs that have allowed the RTA and Service Boards to make great progress in improving our public transportation system. In 1989, the State of Illinois launched a \$1 billion new bond program that helped fund a five-year major capital renewal program. CTA, Metra and Pace used that investment for new buses, new and rehabilitated rail cars, station and terminal reconstruction, bridge and structure renewal, new and renovated garages, and rebuilt the Green Line.

From 1999 to 2004, *Illinois FIRST* funded over \$2 billion in statewide transit improvements. With our region's share, the Service Boards rebuilt the Dan Ryan Red, and Blue/Pink Lines; upgraded the North-Central Line, upgraded and expanded the South-West service, extended the UP West Line; replaced bridges on the Union Pacific North Line; and added over 400 new vehicles; among other improvements.

The region's transit riders benefited, but when Illinois FIRST expired in 2004, so did access to any state money.

Funding public transportation is an investment for today, and for decades to come. It's an investment in our quality of life and in our economic competitiveness.

Now is our chance to create a balanced portfolio of investments that maintains, enhances, and expands the benefits to our region. We need to invest to:

- Protect prior investments,
- Meet current demand,
- Meet changing demands and take advantage of new opportunities, and
- Grow transit with the region

THE COST OF NOT INVESTING

IN OUR REGION'S TRANSIT SYSTEM IS MORE THAN \$20 BILLION, OR \$2,500/PERSON IN THE REGION, WHICH REFLECTS INCREASED TRAVEL TIMES, VEHICLE ACCIDENTS, PARKING COSTS, AND AIR POLLUTANT EMISSIONS.

The Cost of Not Investing In Our System	billions constant dollars
Direct User Costs	\$6.0
Increased Vehicle Accidents	\$2.5
Increased Emissions Costs	\$1.4
Increased Parking Requirements	\$9.3
Increased Highway Congestion	\$2.3
Total Cost of Not Investing	\$21.5



The Cost of Not Investing in Transit

Even if we maintain current funding levels, we cannot sustain current service levels because of escalating costs and no State dollars. Nor can we realize our future expansion goals for the region.

Doing nothing does not move us forward, it takes us backward.

At current funding levels, the region can expect a painful decline from what we have today, marked by less frequent and less reliable service, fewer buses on the streets, increased congestion, diminished air quality, and an inability to meet growing demand.



WITHOUT ADEQUATE OPERATING FUNDING, THE REGION'S TRANSIT PROVIDERS MUST CUT SERVICE, INCREASE FARES, AND DOWNSIZE THE SYSTEM.



WITHOUT ADEQUATE CAPITAL FUNDS, OLDER BUSES AND RAIL CARS CANNOT BE REPLACED AND STATIONS, TERMINALS AND BRIDGES CAN NOT BE RENEWED.



Invest to Maintain the System

Our region’s transit system is worth over \$27 billion, and we need to protect that investment. Just keeping it in good condition will take more than \$1 billion of capital investment a year. A system in good repair will deliver on the basic expectations of public transportation users—buses and trains that run on time and don’t break down; stations and facilities that are well-maintained and safe; a comfortable commute; and up-to-date on-board technology.



The capital cost to maintain the system doesn’t include the cost to operate it. Fuel costs and ADA paratransit costs have more than doubled since 2000, security costs have ballooned since 9/11 and health care and insurance claims have also increased faster than inflation. This means we need to find additional funding sources to cover labor, fuel, electricity, security and other operating costs— just to keep the RTA’s current system running as we know it today.

“I WORK A ROTATING SHIFT AT THE HOSPITAL, SO THIS MEANS MY SCHEDULE CAN CHANGE AT A MOMENT’S NOTICE – EVEN ON THE WEEKENDS. THE MOST IMPORTANT THING TO ME IS THAT THERE’S A BUS OR A TRAIN WHEN I NEED IT, WHERE I NEED IT.”



HOW DO YOU BENEFIT?

