

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)