

NORTHWEST MUNICIPAL CONFERENCE

1600 East Golf Road, Suite 0700
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
www.nwmc-cog.org



A Regional Association of Illinois
Municipalities and Townships
Representing a Population of Over One Million

MEMBERS

Antioch
Arlington Heights
Bannockburn
Barrington
Bartlett
Buffalo Grove
Deer Park
Deerfield
Des Plaines
Elk Grove Village
Evanston
Fox Lake
Glencoe
Glenview
Grayslake
Hanover Park
Highland Park
Hoffman Estates
Kenilworth
Lake Bluff
Lake Forest
Lake Zurich
Libertyville
Lincolnshire
Lincolnwood
Morton Grove
Mount Prospect
Niles
Northbrook
Northfield
Northfield Township
Palatine
Park Ridge
Prospect Heights
Rolling Meadows
Schaumburg
Skokie
South Barrington
Streamwood
Vernon Hills
West Dundee
Wheeling
Wilmette
Winnetka

President
Donna Johnson
Libertyville

Vice-President
Eric Smith
Buffalo Grove

Secretary
Paul Hoefert
Mount Prospect

Treasurer
Scott Anderson
Barrington

Executive Director
Mark L. Fowler

Northwest Municipal Conference Transportation Committee Agenda Thursday, October 30, 2025 8:30 a.m.

NWMC Offices or via Video Conference

[https://us02web.zoom.us/j/86227723452?pwd=lcrXmWwEBoasllc2cVF8D
JvOTxoQVa.1](https://us02web.zoom.us/j/86227723452?pwd=lcrXmWwEBoasllc2cVF8D
JvOTxoQVa.1)

Meeting ID: 862 2772 3452
Passcode: 732403

- I. **Call to Order/Introductions**
- II. **Approval of September 25, 2025 Meeting Minutes (Attachment A)**
Action Requested: Approve Minutes
- III. **Agency Reports**
 1. **CMAP (Attachment B)**
 2. **Cook County Department of Transportation and Highways (Attachment C)**
 3. **IDOT Highways**
 4. **IDOT Local Roads**
 5. **Illinois Tollway**
 6. **Metra (Attachment D)**
 7. **Pace (Attachment E)**
 8. **RTA (Attachment F)**
- IV. **RTA Transit-Friendly Communities Guide**

RTA staff will present the recently completed [Transit-Friendly Communities Guide](#), which includes implementation examples and community engagement communication strategies. The presentation will be followed by a discussion with municipalities who have successfully launched transit-oriented development projects in their communities and implemented transit-supportive land use policies.

Action Requested: Informational/Discussion
- V. **Funding and Planning Opportunities**

Staff will provide an update on funding and planning opportunities.

 - 1) [Council of Mayors STP-Local](#) – Closing in December*Action Requested:* Informational
- VI. **Other Business**
- VII. **Next Meeting**

The next meeting of the NWMC Transportation Committee is scheduled for Thursday, November 20 at 8:30 a.m. at the NWMC offices and virtually via Zoom.
- VIII. **Adjourn**

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Highland Park
Hoffman Estates
Kenilworth
Lake Bluff
Lake Forest
Lake Zurich
Libertyville
Lincolnshire
Lincolnwood
Morton Grove
Mount Prospect
Niles
Northbrook
Northfield
Northfield Township
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Park Ridge
Prospect Heights
Rolling Meadows
Schaumburg
Skokie
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Northwest Municipal Conference Transportation Committee Agenda

**Tuesday, September 25, 2025
NWMC Offices and via Video Conference**

Members Present

Lara Sanoica, Mayor, Rolling Meadows, Co-Chair
Wendy Dunnington, Trustee, Arlington Heights
Heather Lis, Barrington
Briget Schwab, Buffalo Grove
Bob Benton, Trustee, Deerfield
Maggie Jablonski, Elk Grove Village
Bill McLeod, Mayor, Hoffman Estates
Kathy Thake, Kenilworth
Donna Johnson, Mayor, Libertyville
Terri Gens, Trustee, Mount Prospect
Brandon Saccone, Palatine
Lou Arrigoni, Park Ridge
Brian Bieschke, Trustee, Schaumburg
Sidney Kenyon, Schaumburg
Samantha Maximilian, Skokie

Others Present

Eric Heiker, Des Plaines
Eric Schmidt, Elk Grove Village
Sarah D. FioRito, Evanston
Aram Beladi, Northbrook
Tom Powers, Winnetka
Ryan Ruehle, Cook County
Katie Herdus, IDOT
Alex Househ, IDOT
Kelsey Passi, Illinois Tollway
Jess Rybarczyk, Pace
Kendra Johnson, RTA
Joseph Cwynar, EEI
Tom Gill, Thomas Engineering Group
Mark Fowler, NWMC
Larry Bury, NWMC
Eric Czarnota, NWMC
Brian Larson, NWMC

I. Call to Order/Introductions

Mayor Sanoica called the meeting to order at 8:33 a.m.

II. Approval of May 13, 2025 Meeting Minutes

Mayor Johnson moved approval of the May 13, 2025 meeting minutes. Mayor McLeod seconded the motion, which was unanimously approved.

III. Agency Reports

1. CMAP

Report attached.

2. Cook County Department of Transportation and Highways (Attachment C)

Mr. Ruehle reported that Invest in Cook awards have been made to multiple NWMC members, including an award for a Pace service expansion for NWMC member communities. He noted that CCDOTH is currently conducting a Rail Infill Station study with the Chicago Department of Transportation and Metra to identify future stations along existing Metra and CTA lines.

Mr. Ruehle also shared that the Cook County Safety Action Plan was adopted by the CMAP Board and MPO Policy Committee in May. He added that the plan highlights crash trends and patterns, high priority intersections, and rail crossings across the county, while identifying solutions communities can implement to address these challenges.

Ms. FioRito asked when the public survey of the Rail Infill Station would be shared. Mr. Ruehle responded that the County is still finishing language translations but that the survey should be ready to go in the next few weeks and the County will ask for the Committee's assistance distributing the survey.

3. IDOT Highways

Ms. Herdus reported that IDOT is finalizing its Multi Year Program which should be released in the next few weeks and noted that it will include the \$400MM distributions resulting from the call for projects earlier this spring. Mr. Larson asked whether awardees will be notified prior to or simultaneously with the publication of the Multi Year Program. Ms. Herdus replied that awardees will be notified either simultaneously or following publication.

4. IDOT Local Roads

Mr. Househ was available to answer questions. Mayor Sanoica thanked IDOT for the work on Route 53.

5. Illinois Tollway

Ms. Passi shared that Tollway is continuing to work on its Bridging the Future capital plan.

6. Metra

Report attached.

7. Pace

Ms. Rybarczyk reported that Pace has been awarded Invest in Cook funds for service expansion of the Arlington Heights-Rolling Meadows OnDemand bus, increasing overall hours by 13.5% with a time expansion from 6:00 a.m. to 8:00 p.m., with a plan to launch

in December. Ms. Rybarczyk thanked Mayor Sanoica for a letter of support for the application and noted that Pace will begin community outreach shortly.