Reliability

- Buses and trains that run on time and don’t break down
- Bus shelters that offer protection from the elements
- Modern advances in security technology
- Working air conditioning
- Station and vehicle amenities
- On-board communication technology
- Less crowded rides
- Clean vehicles, inside and out

Environmental Benefits

- Energy efficiency
- Cleaner burning engines and alternative fuel vehicles

Access

- Access to jobs, recreation, shopping
- Ease of access to stations

Affordable Commuting

- Fewer trips to the gas station
- Reduced automobile maintenance and parking costs

Benefits for All

- Less roadway congestion
- Better air quality
- Livable communities
- Competitive regional economy

Invest to Enhance the System

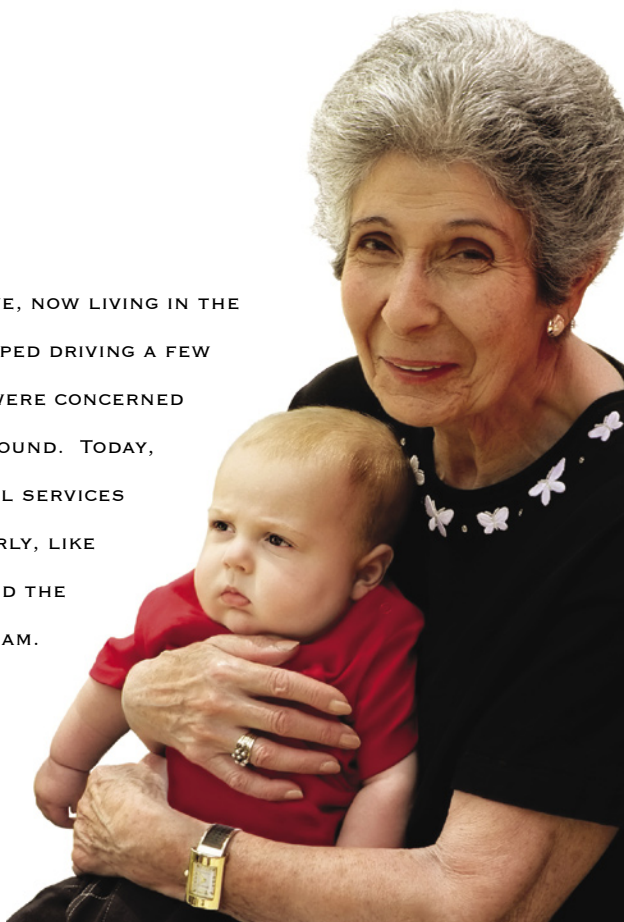
Our region's population growth and changing development patterns produce an ever-increasing demand for transit services. In many areas, what we have is good, there's just not enough of it. With a modest investment in system enhancements, we can implement improvements in a relatively short time that will make our system more efficient, more responsive, and more user friendly.

Today, some bus and rail routes can't handle the demand during rush hours, and some park-and-ride lots can't handle the number of cars. With additional investment in transit, CTA,

Metra and Pace will be able to provide more frequent services on existing routes. They'll be looking to add routes to serve market needs, such as reverse commutes from Chicago to the suburbs, increased travel in growing urban neighborhoods, and suburb-to-suburb commutes.

Opportunities to enhance the current system's ridership exist throughout the region, both in established transit markets as well as in more recently developed areas. We look to system enhancements to encourage current riders to use the system more often, and to attract new riders.

"I'M A CHICAGO NATIVE, NOW LIVING IN THE SUBURBS. WHEN I STOPPED DRIVING A FEW YEARS AGO, MY FRIENDS WERE CONCERNED ABOUT HOW I'D GET AROUND. TODAY, I COUNT ON THE SPECIAL SERVICES PACE HAS FOR THE ELDERLY, LIKE THEIR VANS AND THE DIAL-A-RIDE PROGRAM.



HOW DO YOU BENEFIT?

Better Commuting Options

- Employer commute incentives
- Connecting with new developments and job centers
- More reverse commute and suburb-to-suburb commute options
- Expanded vanpool and rideshare options
- New technology that provides faster service and better customer information

Service Enhancements

- Reduced crowding and improved seat availability
- More off-peak and weekend service
- More reliable service
- Services that respond to new and local needs
- New paratransit and Dial-a-Ride service to meet needs of disabled and growing aging populations
- Services to new areas

Seamless Transit Services

- Customer-oriented trip planning
- Coordinated schedules
- Better links via improved pedestrian inter-modal connections
- Fully integrated transit hubs and integrated fare technology



Invest to Expand the System

Expansion is about investing in our future, so that Northeastern Illinois remains a world-class destination, and so that future generations will be able to build on our vision for the region, as we are building on our heritage today.

