Meeting of the RTA Ad Hoc Committee on NITA Transition

July 22, 2026

Welcome! Meeting Starts at 9 a.m.

Meeting Agenda: rtachicago.org

Regional Transportation Authority

RTA Ad Hoc Committee on NITA Transition

1. Call to Order/Pledge of Allegiance
2. Roll Call
3. Public comment

4. NITA Transition Update

Ad-Hoc Committee on NITA Transition Agenda

Ad-Hoc Committee will discuss topics related to substantial changes in transit governance, including shifts in responsibilities, planning, funding mechanisms, accountability, and oversight between the agencies.

Today's Agenda:

- Transition Update: Maulik Vaishnav, Chief Transition Officer
- 2027 Budget Process and Public Funding Update: Tom McKone, Interim CFO
- Transit Supportive Land-use Provisions in the NITA Act: Heather Mullins, Division Manager, Local Planning and Program Management

NITA Transition – Progress so far

January – May: Pre-transition efforts led through the Office of the Governor

June – August: NITA Act is effective; governance changes in progress; IDOT to finalize a contract with the transition consultant

September – December: NITA is here; 2027 Budget process; early milestones

2027: Implementation of early recommendations; transition continues

NITA Agency Requirements and Staffing Needs

New NITA responsibilities:

- Office of Transit Safety and Experience
    - Coordinated Safety Response Council
- Office of Auditor
- Office of Disability Policy and Planning
- Office of Transit Supportive Development
- Transition Working Group

New annual requirements:

- Rider survey on safety and security
- Audit report
- Board reviews of NITA and Service Board executives
- NITA Board trainings

IDOT Transition Consultant

- IDOT issued an initial award notification for the statutorily required transition consultant contract to a team led by BCG.
- After a notice to proceed is issued, the consultant will initially focus on three areas:
  - Assess the existing organization design of RTA and Service Boards and develop recommendations for a streamlined organizational structure at NITA.
  - Transition responsibility of the 5-year capital program to NITA.
  - Recommend improvements to paratransit, dial-a-ride and on-demand coordination and service across the NITA service area.

Operating and Capital Budget

2027 Regional Operating Budget

- One regional NITA Budget
- Adoption of funding amounts and recovery ratio (September 15, sunsetting)
- Service Boards Proposals due to NITA (November 15, sunsetting)
- Budget growth limits begin in 2028

2027 Regional Capital Budget

- $180M in new funding from the State (Starting July 1, 2026)
- Updated evaluation criteria and metrics (Fall 2026)
- Implement process for any waivers for zero-emission vehicle requirement (Fall 2026)
- A new process to develop NITA capital program (January 2027)

Transit Supportive Land-use

- People Over Parking Act (POPA) implementation (Fall 2026)
- Joint Development program development and launch (Winter 2027)
- Transit-supportive development opportunity inventory (June 1, 2027)
- Transit-supportive development incentive program
- Pedestrian access to transit

Safety & Security

- Law enforcement task force, led by Cook County Sheriff (June 1, 2026)
- NITA Office of Safety and Experience
- Incident reporting app (November 2026)
- Contracts for outreach and assistance to unhoused riders (November 2026)
- Suburban medical response reimbursements (2027)
- Transit Ambassadors (July 2027)
- NITA Board vote on Regional Police Force (July 2027)

Fare Programs

- Regional Day Pass (Ongoing)
- NITA is responsible for fare setting policy (June 2026)
- Improved student fares pilot (August 2026)
- Expanded Access program (Fall 2026)
- Prohibition on fare increases ends (June 2027)
- Launch NITA Transit Benefits Program (2027)
- Begin universal fare procurement process (July 2027)
- New free and reduced fare programs and fare capping (July 2028)

Rider Communications

NITA deadlines

- Launch development of Language Access Plan (January 2027)
  - Annual progress assessments, plan updated every 3 years
- Centralized customer information systems and infrastructure, trip-planning and real-time vehicle arrival app (July 2028)