Ms. Rybarczyk reported that Pace ridership currently stands at 2.1 million, a 4.8% year-over-year increase compared to 2024. She noted that several pilot service expansions have been made permanent, as ridership growth has supported additional investment.

She also reported that September 10 marked the opening of the ADA Transfer Facility at Northwest Transportation Center and thanked the NWMC leadership for attending the event. She announced that the [Pace Solider Field Express bus service](#) will be operating from the Northwest Transportation Center for Bears home games.

Ms. Rybarczyk said that the [I-290/I-88 Express Bus Study](#) held its second steering committee meeting and thanked NWMC staff for attending and providing feedback. She noted that the Steering Committee will be asked to share the project website as Pace has begun forming stakeholder meeting formation, and the third Steering Committee meeting will be in December.

She announced that following hearings on the [Rideshare Access Program/Taxi Access Program](#) (RAP/TAP), Pace will institute a cap of 30 rides per month, providing free CTA, Pace, and Metra service for ADA riders. She said that Pace has issued passenger alerts to communicate these changes.

Finally, Ms. Rybarczyk said that Pace has developed its proposed budget, including a 10% fare increase across the board, and that mailings are being prepared to communicate this.

Trustee Gens asked why there was a large reduction in the RAP/TAP cap, especially due to its impact on working users. Ms. Rybarczyk shared that feedback from riders indicated a fare increase was acceptable, however, the cap reduction was of major concern. She added that Pace has asked riders to contact the RTA as Pace's budget is limited, with ADA funding only for the first quarter of 2026. She explained that the cap is meant to bring the program in line with Pace's budget. Mayor McLeod said that while Pace has a moral and financial obligation to provide the service, they are financially limited by the RTA.

8. RTA

Ms. Johnson shared that the rationale for RTA's ADA Action Plan was to extend the lifespan of the RAP/TAP program, as the state funds only 4% of total ADA program costs, resulting in annual underfunding of the program. She said that RTA was trying to ensure the RAP/TAP service is available to as many riders who need it as long as possible.

Ms. Johnson noted that the RTA Board established operating funding and recovery ratios for the coming fiscal cliff, with preliminary estimates of funds available. She added that the RTA has asked the service boards to come up with two budgets, one based on a 20% cut in funding and one based on the state legislature fully funding services. Ms. Johnson reported that RTA also had approved a shift in discretionary funding to delay the CTA fiscal cliff and avoid cuts in the coming year.

She said that RTA will be offering several interactive engagement options, including its Transit is the Answer Coalition and Transportation Tuesday webinar series. She added that Section 5310 funding project awards are listed on the RTA website, with several recipients within the NWMC service area.

IV. NWMC E-Mobility Devices Summit

Mr. Larson and Mr. Czarnota summarized the NWMC's E-Mobility Devices Summit held on September 22. Mr. Larson noted that over 80 individuals attended the summit, both virtually and in person. He noted the diversity of ordinance requirements and the potential impact thereof on the Priority Bike Corridors contained in the NWMC Multimodal Transportation Plan. Mr. Larson noted that the summit coalesced around the idea that this diversity is caused by a lack of clarity in state law, placing the burden on municipalities to resolve. He said that the recording and educational materials are available for distribution.

Mr. Czarnota said that from the perspective of the summit panel and attendees, municipalities need clarity from the state, simplification of the transportation definitions, and an education program to address concerns. He added that there was desire to form a working group to lead discussion on e-mobility legislation on a state-level or single item to reduce fragmentation, and NWMC staff would then look for members to include in said working group, with 2-3 members from each interest area.

Mayor Sanoica supported directing NWMC staff to create a working group. Mayor Johnson requested that staff's development of the working group include a cross-section on composition of types of municipalities due to the different needs of communities. Mayor Sanoica asked whether the working group would be in active communication with the Transportation Committee and how the process would work. Mr. Fowler replied that the summit indicated that lack of state regulation seems to indicate the working group would work with the Illinois General Assembly to craft state legislation that is not too restrictive to local municipalities and would consist of a diverse panel of experts to find a consensus. Mayor Sanoica responded that he would want to ensure NWMC staff is provided questions and recommendations from the Transportation Committee. Trustee Gens noted that the diverse technology options present requires the establishment of consistent definitions to enable effective education and enforcement to fully address safety concerns.

Trustee Gens moved to recommend forming a working group to develop e-mobility device state legislation. Mayor Johnson seconded the motion, which was unanimously passed.

V. Transit Legislation Update

Mr. Czarnota reported that on September 10, the NWMC Board approved the attached transit position statement. He noted that NWMC has coordinated with other Councils of Government in advance of the General Assembly's veto session in October, resulting in the DuPage Mayors and Managers Conference, South Suburban Mayors and Managers Association, Lake County Municipal League and Southwest Conference of Mayors signing on to the statement. Mr. Czarnota highlighted the statement's support for several funding options, including motor fuel taxes, fees on freight and goods, entertainment fees and fare adjustments.

Mayor Johnson acknowledged that some members were concerned about the funding sources outlined and emphasized that the fiscal cliff is the primary reason for the legislation, noting that members felt it was important to not remain silent on this important issue despite that difference of opinion. She added that conversations with legislators indicated that there was a need to bring options for solutions and indicate what is supported, not just opposed.

VI. Transportation Committee Improvement Survey Results

Mr. Larson summarized the Transportation Committee improvement survey conducted this summer and how it will affect future meetings. He noted that there was greater interest in resources that are less technical and more policy/funding based, with a desire to keep discussions focused on the larger picture issues that could affect communities and future projects. Mr. Larson said that respondents preferred topics such as legislation, funding opportunities, regional planning efforts, and template policies. He also noted that respondents expressed interest in a half-year casual coffee event, that could be held following or in place of the Committee's December meeting, as well as interest in communications on webinars, trainings, and NOFOs related to the Committee's issues.

Mr. Fowler added that, related to the desire for information on policy and regional issues, the Lincoln Forum was hosting an event discussing the transit fiscal cliff that same day at noon.

VII. Funding and Planning Opportunities

Mr. Czarnota provided an update on funding and planning opportunities, including the Council of Mayors Surface Transportation Program (STP-L), which is scheduled to open in October and that NWMC staff would also host a Call for Projects training workshop. He noted that North Shore, in partnership with McHenry County, would also host a joint training workshop on the new Safety Improvement evaluation process that would be used in the upcoming Call for Projects. He added that both training workshops would be recorded.

Mr. Czarnota also noted that the [U.S. DOT - Innovative Finance and Asset Concession](#) and IDOT [Safe Routes to Schools \(SRTS\)](#) would be closing before the next Transportation Committee meeting.

VIII. FY 25-26 NWMC Transportation Committee Meeting Dates

Mr. Larson presented the meeting dates for FY 25-26 that were approved at the May meeting of the Transportation Committee, noting that the planned October meeting date is currently scheduled during the IDOT Fall Planning Conference and requested moving the date from October 23 to October 30.