To accommodate the region’s expected booming population and job growth—and the opportunities and challenges that go along with them, Chicago Metropolis 2020 has called for doubling the percentage of the region’s population that use transit to get to work. This kind of growth will require us to expand our system, reaching into new markets to provide service where none exists today.



result is a broad array of investment choices, from which we will craft a blueprint for the future—one that considers the millions of people and jobs that will flow into our region in the next three decades.

Our strategic planning work has received extensive community input for projects to expand transit. The RTA is developing an evaluation process for these future transit proposals that will continue to ensure sound decision-making on investments, help set priorities and ensure that funds are wisely spent on projects that offer the greatest return and that meet the **Moving Beyond Congestion** vision and goals. Community-generated transit project proposals that receive a positive evaluation will be refined by the appropriate service board through their detailed review and planning processes for inclusion in their future plans and programs.

Northeastern Illinois is home to some of the nation’s fastest growing counties. Our collar counties have done extensive transportation planning to address this growth. We should partner with them, as well as Cook County and the City of Chicago, to build upon their good work to ensure that the region’s transit expansion meets their needs.



Our region has hundreds of infrastructure projects on the drawing board right now – from the region’s transit providers that are moving through the federal funding process today, to those that have been brought forward by other municipal, county and state agencies. The

How Do You Benefit?

- Reduced congestion
- New and expanded service to city and suburb markets, including the collar counties
- Reverse commute, suburb-to-suburb, cross-town travel options
- Minimized commuter/freight conflicts
- More express and weekend service
- Increased capacity in congested corridors
- Increased use of private funds, promoting sound investment of your local tax dollars
- More economic growth opportunities in development corridors
- More opportunities for transit-oriented development and sustainable communities
- A world-class transit network

“MAKE NO LITTLE PLANS; THEY HAVE NO MAGIC TO STIR MEN’S BLOOD AND PROBABLY THEMSELVES WILL NOT BE REALIZED. MAKE BIG PLANS; AIM HIGH IN HOPE AND WORK, REMEMBERING THAT A NOBLE, LOGICAL DIAGRAM ONCE RECORDED WILL NOT DIE, BUT LONG AFTER WE ARE GONE WILL BE A LIVING THING, ASSERTING ITSELF WITH EVER-GROWING INSISTENCY.”

— Daniel Burnham, renowned city planner and architect for some of Chicago’s most prominent landmarks.

The RTA and Service Boards are listening to our customers. We already are planning a number of specific projects that will bring transit closer to home for people throughout the region...more routes to and between the suburbs, new express service and reverse commute service, upgraded commuter rail lines that minimize disruption by freight trains, innovative and quick bus rapid transit and bus-only lanes, and express service to our two airports.

Congress has already made a number of these projects eligible for federal funding. But actually capturing that funding depends on significant state support...funding that doesn't exist today. Our region faces a choice: keep these projects on the drawing board, or make them reality.

TRANSIT INVESTMENTS ALREADY IN THE PLANNING PROCESS

Expanding Into New Areas

- CTA's extensions of the Red Line to 130th Street, the Orange Line to the Ford City retail area, and Yellow Line to Old Orchard Road will bring service to new neighborhoods, shopping, jobs, and schools.
- Metra's new South East Service Line will run between the south suburbs and downtown Chicago and will link 20 communities in south Suburban Cook and Will Counties.

Connecting the System

- CTA's Circle Line will connect CTA and Metra rail lines.

Enhancing Existing Lines

- Metra's upgrade to the UP-Northwest Line will mean expanded service to eastern McHenry County and new express and reverse-commute service to northwest Cook County.
- Metra's upgrade to the UP-West Line will result in a significant improvement to the capacity, speed, reliability and new express service and reverse commute service for Cook, DuPage and Kane Counties.

Meeting New Market Needs

- Metra's new, first-of-its-kind suburb-to-suburb commuter rail line, the STAR Line, will initially extend from Joliet to Rosemont linking the region's most populated areas to suburban jobs, hospitals and educational facilities.
- Pace's new bus rapid transit (BRT) service along Golf Road and Cermak Road will provide fast, high quality service using a dedicated roadway only available for the BRT vehicles.
- Pace's PARTNER (Pace Arterial Rapid Transit Network for the Region), and arterial rapid transit (ART) system will move buses through the existing system faster through special bus-only improvements to the road network.