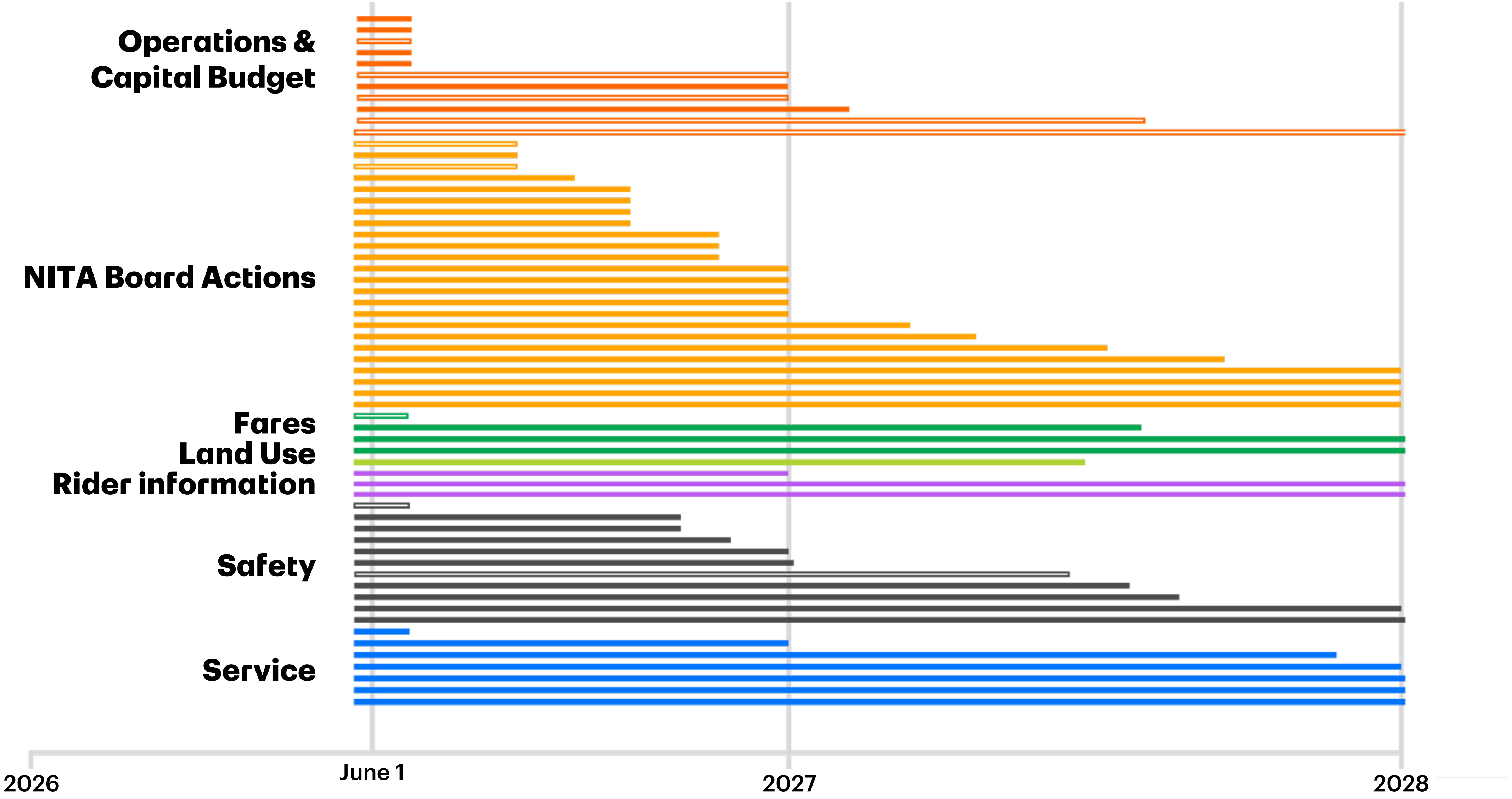
Initial projects and pilots

- Real-time customer information at key inter-agency locations (Summer 2026)
- Multiple pilots and projects underway: GTFS pathways, real-time elevator status, digital standards development (Fall/Winter 2026)

Service Planning

- Regional Dial-a-Ride study (in progress)
- NITA Board Adoption (December 2027)
  - Service Standards
  - Transit Propensity Thresholds
- First Regional Service Plan Call (December 15, 2027)
- A new NITA Strategic Plan to be adopted in early 2028

NITA Transition – Illustrative Milestones in the NITA Act



5. Information Items

5a. 2027 Budget Process and Proposed Public Funding Update

Overview of NITA and Service Board Budget requirements

- **Timing:** NITA must pass a comprehensive regional operating budget and two-year financial plan by December 31, 2026.
  - For 2026 only, the Authority must provide the Service Boards with the amount of funding available by September 15.
  - For 2026 only, Service Boards must propose their budget and two-year financial plans by November 15.
- **Recovery ratio:** System generated revenue is required to equal at least 25% of the costs of providing public transportation for FY 2027-2028 in the annual budget and financial plan. The recovery ratio must be at least 20% beginning in 2029 and beyond.
  - The penalty (remitting the deficit to the State) associated with not attaining the recovery ratio in FY 2026 and 2027 is waived. Reporting requirements remain in place.
  - Paratransit services must attain a 5% recovery ratio.
- **Fare increases:** Fares cannot be increased until July 1, 2027.

Overview of NITA and Service Board Budget requirements

- **Net savings:** Requires $46.9 million in net savings for FY 2027 from service-delivery savings, labor optimization, and real-estate and property-related savings.
- **Administrative costs:** The administrative costs of NITA cannot exceed the prior year's, plus 5%, beginning in 2028.
  - Definition of administrative costs is unchanged (excludes capital and purchases on behalf of service boards, payments to service boards, debt service, and passenger security)
- **Service Board allocations:** Determined by formula for 2027-2029 with a continuing floor from 2030-2032.

Three step process

1. Fund NITA and ADA paratransit services first
2. Fund Service Boards to 2025 budgeted public funding levels (including relief funds)
3. Allocate remaining amount via statutory formula based on service metrics

2027 Operating Funding Marks

Process to Date

- Five Working Groups, comprised of members from all Service Boards, were established in February: Budget, Fares, Service, Land Use, and Rider Information. Initially, they focused on the 2026 budget amendment and implementing the provisions of the NITA Act.

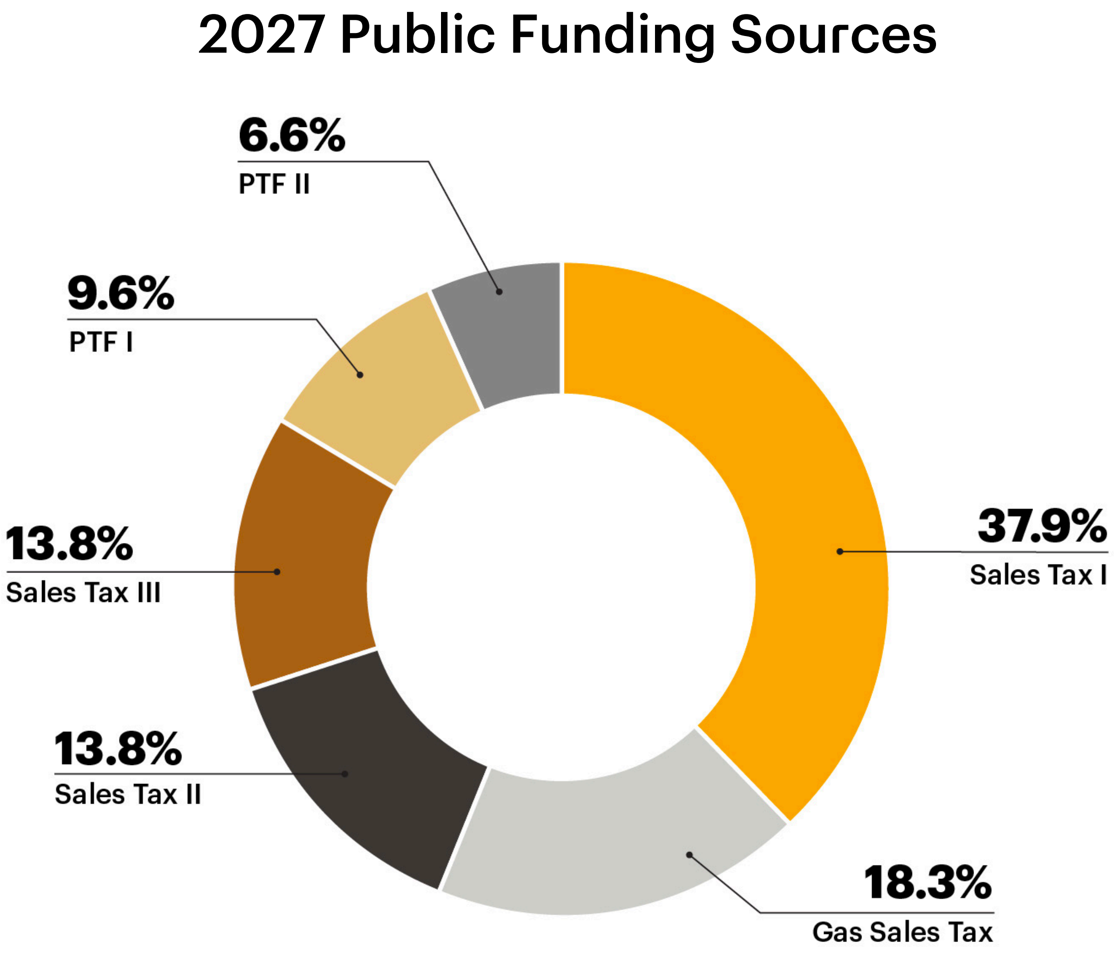
- The RTA Board approved the 2026 Budget Amendment and the 2027 Budget Call on May 21.