Ms. Schwab moved to change the October Transportation Committee meeting date from October 23 to October 30. Trustee Gens seconded the motion, which was unanimously approved.

IX. Other Business

There was no other business.

X. Next Meeting

Mayor Sanoica announced that the next meeting of the NWMC Transportation Committee is scheduled for Thursday, October 30 at 8:30 a.m. virtually via Zoom.

XI.

Adjourn

Ms. Schwab moved to adjourn the meeting at 9:43 a.m. Mayor McLeod seconded the motion, which was unanimously approved.

CMAP news

CMAP begins regional freight assessment with release of The Freight Landscape

CMAP is undertaking a [four-part assessment of the region's freight system](#) — including the trucks, ships, planes, railroads, and delivery vans we see every day. The assessment will introduce “goods movement” as a key topic of concern for the region's economy, environment, and highway performance, including traffic safety. CMAP has released the assessment's first report, [The Freight Landscape](#), to provide key introductory facts about the region's freight system and to explain fundamental freight concepts.

Program status updates

Surface Transportation Program

The [STP Project Selection Committee](#) last met on May 15, 2025. The committee's next meeting is scheduled for **November 6, 2025**. [Meeting Materials](#) are posted on CMAP's Legistar site one week in advance of the meetings. Program status reports for the STP Shared Fund, based on quarterly updates submitted by project sponsors, and an accounting of available, programmed, and obligated funds for the region are available on the [STP webpage](#).

Staff contact: [Jon Haadsma](#) (312-386-8664)

Congestion Mitigation and Air Quality (CMAQ), Carbon Reduction (CRP), and Transportation Alternatives (TAP-L)

The most recent [CMAQ Project Selection Committee](#) meeting was held on August 21, 2025. The committee's next meeting is scheduled for **November 6, 2025**. [Meeting materials](#) are posted on CMAP's Legistar site one week in advance of the meetings. Information for submitting change requests for CMAQ, CRP, or TAP-L funded projects can be found on CMAP's [CMAQ Management Resources webpage](#).

Staff Contact: [Doug Ferguson](#) (312-386-8824)

Safe Travel for All Roadmap (STAR)

CMAP's [STAR program](#) continues to work to improve regional travel safety with assistance, resources and policy development. Information on the [Countywide Safety Action Plans](#) adopted by the MPO Policy Committee on May 30, 2025, and more, can be found on the STAR webpage.

Staff contact: [Lindsay Bayley](#) (312-386-8826)

Accessible Communities Program

CMAP is excited to launch the newest initiative in our Accessible Communities program: the [Regional ADA Coordinators Group](#). Regional ADA Coordinators Group is a peer professional development group to provide resources and support to ADA coordinators. The [next meeting](#) is **October 14, 2025**.

CMAP launched the Accessible Communities Program to help communities in northeastern Illinois improve accessibility for their residents and visitors with disabilities. Essential information about improving accessibility can be found on this [CMAP webpage](#) and in the Accessible Communities newsletter. Recordings and slides for CMAP's ADA trainings, which cover ADA and Title II requirements, self-evaluations, the role of an ADA coordinator, transition plans, and PROWAG are [available](#). CMAP has also developed [templates and guidance](#) that public entities can use to help meet their legal obligations of providing an ADA notice, grievance procedure, and designating an ADA coordinator.

Staff contact: [Jaemi Jackson](#) (312-386-8706)

CMAP products and data

New 2025 Community Data Snapshots

The updated 2025 CMAP [Community Data Snapshots](#) are available. The annual snapshots provide data-driven profiles for every county, municipality, and Chicago Community Area (CCA) in our region. The snapshots include updated demographic, socioeconomic, and employment data from the American Community Survey (ACS) datasets, updated land use summaries using data from the [Land Use Inventory](#), and updated estimated vehicle miles traveled per household.

Explore the CMAP data hub

CMAP's [Data Hub](#) provides vetted and trustworthy information about northeastern Illinois so local governments, community organizations, academic researchers, and businesses can learn and make informed decisions about their communities. The Data Hub allows you to search or browse by categories and tags. You can find tables or shapefiles for transit routes and stops, land use inventory, greenhouse gas emissions, economically disconnected and disinvested areas, bikeway inventory system, and more!

From our partners

2024 IDOT National Highway System (NHS) pavement and bridge data

IDOT collects condition data on Interstate pavements annually and on non-Interstate pavements on a two-year cycle. Bridges receive a routine visual inspection at least every 2-4 years, depending on the condition. The results of the most recent NHS pavement condition assessments and bridge inspections, along with performance measures and targets, may be accessed on [IDOT's "Performance" webpage](#).

2024 IDOT crash data

On August 11, 2025, IDOT released [Circular Letter 2025-11](#) announcing the availability of the 2024 crash data. This data set provides important crash information required for the identification of areas of improvement, work on safety studies, and the analysis on the location and number of crashes. The data can be accessed through [IDOT's Safety Portal](#).

Vulnerable Road User Safety Assessment (VRUSA)

The IDOT [Vulnerable Road User Safety Assessment \(VRUSA\)](#) is available for download and use. The VRUSA contains IDOT's efforts to help stakeholders identify programs and projects to address vulnerable road user safety through stakeholders' engagement and data analysis. It also outlines safety strategies based on the safe system approach with a profound consideration for equity principles. It is IDOT's intention for this document to be an important tool for stakeholders to continue to address the needs of VRU's in their communities.

To assist in the use of the VRUSA for the planning of future projects that address the safety of VRUs, a [VRUSA Dashboard](#) has been created that allows the user to view the results of the VRUSA data analysis in a way that can be filtered to specific areas of the state.

Funding opportunities

IEPA Green Infrastructure Grant Opportunities (GIGO)

The [Green Infrastructure Grant Opportunities \(GIGO\)](#) program utilizes funds distributed by the State of Illinois generated under the Build Illinois Bond Fund. Illinois EPA's Notice of Funding Opportunity includes \$5,000,000 in funding for projects that will improve water quality in Illinois. GIGO has set a maximum total grant award of \$2,500,000 with a minimum grant award of \$75,000. The GIGO program funds projects to construct green infrastructure best management practices (BMPs) that prevent, eliminate, or reduce stormwater runoff into Illinois' rivers, streams, and lakes.

October 14, 2025

Eligible projects will construct BMPs to decrease stormwater runoff prior to release into rivers, streams, and lakes, and include:

1. Reconnection of a stream with its floodplain (e.g., two-stage ditch, daylighting);
2. Treatment and flow control of stormwater runoff at sites directly upstream or downstream of an impervious area that currently impacts river, stream, or lake water quality through stormwater runoff discharge; and/or
3. Treatment and flow control of water generated from impervious surfaces associated with urban development (such as roads and buildings).

Applications are being accepted now through **November 5, 2025**. Full application details and more information are included in the [Notice of Funding Opportunity](#) through AmpliFund.