Partnerships for the Future

Finding New Partners

As good stewards of the public's money, we always look for ways to stretch our investment dollars, and ensure that we're getting the best value for our investment. There are great opportunities to leverage investments and achieve broader community goals by teaming with other public partners and the private sector. This way, not only do we maximize our investment dollars, but also, we share new resources, new ideas, and new riders.

Public-private partnerships are a growing national trend, and we will continue looking for sensible opportunities to expand the private sector role in the region's transit services. Already, CTA has an agreement with various private parties, including the University of Chicago, Avon, and UPS, to provide funding support for bus routes, and is also partnering with the private sector on the development of the downtown superstation linking both airports. Pace contracts some of its bus and paratransit services to the private sector, and Metra has long-standing, successful relationships with the freight railroads.

And it's not just the private sector that's looking to get more involved in big ideas for our public transportation network. There are more and more opportunities to look to our public sector partners—the state, municipalities, even neighborhood groups—to partner with us. Whether it's for new development, new technology, or new transit policies, there are things we can do together to create benefits for the entire region. One of the big ideas on the horizon is the West O'Hare Transportation Center, a partnership that would bring together airports, freight railroads, and our region's transit service to create a first-of-its-kind intermodal hub. Ideas like this can enhance and expand our current network, encourage development in the region, bring



Image courtesy of the Midwest High Speed Rail Association

leading-edge technology like enhanced intercity rail, and attract new users to our system.

Transit and Land Use Coordination

We often think of public transportation as simply responding to demand. But there are opportunities to look at public transportation as part of smart growth, not only to respond to development, but also to stimulate and reinforce sustainable economic development in the region.

The continued expansion of transit-oriented development is a critical ingredient for creating more livable, sustainable development in Northeastern Illinois. Managing growth to focus development near transit, and fostering development that is concentrated, mixed-use, and pedestrian friendly are key elements of this strategy. This will require coordinating our planning with other regional agencies, such as the Chicago Metropolitan Agency for Planning, and sharing the goals of the *2040 Regional Framework Plan* and its *Centers and Corridors* principles. Together, we can create smart transit-oriented development in designated corridors, and compact development near transit stations.

In an effort to positively impact transportation and the region's viability, we have already begun a partnership with the Chicago Metropolitan Agency for Planning to develop and implement land use initiatives. This is in addition to our continuing coordination with municipalities, counties and other local agencies.

CURRENT PARTNERSHIP INITIATIVES AND FUTURE OPPORTUNITIES

- Work with municipalities, neighborhood groups and the private sector to expand development around stations and to improve pedestrian access to transit
- Provide disadvantaged, minority and women-owned business enterprises equal access to contracting and employment opportunities
- Partner with employers for shuttles to get reverse commuters the "last mile"
- Team with the private sector to accelerate the design, construction and financing of needed system expansions
- Pursue aggressive use of air-rights for development of office, retail and housing above transit stations and tracks
- Partner with state and local transportation agencies to accomplish needed highway improvements, signal upgrades, congestion pricing, and high occupancy lanes
- Pursue implementation of CREATE, a program to invest in rail infrastructure that will provide a streamlined rail/freight network and benefit transit users and non-users
- Bring CTA together with the private sector to build express service from a new downtown intermodal station to O'Hare and Midway Airports, enhancing Chicago's status as a premier business and convention center
- Star Line and South East Service Business Alliance
- Metra's continued partnerships with the private sector to further the New Starts projects
- ZipCar/I-GO car-share programs

Our Future: World-Class Transit for a World-Class Region

Northeastern Illinois means many things to many people. What makes it a world-class city and region? To those of us who live, work and play here, first thoughts are of our deep community roots, our access to a strong job market, our world-renowned universities and healthcare facilities, and unlimited leisure activities.

To those who do business in our region, Northeastern Illinois is one of the largest trading centers in the world, a population of diverse ethnic groups, and a stable economy.