- The Budget Working Group has met nine times with the last three meetings focused on funding estimates, priorities, allocation levels, and timeline for the 2027 budget.

Background - Public Funding Sources for Operations

- **Sales Tax I:** The original RTA sales tax, levied at 1.0% in Cook County and 0.25% in the collar counties of DuPage, Kane, Lake, McHenry, and Will.
- **Sales Tax II:** Authorized by the 2008 funding reform, an additional sales tax of 0.25% in all six RTA counties.
- **Sales Tax III:** Authorized by Public Act 104-0457 and effective August 1, 2026, an additional sales tax of 0.25% in all six RTA counties.
- **Public Transportation Fund I:** 25% match of Sales Tax I receipts provided by the State.
- **Public Transportation Fund II:** Authorized by the 2008 funding reform, is a 5% match of Sales Tax I receipts and a 30% match of Sales Tax II receipts and RETT receipts provided by the State.
- **Chicago Real Estate Transfer Tax (RETT):** The 2008 funding reform increased the City of Chicago RETT by $1.50 per $500 of property transferred to directly fund CTA operating expenses and security for CTA's pension bond obligations.
- **State sales tax on gas:** Authorized by Public Act 104-0457 and beginning July 1, 2026, the RTA region receives 85% of the 5.0% state portion of the existing 6.25% state sales tax on gasoline.

Public Funding Amounts



(in millions)	2027 Budget	% of Total
Sales Tax I	$1,514.6	37.9%
Sales Tax II	$553.0	13.8%
Sales Tax III	$553.0	13.8%
PTF I	$383.8	9.6%
PTF II	$265.7	6.6%
Gas Sales Tax	$731.0	18.3%
Total	**$4,000.9**	**100.0%**

Public Funding Sources for Operations

- Public Transportation Fund (PTF) partial sales tax, RETT match
- Public Transportation Fund (PTF) state sales tax on gas: Authorized by SB2111, the RTA region receives 85% of the 5% State portion of the existing 6.25% State sales tax on gasoline. Expected to be effective in July 2026 and will be allocated by the NITA Board within the revised funding formula for 2027 and beyond.
- (CTA only) Chicago Real Estate Transfer Tax (RETT): The 2008 funding reform also increased the City of Chicago RETT by $1.50 per $500 of property transferred and dedicated this additional tax revenue to directly fund CTA operating expenses.

Sales tax growth assumptions

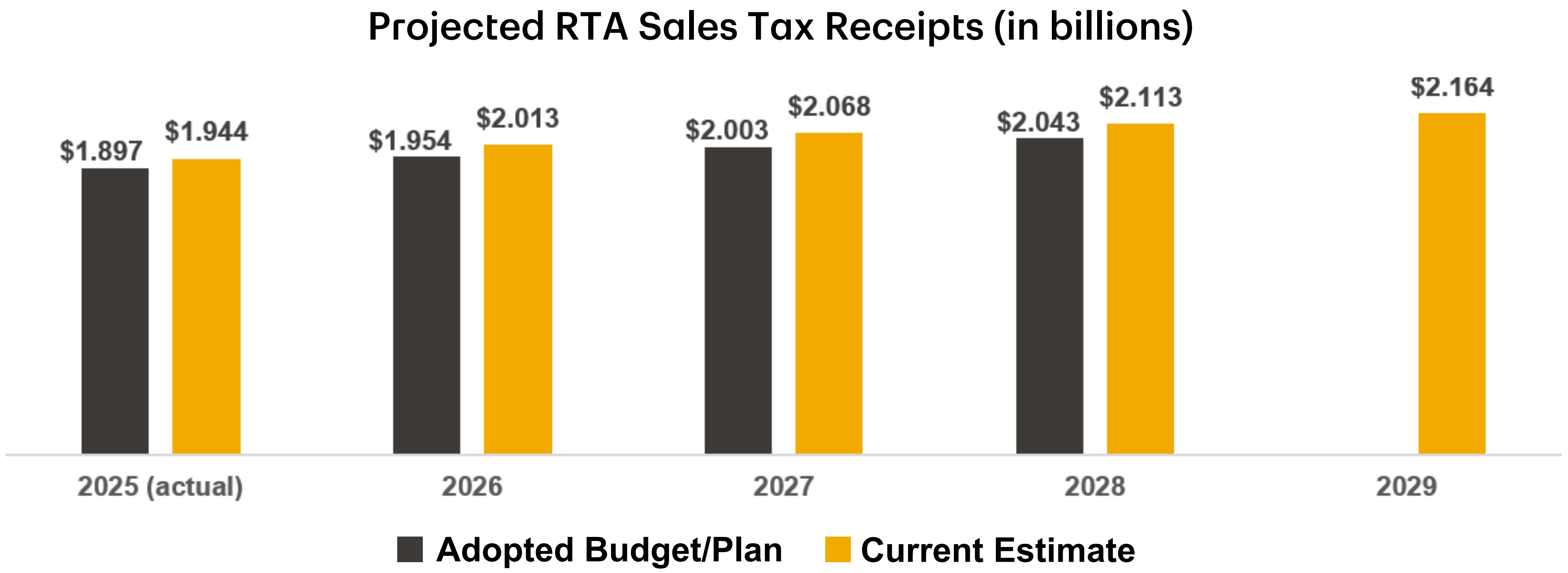
Year-over-Year Growth	2026 Estimate	2027 Budget	2028 Plan	2029 Plan
Moody's Forecast (May)	+3.6%	+2.7%	+2.2%	+2.4%
Tentative Prep Marks Assumption*	+3.6%	+2.7%	+2.2%	+2.4%
Current Assumption (Adopted Budget)	+0.5%	+2.5%	+2.0%	---

* Growth rates from actual 2025 sales tax base of $1.944B and actual 2025 RETT base of $63.7M

Projected Sales Tax Receipts Update

Every year, Sales Tax projections are updated based on the prior year actual results, current year trends, and recent forecasts.

This chart is normalized to show the change in projections versus last year's plan.



Includes RTA Sales Tax I and II only. Excludes RTA Sales Tax III and State Tax on Gasoline.

