

# Project scope

# The system we want

## Objective

Rebuild public confidence and ensure travelers can seamlessly and affordably access regional opportunities

## Topic

## Examples of recommendations under consideration

### Better buses

- Bus priority infrastructure
- Automated enforcement for bus lanes, stops
- Public sector capacity at roadway agencies

### Universal system accessibility

- Providing funding to address mobility obstacles at and around transit stations/stops
- Planning to support accelerated use of new federal funds
- Improving demand-responsive services
- Deploying technology that makes the system easier to access for all users

### Operational efficiencies

- Adjusting service in response to new travel patterns
- Supporting bus electrification efforts

### Safety, security, and cleanliness

- New programs, e.g., transit ambassadors
- Supporting or reinforcing existing work by RTA and service boards

# The system we want

## Objective

Rebuild public confidence and ensure travelers can seamlessly and affordably access regional opportunities

## Topic

## Examples of recommendations under consideration

### Fare integration and affordability

- Fare and transfer integration between the service boards
- Integration with complementary modes (e.g., Divvy, South Shore Line)
- Subsidized fares for travelers with limited incomes (e.g., youth, low-income)
- Considerations around return to regular fare increases

### Regional rail

- Investments or changes that could enable more frequent service outside of “traditional” morning and evening peak hour commutes
- Other strategies that respond to changed travel demands using existing assets
- Structured approach to considering tradeoffs (e.g., ridership, cost, equity)

### Transit-supportive land use and development

- Policies and incentives to support transit-oriented development (TOD)
- Conversion of existing public assets into TOD, e.g., underutilized parking lots
- Policies and incentives for employers and regional destinations to support transit use

# How to pay for it

## Objective

Close the operating budget shortfall and pay for costs of system improvements through reforms and funding supports

## Topic

## Examples of recommendations under consideration

### New or modified public revenues

- Sales tax reforms (broadening the base, rate levels)
- Revenues from the road system (e.g., tolls, congestion pricing)
- State funding reforms
- Other potential sources (e.g., utility tax, income tax)

### System-generated

- Fare policy (e.g., fare increases)
- Other system-generated opportunities (e.g., concessions)

### Operational and structural savings

- Quantify direct savings and costs from system improvements and reforms
- Explore other potential savings (e.g., service adjustments to reflect new travel patterns, changes to bend the labor cost growth curve, P3s)
- Financial structural reforms

### Farebox recovery ratio

- Reduction or replacement of 50% farebox recovery ratio requirement

### Federal funding

- Identify scope of federal approach (e.g., ADA paratransit support)

# How to implement it

## Objective

Reform governance structures and funding distribution mechanisms to achieve transit system goals

## Topic

## Examples of recommendations under consideration

### Allocation for public subsidy funds

- Distribution of new and existing funds, including those identified through other discussions, the RTA sales tax, and other sources (e.g., RETT)

### System governance

- Includes Board structures, appointments, and allocation of responsibilities
- Changes required to implement other reforms identified in the broader PART process (e.g., fare integration)
- Other changes consistent with a “comprehensive and coordinated” regional transit system

### Farebox recovery ratio

- Reduction or replacement of 50% farebox recovery ratio requirement (also addressed in “How to pay for it”)