Training opportunities

IDOT BLRS 2025 T2 training

IDOT's Technology Transfer (T2) Center has the [Fall 2025 T2 training](#), along with all past offerings, available online. For more information on how to navigate this training, along with 35+ additional trainings offered by the T2 Center, please reference the [T2 website](#). New users will need to contact Barry.Kent@illinois.gov for credentials.

Engage with CMAP

The CMAP office is open daily and [staff](#) have established hybrid work schedules. All CMAP committee meetings are held in-person, and a quorum of committee members must be physically present. CMAP continues to provide options for non-member attendees to participate in meetings virtually. Meeting materials, webinar links, minutes, and recordings can be found on [CMAP's Legistar page](#). For general questions, complete our [contact form](#). Subscribe to updates from CMAP on transportation, the economy, climate and more [here](#).

State of the Region

Please join other regional leaders on **Tuesday, November 4 for the [State of the Region](#)**. You won't want to miss this first-ever event for northeastern Illinois. This interactive evening will emphasize making meaningful connections through experiences, food and drink, and memorable activities to expand your knowledge and network of regional leaders.

[Register for the State of the Region](#) now.

State of the Region

Tuesday, November 4, 2025

5:00 to 8:00 p.m.

The Old Post Office, 433 West Van Buren, Chicago

CMAP also has an array of **sponsorship opportunities** that include access and visibility not only at the State of the Region event in November, but also at a series of regional events throughout 2026. If you are interested in participating and highlighting your organization's regional leadership, or know organizations that would be interested, please contact [Jane Grover](#).

October 14, 2025

Federally-Funded Project Implementation and Active Program Management Reminders – October 2025

10/14/25: Formal and Administrative Conformity amendments (26-03 & 26-03.1) open

Formal and Administrative amendments (26-01, 26-01.1 and 26-01.2) open

10/31/25: Pre-final plans due for projects targeting the April 2026 letting

###

This information is compiled from these official sources:

- IDOT Bureau of Local Roads and Streets Region One Letting Schedule (latest version available from IDOT District 1 BLRS staff)
- CMAP's TIP Due Dates and Master Transportation Schedule (latest version posted [here](#))
- [STP Active Program Management Policies](#)
- CMAP's call for projects [web page](#) (Refreshed prior to each call)
- CMAP's [CMAQ and TAP-L Program Management and Resources web page](#)

If there are any discrepancies in dates, the dates listed on the official sources above should be used. Consult with your planning liaison to resolve any questions or concerns.

Cook County Department of Transportation & Highways (CCDOTH) 2025 Third Quarter Report

October 30, 2025

Contact:

Ryan Ruehle
Strategic Planning & Policy Bureau
Ryan.Ruehle@cookcountyil.gov

Invest in Cook 2025 Program

Seven grantees in the Northwest Municipal Conference were awarded Invest in Cook funding for the 2025 program, including one roadway, three pedestrian, two bike, and one transit service projects. More information on these projects can be found at <https://www.cookcountyil.gov/investincook>.

Rail Infill Station Study Status

CCDoTH is teaming up with CDOT, CTA, and Metra to holistically study where future rail stations may be warranted along rail transit lines in Cook County. The study is compiling a list of candidate sites, which will be assessed, screened, and prioritized using a combination of quantitative and qualitative measures. As part of the screening effort, a public survey will be launched this fall, which will solicit ideas for where stations should be considered. The study will ultimately produce a recommended set of stations for further development by the transit agencies.

Cook County Safety Action Plan

The CMAP Policy Committee accepted the Cook County Safety Action Plan on May 30, 2025, and the report is available here: <https://engage.cmap.illinois.gov/cook>. The plan describes crash trends, issues, and the High Injury Network for all roads in Cook County from 2018 through 2022. The report provides recommendations for policy, program, and infrastructure improvements to reduce fatalities and serious injuries from traffic crashes. The plan makes all governmental entities in Cook County eligible for demonstration and implementation grants under the USDOT Safe Streets for All program.