Public Funding Forecast

<u>Sales Tax Growth Assumptions</u>

2026 3.6%
2027 2.7%
2028 2.2%
2029 2.4%

(in millions)	2027 Budget	2028 Plan	2029 Plan
Sales Tax I	$1,514.6	$1,547.9	$1,585.0
Sales Tax II	$553.0	$565.1	$578.7
Sales Tax III	$553.0	$565.1	$578.7
PTF I	$383.8	$392.9	$402.3
PTF II	$265.7	$271.5	$278.0
Gas Sales Tax	$731.0	$747.1	$765.0
Total	**$4,000.9**	**$4,089.5**	**$4,187.7**

Current Approach to 2027 Budget Proposal

- Fund the initiatives included in the 2026 Budget Amendment at an annual level
  - Budget amendment totaled $132.2 million: $37.6 million for NITA, remainder for Service Boards
  - $187 million remains unallocated, reserved for NITA or future allocation
- Define additional costs from new NITA requirements
- Retain flexibility for NITA Board in 2027 to allocate additional resources

2026-2028 NITA Agency Budget Legislative Requirements

Safety & Security Requirements:

- Incident reporting app (November 2026)
- Contracts for Outreach and Assistance to Unhoused Riders (November 2026)
- Suburban Medical Response Reimbursements (January 2027)
- Transit Ambassadors (July 2027)
- Regional Police Force (July 2027)

Fare Program Requirements:

- Regional Day Pass subsidy (Ongoing)
- Universal fare product (July 2027)
- New free and reduced fare programs and fare capping (July 2028)

Service Requirements

- Regional Dial-a-Ride study (In development)
- Additional service planning (December 2027)

New NITA departments and staffing needs:

- Office of Transit Safety and Experience
  - Coordinated Safety Response Council
- Office of Auditor
- Office of Disability Policy and Planning
- Transit Supportive Development
- Transition Working Group

Additional Rider Communications Resources:

- Language assistance programs (Jan 2027)
- Web-based trip planning and real-time vehicle arrival information (July 2028)

2027 Funding Process

Step 1 - Determine available 2027 funding and deductions

4.03.3 (d-5) For fiscal years 2027, 2028, and 2029, the Authority, after making deductions to cover the Authority's expenses, including Administrative Operating Expenses, Regional Services Operating Expense, Program and Project Expenses, Joint Self-Insurance Fund, and debt service obligations, and the cost of ADA paratransit service…

Preliminary estimates, in millions

Total available:	**$4,001**	**Based on current growth assumptions**
Existing RTA budget:	($104)	
New NITA requirements:	($350)	Maintains sufficient funding for requirements
ADA Paratransit:	($325)	Allows flexibility in 2027
Available for distribution:	**$3,222**	**Preliminary estimate**

2027 Funding Process

Step 2 – Incorporate budgeted 2025 public funding

…shall allocate operating revenue from all sources as follows:

(1) An amount to each Service Board equal to the amount of the total public funding and the federal relief funding the Service Board received in Fiscal Year 2025 under the Regional Budget adopted by the Authority in December 2024.

Total Budgeted Funds for 2025 Service Board Operations
(dollars in thousands)

2025	CTA	Metra	Pace	Total
Total RTA Funding for Operations	$1,072,357	$598,983	$242,360	$1,913,700
Federal Relief Funding/Reserves	$578,695	$238,391	$41,360	$858,446
Total RTA Funding and COVID Reserves	$1,651,052	$837,374	$283,720	$2,772,146

Step 3 – Allocate remainder pursuant to NITA Act requirements (for 2027-2029 only)

(2) Any amount remaining after the distribution under paragraph (1) shall be allocated to the Service Boards in proportion to the sum of each Service Board's percentage of the following National Transit Database (NTD) Metrics: (A) vehicle revenue miles; (B) passenger miles traveled; (C) unlinked passenger trips; and (D) vehicle revenue hours.

2024 Final Data	**CTA**	**Metra**	**Pace Suburban**	**Total**
Passenger Miles Traveled	1,223,298,041	762,111,032	112,920,835	**2,098,329,908**
Vehicle Revenue Hours	9,570,164	1,506,554	1,938,437	**13,015,155**
Ridership	309,197,026	35,051,943	17,906,275	**362,155,244**
Vehicle Revenue Miles	119,147,554	44,110,638	29,447,936	**192,706,128**
2024 Agency Shares	**CTA**	**Metra**	**Pace Suburban**	**Total**
Passenger Miles Traveled	58.3%	36.3%	5.4%	**100.0%**
Vehicle Revenue Hours	73.5%	11.6%	14.9%	**100.0%**
Ridership	85.4%	9.7%	4.9%	**100.0%**
Vehicle Revenue Miles	61.8%	22.9%	15.3%	**100.0%**
Simple Average of Shares - 4 Metrics	**69.8%**	**20.1%**	**10.1%**	**100.0%**

Pace Suburban includes fixed-route bus, Dial-a-Ride, and Vanpool

Initial NITA Funding Levels using Statutory Formula

(in millions)	2027 Budget	2028 Plan	2029 Plan
NITA requirements / reserves	$350.0	$367.5	$385.9
Existing RTA, Debt Svc, JSIF	$104.0	$105.7	$107.5
ADA Paratransit	$325.3	$344.6	$369.6
CTA	$1,964.6	$1,999.5	$2,036.5
Metra	$927.8	$937.9	$948.5
Pace Suburban	$329.2	$334.3	$339.7
Total	**$4,000.9**	**$4,089.5**	**$4,187.7**

Excludes RETT, ICE funding, and State ADA funding

New Capital Funding Allocations

2027-2031 Capital Program Call – NITA Act Changes

- Projects evaluations have been updated to include new NITA criteria
  - There are now 14 evaluation themes measured with 18 metrics
- The Capital Project Evaluation Guidance Document is updated to include all new metrics

  Updated metrics include:
  - Environmental Protection Impact
  - Accessibility Improvements for Transit Vehicles
  - Accessibility Improvements for Stops and Facilities
  - Racial Equity and Mobility Justice
  - Impact on Service Standards
- The call includes a new exhibit that asks Service Boards to report on the estimated cost of all projects in the program

2027-2031 Capital Program Call – Performance Based Programming

- State PAYGO and FTA formula funds will be allocated based on the performance-based capital allocation process
  - 2031 funds will have performance metrics applied
  - Approved exemptions and delays will be included in the marks
- Two key priorities for programming 20% of funds in 2031 remain:
  - Projects That Reduce Operating Expenses
  - Projects That Reduce Climate Impact or Improve Environmental Protection

State PAYGO Interest Funding

- New capital funding source provided by the NITA Act: Interest generated on the state road fund
- The State has estimated that $200M in interest will be generated annually and 90% of that funding is allocated to the NITA region
- Annual allocations will depend on interest rates and balances in the Road Fund and State Construction Account
- Expectation to see funding in the NITA Capital Improvement Fund as soon as August with funding from initial interest collections occurring in July
- This funding is not yet in the Service Board marks, recommend including at least 2026 and 2027 funding in the approved budget so that projects can get underway

State PAYGO Interest Funding

The plan is to ask Service Board to produce a list of potential projects that could be delivered with the new funds with the following key criteria in mind:

1. Ability to deliver project quickly that create wins for riders and employees
2. Projects that improve the region's State of Good Repair
3. Projects that address NITA Legislation Mandates
4. Projects that make improvements to rider and/or employee experience in:

- Places to Wait for Transit (Stops, Stations, etc.)
- On Transit (Vehicles, fares, infrastructure etc.)
- Rider Information (IT, maps, signage, etc.)
- Frontline Employee Improvements (restrooms, breakrooms, bus shields)
- Safety & Security
- Interagency Hubs (Improvements to transfers)

