



Balancing Transit as Business and Service

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Transit ridership must grow exponentially to meet climate goals

Strong public transit is fundamental to making progress on climate change, equity, and economic recovery

- Transit ridership must double by 2030 to meet 1.5°C emissions targets
- COVID has cut transit ridership by ~50% and teleworking trends are likely to continue; former and current riders likely to ride less
- Transit needs to be more competitive for more types of trips



Public Transportation is a Climate Solution



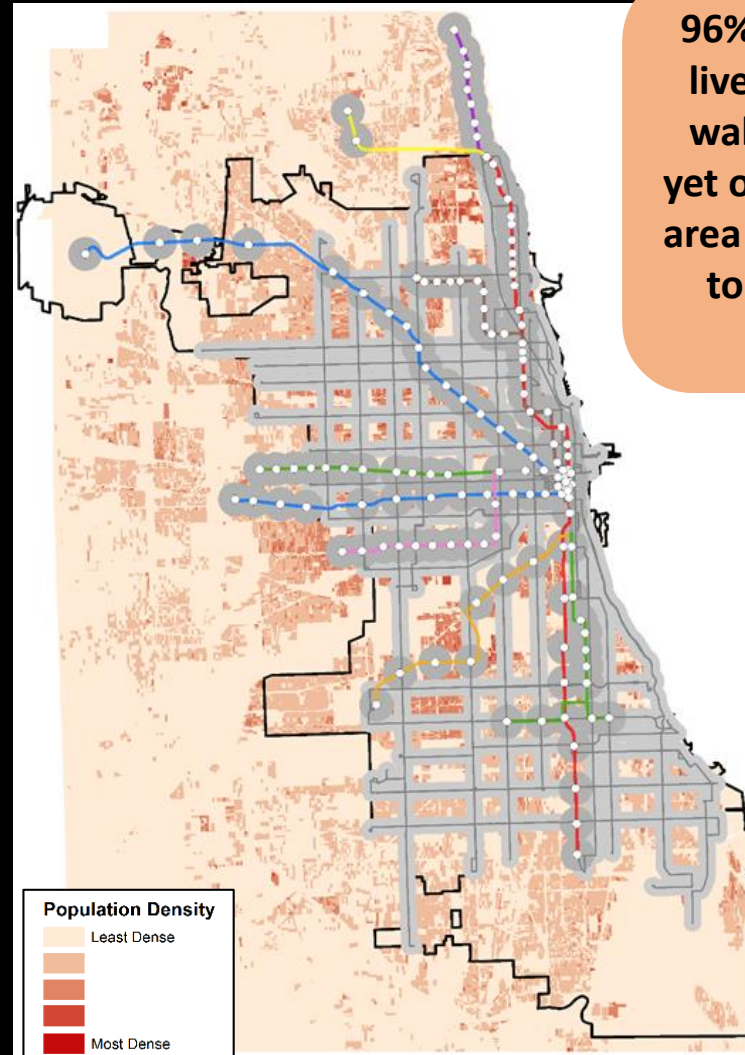
A trip on public transit emits **55% fewer greenhouse gas emissions** than driving or ridehailing alone.

Treating transit like a business is not in the best interest of the public

Transit service is uniquely affordable and accessible...

But needs to be frequent, reliable, and available throughout the day

- CTA's stringent fare recovery ratio requires focus on efficiency over access
- More frequent service dramatically improves access and reliability
- Frequency is expensive to provide!
- Matching high frequency to density makes business sense, but high access does not match high need
- Chicago's racial segregation makes coverage and frequency a **racial equity issue**



96% of Chicago residents live within a ten-minute walk of CTA bus service, yet only 59% of the service area population has access to frequent bus or rail service.