Northwest Municipal Conference (NWMC) Transportation Committee

2025 Third Quarter Report by the Cook County Department of Transportation & Highways (CCDOTH)

October 30, 2025

Roadway Projects Report

Project Name	Project Limits	Project Scope	Current Phase	Quarterly Milestone	Est. Start Construction	Est. Complete Construction
CENTRAL ROAD 21-A6107-00-PV	Barrington Rd to Huntington Blvd	Roadway reconstruction with traffic signal modernization and addition of a multi-use path	3. Design Engineering (Phase II)	9. Finals Plans Submitted	2026	2027
BUSSE ROAD 20-W7141-00-PV	Golf Rd to Central Rd	Roadway reconstruction & widening with drainage improvements and addition of a multi-use path	3. Design Engineering (Phase II)	8. Pre-final Plans Submitted	2026	2027
SANDERS ROAD 21-W2444-00-PV	Milwaukee Ave to Techny Rd	Roadway reconstruction & widening with drainage improvements, traffic signal modernization and construction of multi-use path	3. Design Engineering (Phase II)	7. Preliminary Plans Submitted	2026	2027
SKOKIE VALLEY TRAIL EXTENSION	Lake Cook Road to Voltz Road	Pedestrian bridge construction and trail extension	3. Design Engineering (Phase II)	13. Phase II Ongoing	2028	2029
EAST LAKE AVENUE 18-A5924-00-BR	over MFNB Chicago River	Removal and replacement of bridge deck with structural steel cleaning and painting	2. Preliminary Engineering (Phase I)	7. Preliminary Plans Submitted	2026	2027
IIC 2019 - DES PLAINES RIVER TRAIL (FPDCC)	at the Union Pacific Railroad, north of Golf Rd and south of Central Rd	Construction of a bike/pedestrian bridge over Union Pacific RR	3. Design Engineering (Phase II)	9. Finals Plans Submitted	2026	2026
IIC 2017 - DES PLAINES RIVER TRAIL (ROSEMONT)	Touhy Ave to North Ave	Construction of a trail, addressing geometric deficiencies and flooding issues	2. Preliminary Engineering (Phase I)	11. Phase I Ongoing	2027	2028
CRAWFORD AVENUE 18-W4339-00-EG	Oakton St to Golf Rd	Roadway reconstruction	3. Design Engineering (Phase II)	5. Kick-Off Meeting Held	2027	2029
IIC 2022 - SHERMER ROAD SIDEPATH (NORTHBROOK)	Willow Rd to Walters Ave	Construction of a new multi-use path	3. Design Engineering (Phase II)	13. Phase II Ongoing	2026	2026
BUFFALO GROVE ROAD 21-W1446-00-PV	Hintz Rd to St. Mary's Pkwy	Roadway reconstruction with drainage, intersection & ADA-compliant pedestrian improvements	2. Preliminary Engineering (Phase I)	11. Phase I Ongoing	2030	2030
QUENTIN ROAD 00-V6256-09-RP	Dundee Rd to Lake Cook Rd	Roadway reconstruction with bridge replacement, drainage improvements and addition of a multi-use path	2. Preliminary Engineering (Phase I)	5. Preferred Alternative Confirmed	2029	2030
WILLOW ROAD	OVER HILLCREST LAKE	ROADWAY PROFILE RAISE AND RECONSTRUCTION, CULVERT REPLACEMENT	3. Design Engineering (Phase II)	8. Pre-final Plans Submitted	2026	2026
EUCLID AVENUE	Rohlwing Road to US 12 (Rand Road)	Roadway resurfacing with ADA sidewalk improvements and traffic signal replacement	2. Preliminary Engineering (Phase I)	9. Final Project Development Report	2026	2027
IIC 2022 - EAST LAKE/WEST LAKE AVENUE & PFINGSTEN ROAD INTERSECTION	East Lake Ave to West Lake Ave	Replacement of traffic signal and additional right turn lane	2. Preliminary Engineering (Phase I)	11. Phase I Ongoing	2027	2027
IIC 2019 - SKOKIE VALLEY TRAIL (WILMETTE)	Voltz Rd to Old Orchard Rd	Phase II engineering for local extension of the Skokie Valley Trail	3. Design Engineering (Phase II)	13. Phase II Ongoing	2028	2029
ELGIN O'HARE WESTERN ACCESS 15-6EOWA-01-ES	Various Locations	Implement corridor or location specific aesthetic, architectural or landscaping enhancements	4. Construction (Phase III)		2018	2019
ELGIN O'HARE WESTERN ACCESS 18-6EOWA-00-EG	Various Locations	Implement corridor or location specific aesthetic, architectural or landscaping enhancements	4. Construction (Phase III)	7. Project Completion/Final Inspection	2018	2019
EAST LAKE AVENUE	at C&NW Railroad	Remove and replace existing steel diaphragms	3. Design Engineering (Phase II)	5. Project Letting	2026	2026
ROSELLE ROAD BRIDGE	OVER I-390 (SN 016-2561)	Bridge Deck Removal and Replacement	1. Planning	6. Ongoing	2027	2029
BRIDGE REPLACEMENT NORTH	COUNTYWIDE	Removal and Replacement of existing Lehigh Avenue bridge and Meacham Road bridge.	3. Design Engineering (Phase II)	4. Phase 2 Contract Board Approval	2025	2026
Lake Cook Road: Birchwood Road to Skokie Boulevard	Lake Cook Road from Birchwood Road to the west leg of Skokie Boulevard	Pavement patching and diamond grinding, adding new right turn lanes where ROW is not required, replacement and modernization of six (6) traffic signals, and ADA ramp upgrades	2. Preliminary Engineering (Phase I)	Phase I Consultant selected	2029	2029
Lake Cook Road Bridges over I-94 and I-294	Lake Cook Road from Takeda Parkway to Wilmot Road	Replacement of the Lake Cook Road Bridge over I-94 and rehabilitation of the Lake Cook Road Bridge over I-294	3. Design Engineering (Phase II)	4. Phase 2 Contract Board Approval	2027	2027
Arlington Heights Rd	at Cosman Rd	Traffic Signal Removal and Replacement, adding new mast arms, pedestrian countdown timers and push buttons, construction of high friction surface treatment, and installation of new guardrail.	2. Preliminary Engineering (Phase I)	11. Phase I Ongoing	2027	2027



News Release
Metra Media Relations: 312.322.6776

FOR IMMEDIATE RELEASE

Metra unveils 2026 budget of \$1.1 billion; Includes first fare increase since 2018

CHICAGO (Oct. 10, 2025) – Metra today unveiled a \$1.1 billion budget for 2026 that includes an RTA-mandated fare increase and other measures to cover a projected \$68 million shortfall, but no service cuts will be needed. It also proposed a \$575.3 million capital plan that continues major investment in bridges, stations, and new and rehabilitated rolling stock.

The plans will be the subject of public feedback, including hearings, before the Metra Board of Directors votes in November. See below for details.

Like CTA and Pace, Metra initially expected to be facing a larger funding shortfall next year, brought on by the expected exhaustion of federal COVID-relief funds. The agencies have been using the relief funds to cover drops in fare revenue due to lower post-pandemic ridership. But thanks to a variety of factors, Metra now expects to be able to get through most of 2026 before those relief funds are fully spent. And it expects to be able to cover the smaller shortfall with prioritized hiring, delayed discretionary spending, delayed service expansions, better operating results, and higher sales taxes.

However, Metra expects a \$276.3 million shortfall in 2027 and a \$304.8 million shortfall in 2028. Severe service cuts and other actions will be needed unless the Legislature acts to increase funding for public transportation in Illinois to replace the COVID-relief dollars.

The RTA required Metra, CTA, and Pace to raise fares by a minimum of 10 percent next year to help address deficits brought on by the exhaustion of federal COVID-relief funds. It would be the first across-the-board fare increase at Metra since 2018. Due to the need to round fares to the nearest quarter to assist onboard fare collection, Metra fares would increase 13% to 15% depending on the fare product and the number of zones travelled.

For instance, the cost of a One-Way Ticket would increase to \$4.25 from \$3.75 for Zone1-2, to \$6.25 from \$5.50 for Zone 1-3, and to \$7.75 from \$6.75 for zone 1-4. The cost of a Monthly Pass would increase to \$85 from \$75 for Zone1-2, to \$125 from

\$110 for Zone 1-3, and to \$155 from \$135 for zone 1-4. The cost of Day Passes, Day Pass 5-Packs, weekend passes, and all reduced fare products would also increase. A comparison between all current and proposed fares is below.

Full Fare	Current Fares (effective February 1, 2024)			Proposed Fares (effective February 1, 2026)		
	1-2	1-3	1-4	1-2	1-3	1-4
One Way	\$ 3.75	\$ 5.50	\$ 6.75	\$ 4.25	\$ 6.25	\$ 7.75
Day Pass	\$ 7.50	\$ 11.00	\$ 13.50	\$ 8.50	\$ 12.50	\$ 15.50
Day Pass 5 Pack	\$ 35.75	\$ 52.25	\$ 64.25	\$ 40.50	\$ 59.50	\$ 73.75
Monthly Pass	\$ 75.00	\$ 110.00	\$ 135.00	\$ 85.00	\$ 125.00	\$ 155.00
1 Day Weekend Pass	\$ 7.00			\$ 8.00		
2 Day Weekend Pass	\$ 10.00			\$ 11.50		
Reduced Fare	1-2	1-3	1-4	1-2	1-3	1-4
One-Way	\$ 1.75	\$ 2.75	\$ 3.25	\$ 2.00	\$ 3.00	\$ 3.75
Day Pass	\$ 3.50	\$ 5.50	\$ 6.50	\$ 4.00	\$ 6.00	\$ 7.50
Day Pass 5 Pack	\$ 17.50	\$ 26.00	\$ 32.00	\$ 20.00	\$ 29.75	\$ 36.75
Monthly Pass	\$ 37.50	\$ 55.00	\$ 67.50	\$ 40.00	\$ 60.00	\$ 75.00

The proposed operating budget of \$1.1 billion is about \$18 million, or 1.7%, lower than the 2025 budget. The decrease is largely driven by operating efficiencies and other reductions offset by expected inflationary, contractual, and market increases.