State PAYGO Interest Funding Proposed Process

- Develop a list of potential projects with the Service Boards
- Incorporate feedback
- Goal is to budget 2026 funds ($90M) and 2027 funds ($180M) in the adopted 2027-2031 Capital Program
- 2028-2031 funds would be held with NITA and would be programmed in future years based on the capital programming process

Next Steps

Overview of NITA Act changes to public outreach requirements

- Beginning on June 1, 2026, the NITA Act consolidates all budget and capital program public outreach with NITA.
- There are no separate requirements for budget and capital program outreach by the Service Boards. In future years, Service Board public outreach included in development of Regionwide Service Plans.
- There is no statutory requirement for when NITA budget outreach must begin.
- Specific outreach requirements differ for the 2026 and 2027 budget cycles:
  - 2026: 1 public hearing in the metropolitan region, 1 meeting with each county board in the RTA region (6 total county board meetings)
  - 2027: 3 public hearings in Cook County, 1 public hearing in each collar county (5 total), 1 meeting with each county board in the RTA region (6 total)

Proposed budget calendar (tentative board dates)

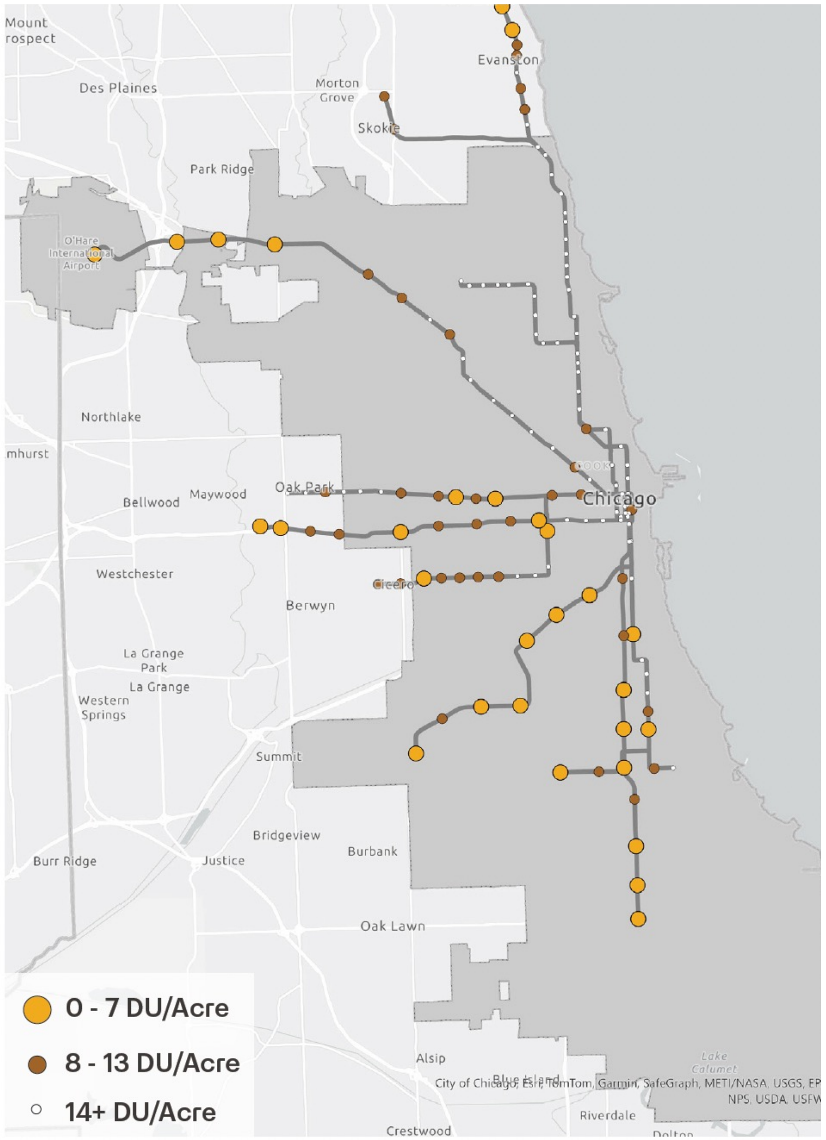
• July 15	Capital Marks due back from Service Boards
• July 22	RTA Ad Hoc Committee input on funding amounts
• Aug 13	RTA Ad Hoc Committee Second Meeting
• Aug 20	Board considers adoption of 2027-2031 funding amounts
• Sept	New boards in place
• Sept	Service Boards to present capital program proposals to labor
• Late Sep	Initial public engagement before budget proposals released
• Sept 25	Capital Evaluations to be submitted to NITA
• Oct 2	Capital Proposal and Operating Budget Submittal to NITA
• Ongoing	Service Boards and NITA develop regional budget
• Nov 3	NITA Proposed Budget released, with Service Board Proposals
• Nov 12	Service Boards and NITA present proposals
•	NITA staff present Regional Budget and Program to six County Boards
•	NITA Regional Budget and Capital Program public hearings
• Dec 10	NITA Board considers adoption of 2027 Regional Budget and Capital Program (12/31 deadline)

