Coalition for a Modern Metra Electric

Include Modern Metra Electric in Capital Bill

Recent study by Cook County demonstrates potential 33% ridership increase simply by lowering fares to match CTA fares in the city and offering low cost transfers with CTA and Pace.

The Metra Electric is a unique, underused asset that could provide more frequent and affordable service to revitalize Chicago's South Side and Southland suburbs.

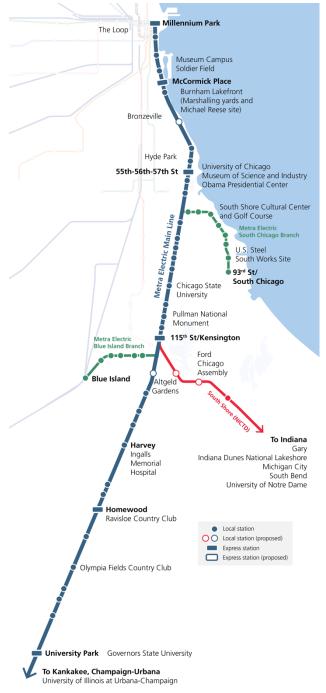
- No conflict with freight trains and no grade crossings on mainline means service can be added and speeds increased with relatively little investment
- Potential to serve more mid-day and neighborhood trips that are currently deterred by high fares and lack of trains (poor schedule/low frequency)
- Overlapping CTA and Pace buses could be redeployed to expand service in other areas

Needed to Increase Ridership:

- Lower fares (match CTA in City of Chicago), transfers with CTA/Pace
- More frequent local trains At least every fifteen minutes.
- More and faster express trains –
 Existing rush hour zone trains and added mid-day expresses that link to local branch trains and buses
- Safe, well-lit stations

Benefits to residents of the South Side and Southland suburbs:

- Faster, lower cost access to jobs
- Economic development as businesses are attracted to rapid transit stations
- Enhanced quality of life for residents without cars, with increased access to retail, schools, amenities
- Transit equity vis à vis residents of the north side and west side



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Needed Agency Actions:

- Metra accepts Ventra Card for payment, either on the train or on the platform. (This is an excellent route to test modern fare collection for rest of Metra system.)
- RTA facilitates revenue sharing agreement between CTA, Metra and Pace
- Metra coordinates schedules with CTA and Pace to facilitate easy transfers
- State invests in additional trains, improved stations, trackwork and Ventra equipment.

Potential Phases:

- Metra adopts Ventra Card, coordinated fares and transfer policy implemented
- Additional service operated as existing infrastructure allows
- Trackwork and other upgrades later allow higher-frequency service.

Foundation for regional service

- Metra Electric is the best path into Chicago for high-speed trains from Champaign, Springfield and many eastern cities. San Francisco San Jose CalTrain a great example.
- Connection to O'Hare via Metra's North Central route would transform economy of the south side and south suburbs.

Learn more at ModernMetraElectric.org

Coalition for a Modern Metra Electric:

Active Transportation Alliance Alliance of the Southeast Center for Neighborhood Technology Chicago Hyde Park Village Chicago Sierra Club Chicago Southland Economic Development Corporation Coalition for Equitable Community Development Church of St. Paul and the Redeemer (Kenwood) Greater Roseland Chamber of Commerce Greenstone United Methodist Church (Pullman) Hyde Park Chamber of Commerce Hyde Park-Kenwood Community Conference Matteson Business Association Midwest High Speed Rail Association Olivet Baptist Church (Bronzeville) South Chicago Chamber of Commerce SOUL (Southsiders Organized for Unity and Liberation) South East Chicago Commission

St. Mark United Methodist Church (Chatham)