The budget is funded by system-generated revenue of \$325 million, including \$207.8 million in fares. It also is funded by \$635.9 million in regional sale tax receipts and Metra's remaining \$206.1 million in federal COVID-relief funding. Metra is proposing to set aside \$60 million in fare revenue for capital needs, including for a critical program to replace or rehab hundreds of aging bridges.

The \$575.3 capital program is funded by \$426.7 million in federal formula funding and discretionary grants, \$88.6 million in Illinois PAYGO funding, \$100,000 in an RTA Access to Transit grant, and \$60 million in Metra capital funding. The program allocates \$268.2 million to rolling stock; \$68.4 million to bridges, tracks and structures; \$59.1 million in signals, electrical and communications; \$27.3 million in facilities and equipment; \$59.9 million in stations and parking; and \$92.3 million in support activities.

Public hearings about the budget will be held throughout the region on Nov. 5 and 6 between 4 p.m. and 6 p.m. The schedule is attached to this release. The City of Chicago hearing can also be attended virtually via Microsoft Teams. Instructions for attending the virtual hearing, and for submitting budget comments via mail, email, or voicemail, are also on the following pages.

###

**FY2026 Metra Proposed Operating Budget and Capital Program
Public Hearing Schedule**

November 5 & 6 4 p.m. to 6 p.m.

Wednesday, Nov. 5

Will County

Joliet City Hall
Council Chambers
150 W. Jefferson Street

DuPage County

Clarendon Hills Village Hall
Village Board Room
One N. Prospect Avenue

Lake County

Mundelein Village Hall
Village Board Room
300 Plaza Circle

City of Chicago

Metra
Board Room 13th floor
547 W. Jackson

*The Chicago Public Hearing
will be livestreamed and
available for virtual
participation via Microsoft
TEAMS. See instructions on the
next page.*

Thursday, Nov. 6

South Suburban Cook County

Homewood Village Hall
Village Board Room
2020 Chestnut Road

Kane County

Kane County Government Center
Building A – 1st Floor Auditorium
719 South Batavia Avenue
Geneva

North Suburban Cook County

Hanover Park Police Department
Community Room
2011 Lake Street

McHenry County

Crystal Lake City Hall
City Council Chambers
100 W. Woodstock Street

Virtual public hearing, 4 p.m. to 6 p.m., Nov. 5

Any person may present views orally in person at a hearing or by participating in the virtual public hearing. Pre-registration is not required. Please follow the instructions below to join the virtual meeting from your laptop or desktop. If you do not wish to access the virtual meeting from a laptop or desktop, you must download the TEAMS App to your mobile device or join by phone as outlined below.

Step 1: Log on to your laptop/desktop computer and click to open a webpage browser (ex: Safari, Mozilla, Google Chrome, etc.).

Step 2: Once on the home page of your web browser, please enter the following website URL, **<https://www.microsoft.com/en-us/microsoft-teams/join-a-meeting>**, in the internet browser search bar on top of the browser homepage.

Step 3: You will be prompted to enter the meeting ID number: **224 007 921 616 7**

Step 4: You will then be prompted to enter the meeting password: **YC6kT2kt**. Then press “Join a meeting”.

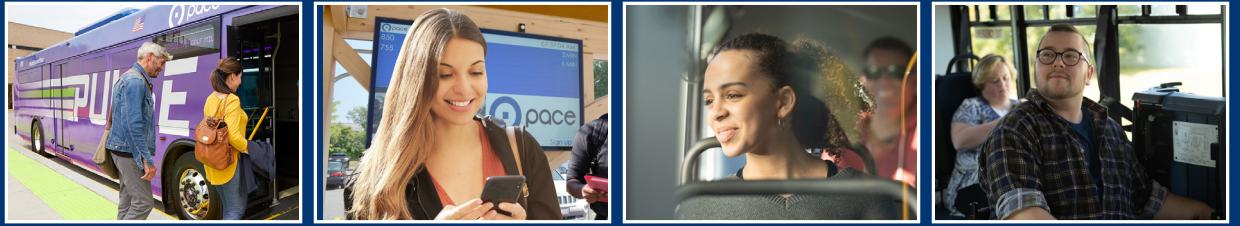
Follow these steps on Wednesday, Nov. 6, 2025, between 4-6 p.m. to present your comments. The virtual public hearing can also be attended by dialing toll free **1-773-917-7796** and entering access code: **226 045 850#** or by submitting written material at any time, but not later than 24 hours after the conclusion of the hearings on Nov. 6, 2025.

Written comments

Written comments via U.S. mail can be sent to the attention of Lori Ray, Executive Administrative Assistant, External Affairs, Floor 13, 547 West Jackson Boulevard, Chicago, Illinois, 60661. Comments will also be accepted via voicemail to **(312) 322-1006**, or email to: **2026budgetcomments@metrarr.com**. The virtual public hearing will be recorded, and a copy will be retained by Metra in compliance with Illinois law.



Public Hearings on 2026 Budget



Pace is holding public hearings on its proposed 2026 Operating Budget, 2027-2028 Two-Year Financial Plan, and 2026-2030 Five-Year Capital Program in accordance with the public hearings schedule on the back.

Pace presents a balanced budget for 2026

- ✓ **Proposed fare increase on all services.**
- ✓ **Pace will only operate TAP and RAP until funding is exhausted, approximately in April.**
- ✓ **Expansions of fixed route services in 2024 and 2025 are proposed to be made permanent.**

Individuals wanting to offer comments on the topic(s) to be addressed at any of the public hearings may do so:

- **at the public hearing;**
- **by submitting a completed Public Hearing Comments Form on Pace's website at <https://www.pacebus.com/public-hearing-comments>;**
- **by email to public.hearings@pacebus.com;**
- **by mail to Pace, 550 W. Algonquin Road, Arlington Heights, IL 60005
Attention: Community Relations Department; or**
- **by voicemail to (847) 354-7943.**

Pace must receive comments by 5:00 p.m. on October 28, 2025.