5b. Transit Supportive Land-use Provisions in the NITA Act

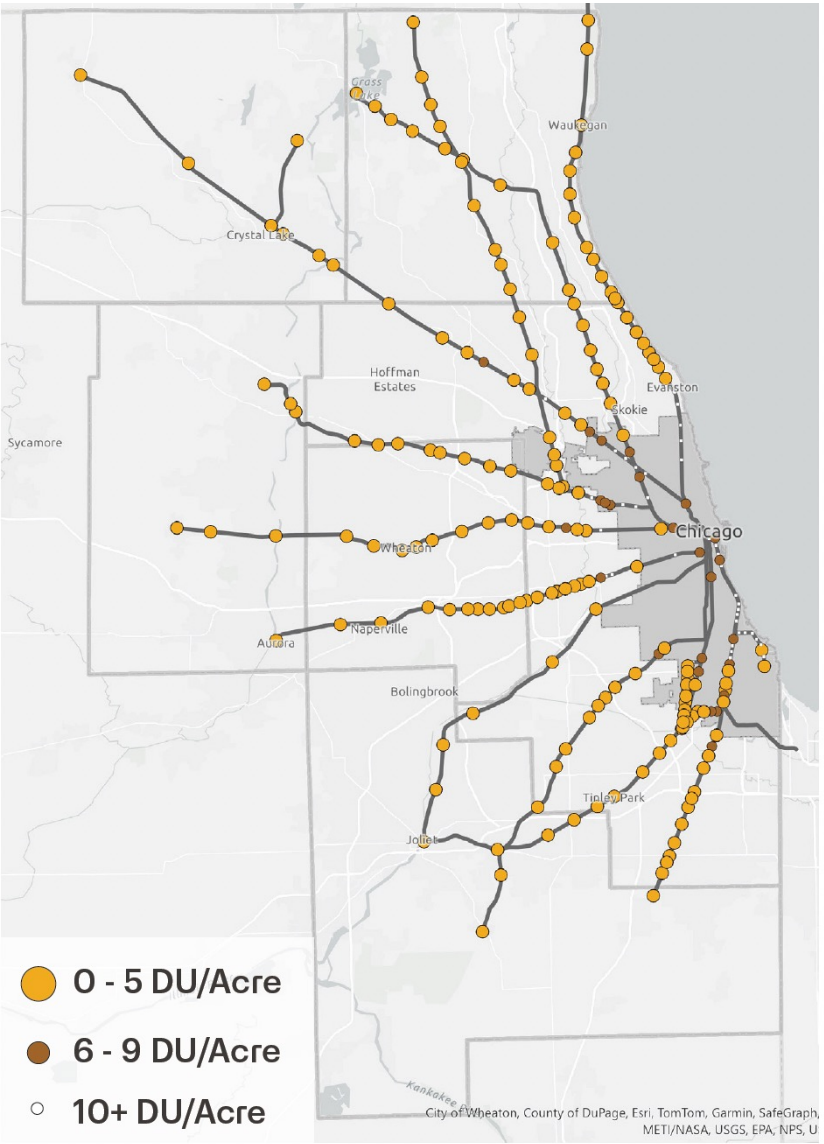
Transit-Supportive Land Use overview

- People Over Parking Act (POPA)
- Joint Development
- Transit-Supportive Development Incentive Program
- Pedestrian Access to Transit

Opportunities for housing near transit



CTA ¼ Mile Station Area Dwelling Units (DU) Per Acre



Metra ¼ Mile Station Area Dwelling Units (DU) Per Acre

People Over Parking Act (POPA)

People Over Parking Act (POPA)

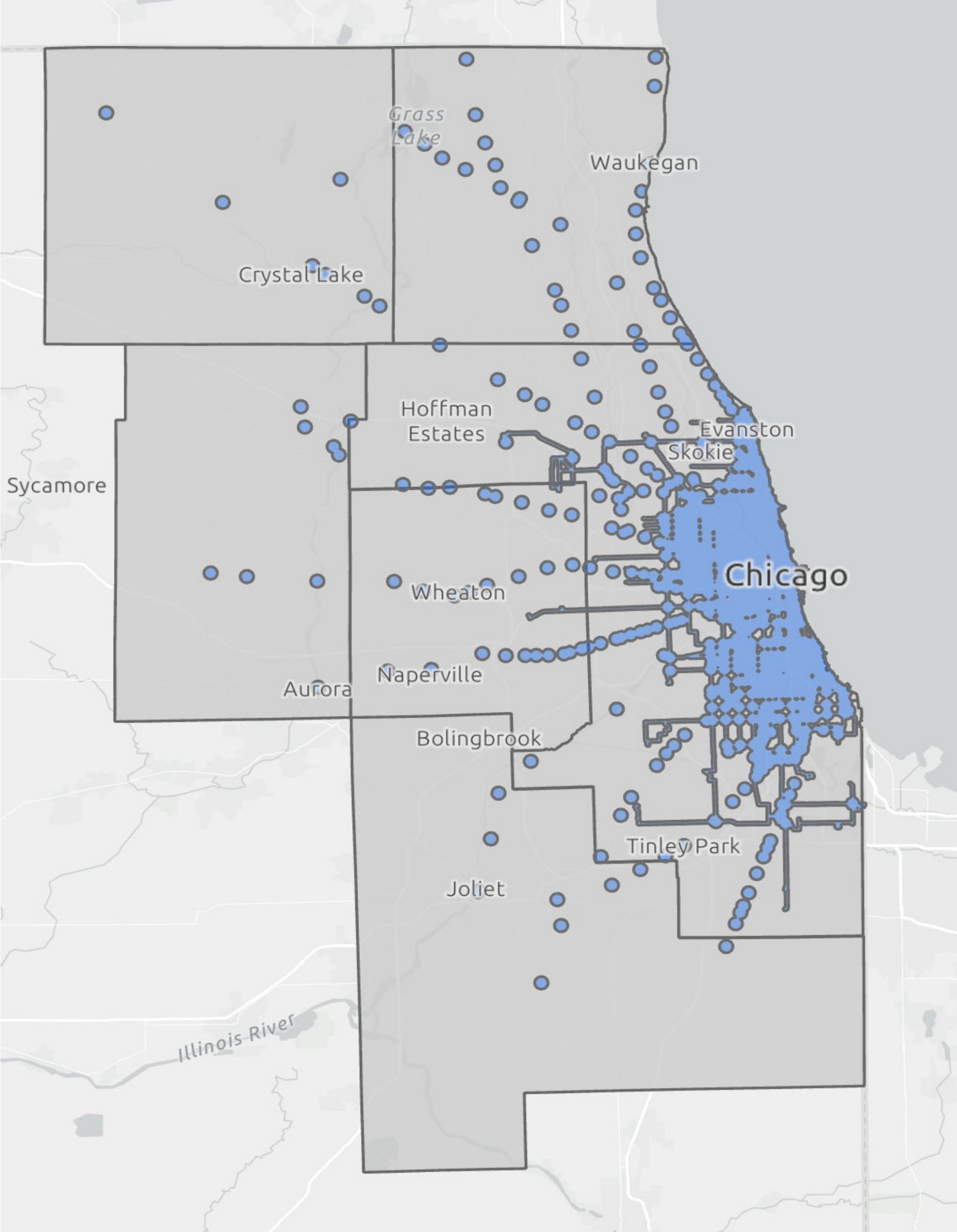
- Included in NITA Act
- Prohibits municipalities from imposing “minimum parking requirements” on new developments located ½ mile from a “public transportation hub” or 1/8 mile from a “public transportation corridor”
  - POPA defines “public transportation hub” as “(i) a rail transit station, (ii) a boat or ferry terminal served by either a bus stop or rail transit station, or (iii) an intersection of 2 or more public transportation corridors.”
  - POPA defines “public transportation corridors” as streets served by “one or more bus routes that have a combined frequency of bus service interval of 15 minutes or less during the morning and afternoon peak commute periods.”
- Effective June 1, 2026

Parking minimums defined

- Part of municipal zoning codes
- Mandate number of off-street parking spaces a developer must build for new developments
- Required spots varies by type of development (residential, commercial)
- Impact on ETOD

Mapping Impacted Areas

- Staff is leading this effort
- Developing in coordination with CTA, Metra, Pace, and CMAP staff
- Policy interpretation and methodology will be documented and available with the map
- Map will interactive and searchable
- Staff recommends that the NITA Board adopt the map in Fall; support local communities through technical assistance for compliance with the law



Release and updates

- Final map, policy and methodology to NITA Board for approval this Fall
- Map to be available on NITA website
- Includes all impacted areas as of January 1, 2027

Implementation Resources

- Map of impacted areas
- Zoning update assistance
- Model zoning and parking regulation ordinance

Joint Development

Defining Joint Development

- Real estate development that occurs on **transit agency owned property**.
- Transit agencies actively participate in joint development projects.
- Partner with private entities through property sales, ground leases, air rights, rent concessions, etc.
- Physically or functionally related to a transit facility and often involves the coordinated improvement of the transit facility and the affected real property.