Those who visit our area do so because we offer professional sports teams, booming arts and cultural activities, grand architecture, and a city rich in history.

How did we create this enviable position? Over the last hundred years and more, our leaders had the foresight to invest in the



transportation infrastructure that made Northeastern Illinois America's transportation hub, and attracted all the world-class benefits that go with that stature.

More importantly, how do we keep our globally competitive economic edge? Higher transit ridership is essential to continuing our economic competitive advantage, and our high quality of life. The renaissance of downtown Chicago as a place to live and play would be unthinkable without the strong foundation

provided by the CTA and Metra. That's something we all enjoy. Metra, Pace and the CTA are doing the same for the burgeoning suburbs and collar counties.

As we look to the future – a future beyond congestion – we have to ask ourselves, “What do we want our region to be known for? What legacy do we want to leave? Do we want to be known as the region that's forward-thinking enough to continually reinvent ourselves? The region that takes leadership in new opportunities and builds on our competitive edge? The region that attracts people the world over to live, work, and explore?”

Investing in public transportation today will return a world-class region for decades to come.

“WE CAN BUILD ON OUR
COMPETITIVE ADVANTAGE AND
INVEST IN A WORLD-CLASS
TRANSIT NETWORK THAT WILL
MAKE FOR AN EVEN GREATER
NORTHEASTERN ILLINOIS. WE
FACE A CHOICE. IT IS OUR
REGION TO SHAPE. IT IS OUR
FUTURE TO CLAIM.”

— JIM REILLY
RTA CHAIRMAN





What Will it Take to Achieve Our Vision?

The RTA's vision for the region is a world-class public transportation system that is **convenient, affordable, reliable and safe, and that is the keystone of the region's growing business opportunities, thriving job market, clean air and livable communities.**

To achieve this vision, we must reach regional consensus on overcoming the new threat to our economic vitality and quality of life: congestion.

The region and the state need to invest \$50 billion in transit over the next 30 years. This investment will be returned many times over, in the form of congestion relief, expanded travel choices, quality of life benefits, environmental and air quality improvements, job creation and economic stimulus.

The Moving Beyond Congestion strategic planning effort is a joint project of Metra, Pace, the CTA and the RTA in partnership with over 300 businesses, labor and community organizations. Through our strategic planning process, we are reaching out to explain the immediate risks of not investing in our public



transportation system, and to lay out the long-term choices facing the region – to explain why **2007 is the Year of Decision.**

YOU are part of our process

Without your input we can't deliver a public transportation system that meets your needs, or those of your families, businesses, and organizations, now, or in the future. Whether you use public transportation or simply receive the inherent quality of life benefits as a non-user, you have a say in the future of your region. The RTA, the CTA, Metra and Pace have shown they can deliver results when the public invests. It's up to you to make it clear we need that investment now.

Here's how you can get involved:

Information Website

We've set up a special website that will provide you with all the latest information, and allow you to follow our progress, as we move beyond congestion. Provide your comments and feedback at:

www.movingbeyondcongestion.org

Community dialogues

We will be hosting a series of public information sessions throughout the region to provide you with information, and to gather your feedback. For a schedule of times and locations, check our website. Contact us through our website if you'd like to set up a speaking engagement.

Be a Partner for Transit

Sign up to be a Partner for Transit on our website.



Check the back pocket of this booklet for details and more information.

a joint strategic planning
project by



CTA

Carole L. Brown, Chairman
Frank Kruesi, President

Metra

Carole R. Doris, Chairman
Philip A. Pagano, Executive Director

Pace

John C. Case, Chairman
T.J. Ross, Executive Director

REGIONAL TRANSPORTATION AUTHORITY

175 WEST JACKSON BOULEVARD

SUITE 1550

CHICAGO, ILLINOIS 60604

WWW.RTACHICAGO.COM

JIM REILLY

CHAIRMAN

STEPHEN E. SCHLICKMAN

EXECUTIVE DIRECTOR

FOR MORE INFORMATION ABOUT THE MOVING BEYOND
CONGESTION STRATEGIC PLAN, E-MAIL:

STEVE.SCHLICKMAN@RTACHICAGO.ORG

OR CALL TOLL-FREE **866-771-7781**

WWW.MOVINGBEYONDCONGESTION.ORG