**For information about the public hearings,
call (847) 364-7223 or visit [PaceBus.com](https://www.pacebus.com).**

**Para Información en Español sobre las
audiencias públicas llame al (847) 228-3575
o visite [PaceBus.com](https://www.pacebus.com).**



Public Hearings Schedule

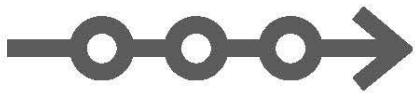
Will County	Friday October 17, 2025 2:00 pm - 4:00 pm	Joliet Public Library Burnham Room 150 N. Ottawa St. Joliet, IL 60432
Cook County - North	Monday October 20, 2025 2:00 pm - 4:00 pm	Lincolnwood Community Center 4170 Morse Ave. Lincolnwood, IL 60712
Lake County	Tuesday October 21, 2025 1:30 pm - 3:30 pm	Waukegan Public Library Bradbury Room, Lower Level 128 N. County St. Waukegan, IL 60085
Kane County	Wednesday October 22, 2025 2:00 pm - 4:00 pm	Kane County Government Ctr. Auditorium 719 S. Batavia Ave. Geneva, IL 60134
DuPage County	Wednesday October 22, 2025 4:00 pm - 6:00 pm	DuPage County JTK Administration Building Auditorium 421 N. County Farm Rd. Wheaton, IL 60187
Cook County - Central	Thursday October 23, 2025 2:00 pm - 4:00 pm	Chicago Public Library Austin Branch Austin Branch Meeting Room 5615 W. Race Ave. Chicago, IL 60644
Virtual Hearing	Friday October 24, 2025 11:00 am	Virtual Preregister for the virtual hearing at www.PaceBus.com/budget-hearings-2026
Cook County - South	Monday October 27, 2025 4:00 pm - 6:00 pm	Woodson Regional Library Auditorium 9525 S. Halsted Street Chicago IL 60628
McHenry County	Tuesday October 28, 2025 2:30 pm - 4:30 pm	Crystal Lake City Hall Council Chambers 100 W. Woodstock St. Crystal Lake, IL 60014

Information on Pace’s proposed 2026 budget will be available on Pace’s website at <https://www.PaceBus.com/budgets> after October 15, 2025.

Individuals with disabilities who require accommodations other than transportation and individuals who require translation into a language other than English are requested to contact Pace at (847) 364-7223 (Option 3) no less than five business days prior to the date of the public hearing they plan to attend.

Tell us more about your transportation needs!

Please take our short survey and make your voice heard in the plan.

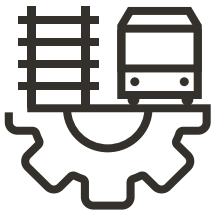


Transportation Needs Assessment Survey

Regional *Human Services*
Transportation Plan Update

surveymonkey.com/r/MobilityRTA





Transit agencies update fiscal cliff projection for 2026 and 2027 and break down potential service cuts

The Regional Transportation Authority (RTA) has worked with CTA, Metra, and Pace to update the preliminary funding shortfall projections for 2026, 2027 and 2028 as part of its annual budget process. A budget task force made up of finance and planning staff from RTA, CTA, Metra, and Pace now projects a preliminary budget gap of **approximately \$200 million in 2026** that will increase to almost **\$790 million in 2027** and almost **\$890 million in 2028 without new state funding**.

Note: All the figures are based on preliminary budget submissions from CTA, Metra, and Pace. These projections define the scope of the challenge, but may be updated as the budget process advances. For the latest updates visit the [Regional Transit Fiscal Cliff Hub](#).

How the cliff changed for 2026

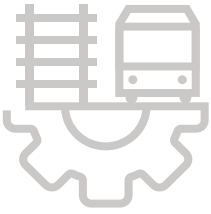
Higher-than-expected RTA sales tax revenue starting in 2025 and short-term cost savings have reduced the 2026 shortfall as the transit agencies work to delay impacts on riders. Fare increases, service cuts, and staff layoffs are still expected in 2026 absent new revenue, and these rolling cuts will worsen in future years.

Following is a breakdown of approximately \$570 million in new revenue and efficiencies in the preliminary regional budget that resulted in the cliff dropping from an estimated \$771 million to approximately \$200 million for 2026:

- **\$232 million** in higher-than-expected returns from the RTA sales tax and state matching funds from the Public Transportation Fund (PTF) anticipated in 2026
- **\$196 million** in CTA, Metra, and Pace reserve funding available because of 2025 expenses consistently coming in under budget, higher 2025 sales tax and PTF revenues
- **\$77 million** from reallocating \$17 million in Innovation, Coordination, and Enhancement (ICE) project funding from capital to operating budgets, and excluding previously planned \$60 million transfer of Metra farebox revenue to capital
- **\$39 million** in net lower expenses including \$63 million in efficiencies that are partly offset by higher costs in some categories like healthcare. Efficiencies include staffing freezes, coordinated fuel and power purchases, delaying planned service expansions, and other actions.
- **\$26 million** in new net system-generated revenues from a planned 10% fare increase in February, partly offset by lower interest income from declining reserves

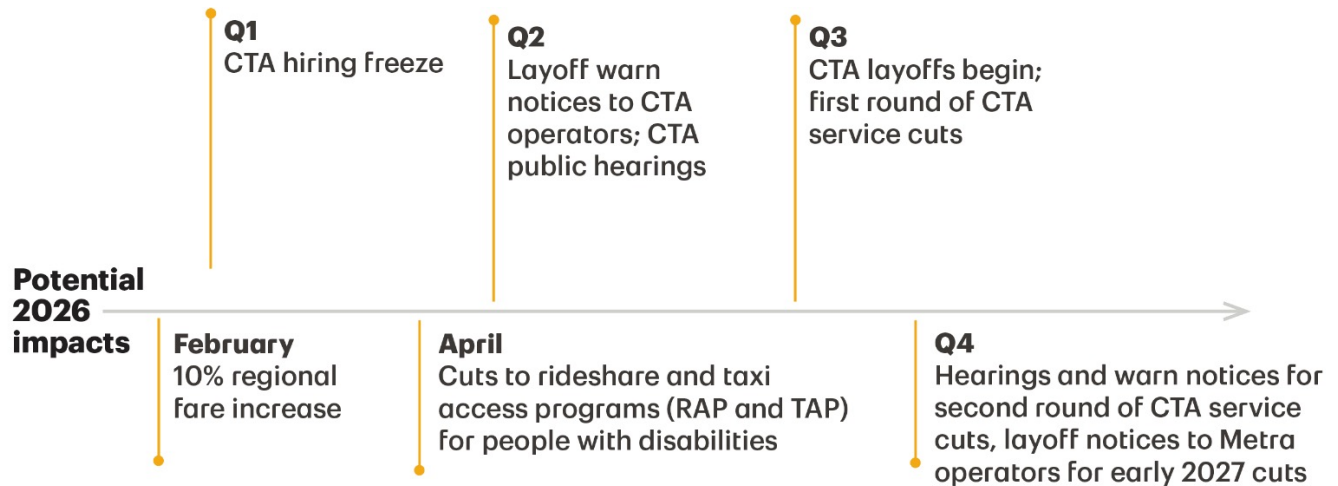
Preliminary estimates of fiscal cliffs for 2026-2028 (in millions)





Potential 2026 cuts and fare increases

Even with these actions, 2026 will be a difficult year without new funding. A systemwide fare increase is planned for February. CTA could face a 25% service cut later in the year, which could mean up to 39 bus routes eliminated, one entire L line closed, and some mid-day, late-night, early, or overnight service eliminated. By early 2027, CTA estimates it may be forced to cut up to 1,800 union and non-union positions, with layoffs beginning in the summer of 2026. Cuts to the ADA Paratransit service area and the rideshare (RAP) and taxi access programs (TAP) are also expected.



Potential 2027 cuts and fare increases

Service Board reserves, including remaining federal relief funds will be exhausted by 2027, with a projected funding gap of approximately \$790 million that will grow in 2028.