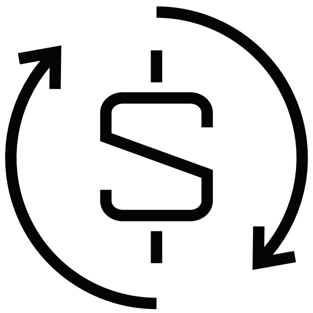
NITA Joint Development Responsibilities

- Half mile of public transportation station or 1/8 mile of bus stop along public transportation route
- State of Illinois grants NITA the authority to develop transit agency-owned properties
- NITA must develop inventory of all real property owned by the Authority or the Service Boards
- NITA must follow all applicable land use laws
- Staff and Consultant began a study last year on Joint Development, which will allow NITA to meet some of these obligations in a timely manner

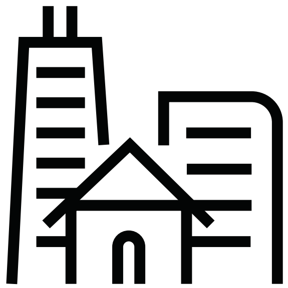
NITA Joint Development

- NITA is given authority to:
  - Pursue joint development
  - Acquire, sell or transfer property or rights for transit-supportive development
  - Enter into contracts to pursue transit-supportive development
  - Borrow money for the purposes of transit-supportive development projects (JD)
  - Use condemnation, but only by local resolution

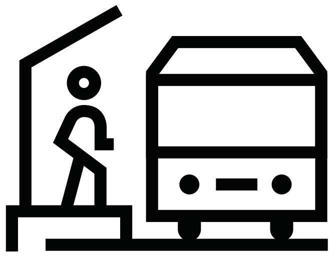
Common Joint Development Priorities



Generate revenue to support transit operations



Increase access to affordable housing



Encourage ridership

Joint Development Programs case studies

MATURITY
CAPACITY
IMPACT

Dallas Area Rapid Transit

MARYLAND DEPARTMENT OF TRANSPORTATION

Denver Regional Transportation District

Washington Metropolitan Area Transportation Authority

LA County Metro

Case Study takeaways

- Land ownership drives scale of program
- Opportunity for new revenue is limited
- Dedicated staff is critical to program success
- Partnerships are crucial

Developable Site Inventory

Storage Yards

Limited, mobile storage-related use

+

Park n' Rides

Parking lots serving transit-service locations

+

Surplus and/or Vacant Land

Vacant land owned by Service Boards

=

Developable Site Inventory

Properties that can be leveraged for joint development

Service Board land inventory

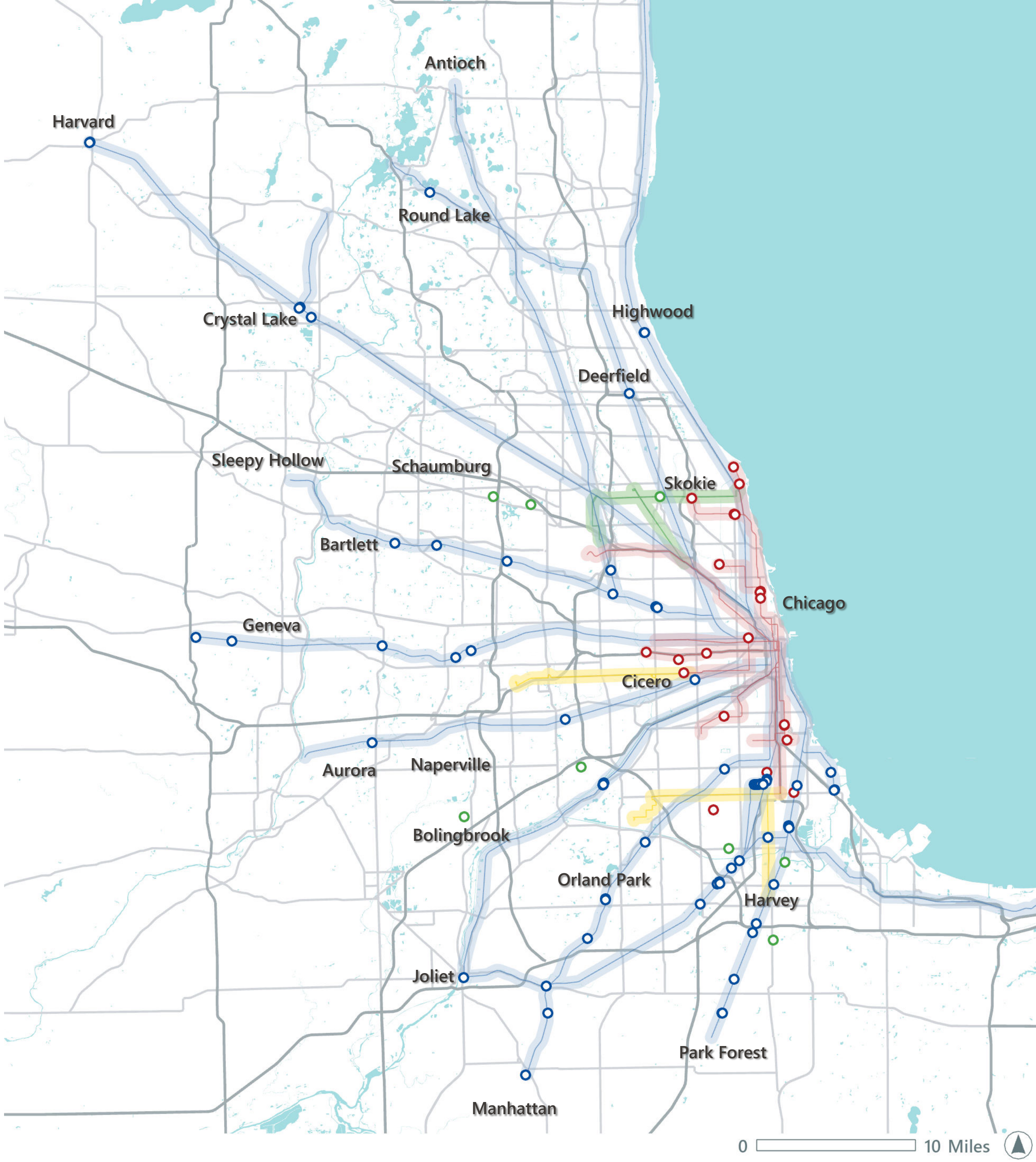
92

DEVELOPABLE SITES [1]