2018 CTA Rail and Bus Service: all rail stations and frequent bus routes (weekday):



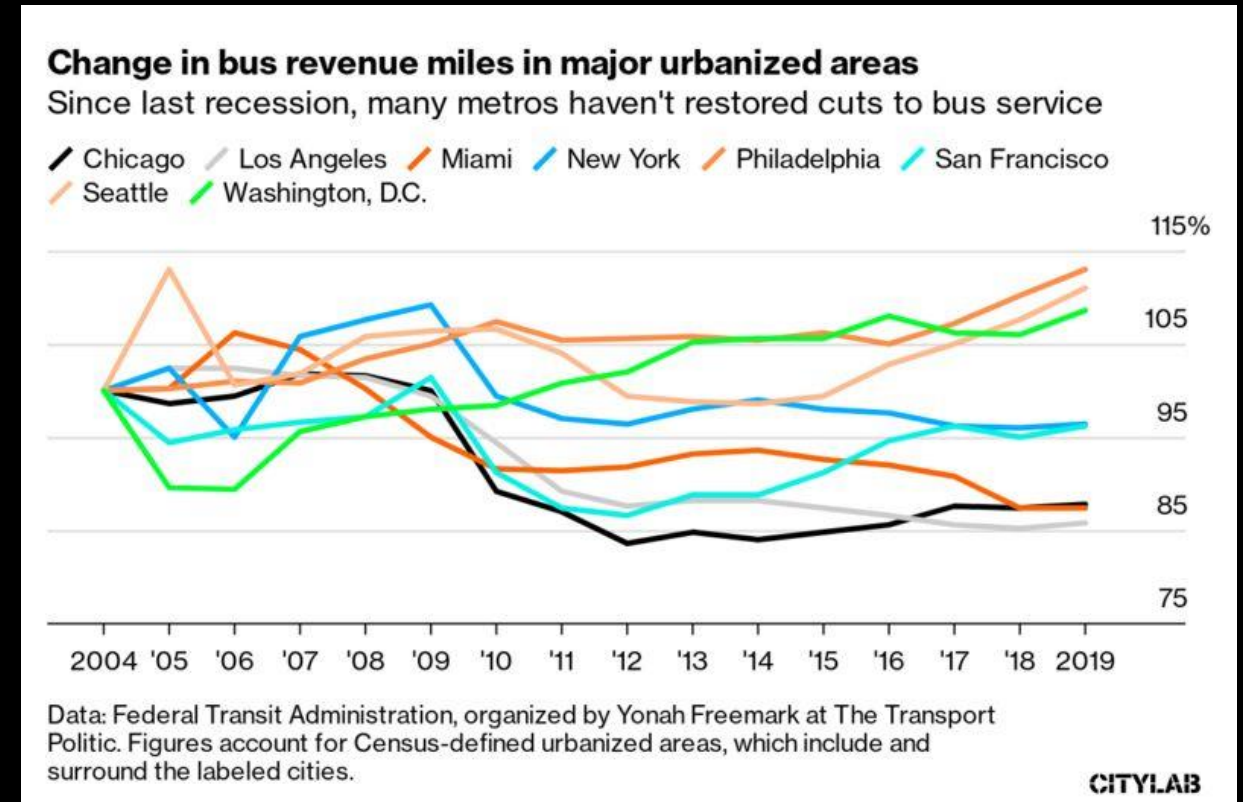
Removing the fare recovery constraint will create new opportunities

COVID Relief Funds create a case study that can improve transit

- With COVID relief funds and a three-year suspension of the Fare Recovery ratio, CTA is able to maintain service at pre-COVID levels and reduce pass prices
- Future changes could increase service in non-peak times and target service to meet access goals over capacity goals

Without this, we face the possibility of a “Death Spiral”

- Lower ridership leads to lower fare box revenue, which leads to service reductions, which leads to lower ridership....making climate goals out of reach



Regarding Mobility and Transportation to achieve Chicago's Carbon & Equity goals, a critical obstacle public transit must overcome is the pressure to be efficient above all else.

- A new narrative must be written and told.
- This is not just a Springfield issue. This is a public relations issue.
- How do we rethink and reorient ourselves to understand a different role for transit -- a different balance between service and business?
- We must hold this thought while understanding that this is one piece of the puzzle.