RTA Transforming Transit reform proposal

RTA has advocated for new funding to be paired with reforms that would increase efficiency and accountability for riders and taxpayers. In January, we released [Transforming Transit vision](#) and [legislative proposal](#) to deliver faster, more frequent, safer, reliable transit service. The proposal empowers the regional entity with broad authority to monitor and improve systemwide service quality, fare policy, and capital planning, allowing the Service Boards to focus on delivering high-quality service.

What's next?

The RTA will continue to monitor revenues and expenses and update projections for the Governor and General Assembly quarterly, as outlined in the RTA Act. RTA leadership and staff are eager to meet with you to answer any questions and discuss how we can continue to work together on a funding and reform solution.



Local Government Update

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October Local Government Update

Transit agencies update fiscal cliff projections and break down potential service cuts

The RTA has worked with CTA, Metra, and Pace to update the preliminary funding shortfall for 2026 and projections for both 2027 and 2028 as part of its annual budget process. A budget task force made up of finance and planning staff from RTA, CTA, Metra, and Pace now projects an estimated preliminary budget gap of approximately \$200 million in 2026 that will increase to almost \$790 million in 2027 and almost \$890 million in 2028 without new state funding. [RTA Board Chair Kirk Dillard](#) released a statement on the new projections, and [meeting materials](#) and video of the [Service Board presentations](#) are available online.

Higher-than-expected RTA sales tax revenue starting in 2025 and short-term cost saving actions have reduced the 2026 shortfall as the transit agencies work to delay rider impacts, but fare increases, service cuts and staff layoffs are still expected in 2026 absent new revenue, and these rolling cuts will worsen in future years.

Even with these short-term cost saving actions, 2026 will be a difficult year without new funding. A systemwide fare increase is planned for February and CTA will have to plan for service cuts and layoffs in the second half of 2026. Cuts to the ADA Paratransit service area, as well as the rideshare (RAP) and taxi access programs (TAP) are also expected. Since it is a regional system, when one operator is forced to cut service, all four agencies will need to coordinate on the impacts.

Service Board reserves, including any remaining federal relief funds will be exhausted by 2027, with a projected preliminary funding gap of approximately \$790 million that will grow in 2028. Without state action, the region will face rolling service cuts and layoffs reducing transit by up to 40%.

Local Government Update

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Transit budget hearings scheduled throughout the region

Each year, the RTA reviews, adopts, and monitors the annual operating budgets of CTA, Metra, and Pace. The process begins in earnest in the fall, when the Service Boards present their initial budget proposals to their boards and the public. The RTA will also schedule a series of presentations throughout the region to present the proposed 2026 regional operating budget and five-year capital program. RTA staff will be made available at public open houses following each of the presentations for members of the public to provide feedback.

- **Cook County:** Monday, November 10 at 9:30 a.m.
18 N. Clark St., 5th Floor, Chicago, IL 60602
- **DuPage County:** Wednesday, November 12 at 7 p.m.
421 N. County Farm Rd., Wheaton, IL 60187
- **McHenry County:** Thursday, November 13 at 9 a.m.
667 Ware Rd., Woodstock, IL 60098
- **Lake County:** Tuesday, November 18 at 9 a.m.
18 N. County St., 10th Floor, Waukegan, IL 60085
- **Will County:** Tuesday, December 9 at 9 a.m.
302 N. Chicago St., Joliet, IL 60432
- **Kane County:** Tuesday, December 9 at 9:45 a.m.
719 S. Batavia Ave., Building A, Geneva, IL 60134

The Service Boards will present their final budgets at the RTA's November 20 Board meeting once the public comment period has concluded, and a final vote will be taken by the RTA Board of Directors on December 18. Previous regional budgets, capital plans, and other financial documents can be found on the [RTA website](#).

Local Government Update

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ADA Paratransit Action Plan takes effect October 1

Pace Suburban Bus, the region's ADA paratransit operator, launched the Rideshare Access Program (RAP) in 2024 as a pilot program to complement traditional ADA paratransit service, along with the Taxi Access Program (TAP). RAP and TAP have experienced rapid growth in recent years, leading to a **\$25.5 million deficit in 2024 that's projected to grow to \$35-\$65 million in 2025**. The RTA is obligated by state law to adopt and maintain balanced budgets, so the agency created an [ADA Paratransit Action Plan](#) designed to ensure the future health and viability of accessible transportation service. **Actions taking effect on October 1, 2025, include:**

- Establishing a **30-ride per month cap for both RAP and TAP**. This does not affect traditional ADA paratransit service, which remains a transportation option for certified riders. Data shows 5% of eligible riders use RAP and TAP more than 30 times per month currently; **the average number of trips taken using RAP or TAP is 12 rides per month**.
- Restoring the current \$2 RAP and TAP fares to **match traditional ADA at \$3.25**.
- Offering **free rides on all system-wide fixed route service to ADA-certified riders**, which is currently offered only on Pace fixed routes.

These immediate actions alone cannot solve the budget shortfall. **Future actions will include:**

- A **fare increase** for traditional ADA paratransit along with fixed route modes as part of the 2026 budget.
- **Improved ridership and cost projection** during the budget development process.
- Potentially further adjustments to RAP and TAP **program parameters**.
- Better aligning the county Rideshare Access services with ADA Rideshare Access to **standardize fares across programs** and ensure the best use of limited resources.
- **Potentially ending RAP and TAP in April 2026 without additional state funding**.

Local Government Update

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RTA, Service Boards prepare for fall legislative session

Our region's transit system is headed toward a [fiscal cliff](#). Without new funding, CTA, Metra, and Pace face a budget gap in 2026 that will grow substantially in future years. Riders everywhere could experience [significant service reductions](#), the pause or cancelation of new or expanded services, fare increases, employee layoffs, and other consequences without action from Springfield.

The RTA, lawmakers, and advocates have made it clear that any new funding for transit should be paired with reforms to empower the regional entity to handle the most important systemwide issues: [fares](#), [service quality](#), and [capital investment](#). The RTA published [Transforming Transit](#) at the beginning of this year – the agency's vision for a world-class transit system paired with \$1.5 billion in annual operations funding. More information on these reforms and transit funding can be found on the RTA Connections blog:

- [Addressing Chicago's transit fiscal cliff should not be a city vs. suburbs issue](#)
- [How service standards could ensure all communities benefit from the transit system](#)
- [Transportation Tuesday Recap – What's next for the transit fiscal cliff: A conversation between Chicago and Philadelphia](#)

Local travel guides now available on RTA website

The RTA launched its [Travel Assistance Digital Library](#) in Fall 2024 to offer riders a one-stop location for information on all of the programs offered or certified by the RTA, including affordable fare programs, ADA paratransit, and other rider services. New to the digital library this month are local travel guides for each of the six counties in the RTA region, with Cook County being divided into four subregions. The travel guides include service, eligibility, reservation, and other relevant information for a variety of local transportation options, such as municipal bus programs, dial-a-ride, and other special services.