19 CTA

65 Metra

8 Pace

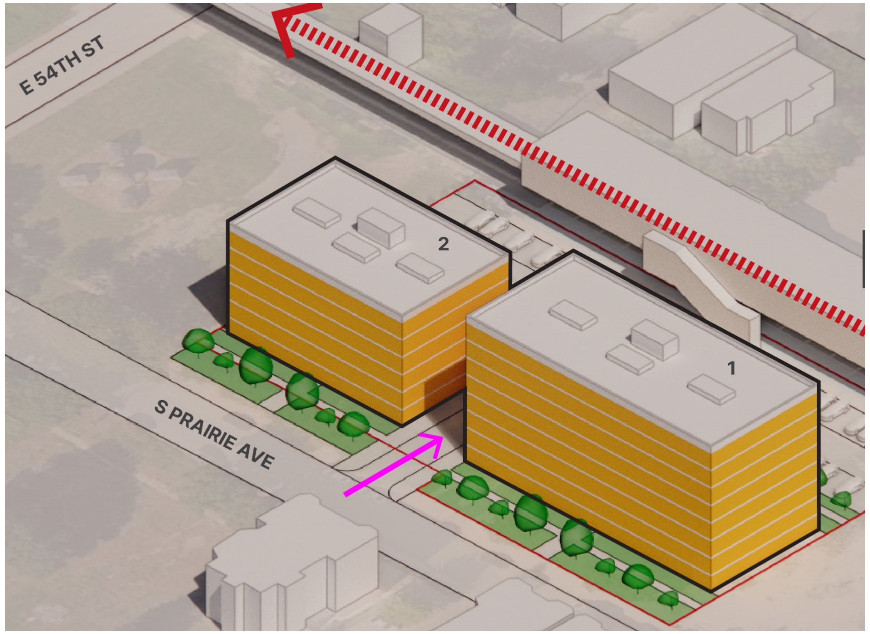


[1] In some cases, developable sites may include multiple parcels directly adjacent to each other.

Source: CTA, Metra, Pace

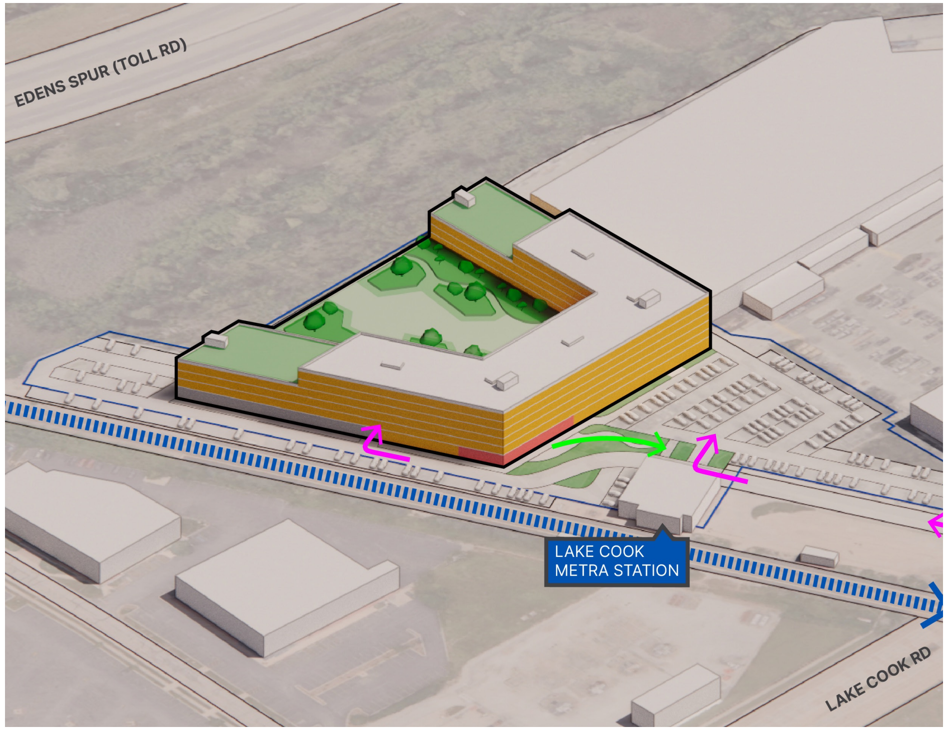
Test Site Scenario:
5441 Prairie Ave, Chicago

- Garfield Green Line CTA Station
- Existing commuter parking lot owned by CTA
- Two buildings provide 120 units (78 market rate, 42 affordable)
- Eliminating commuter parking; only parking will be for residential units



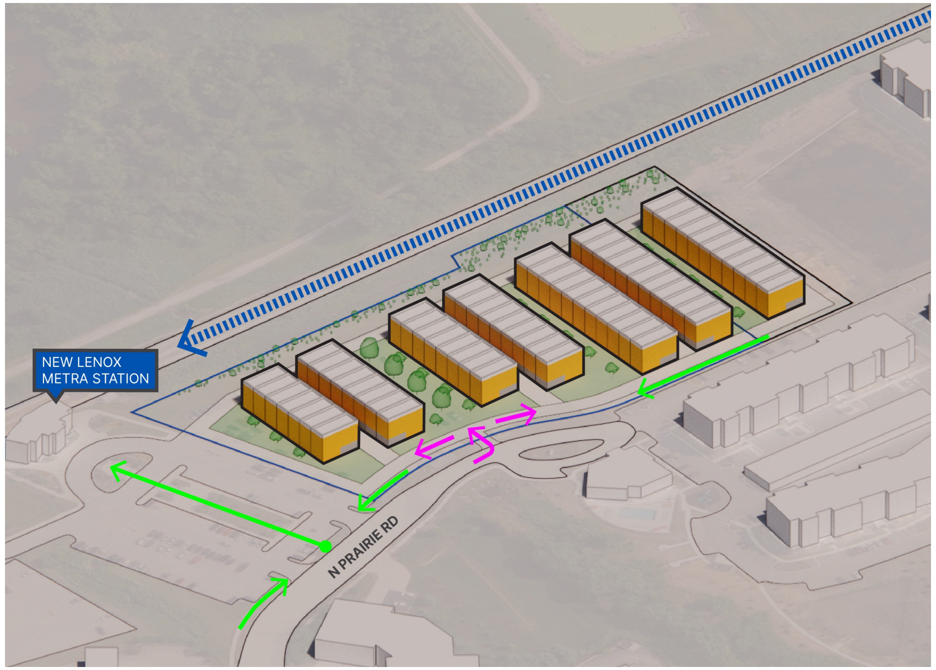
Test Site Scenario:
601 Lake Cook Road, Deerfield

- Lake Cook Metra Station
- Underutilized Metra owned commuter parking lot
- Concept includes 268 market rate residential units around a 2-story structured parking podium and shared amenity deck
- Direct pedestrian connection to Metra Station
- Assumes reduced commuter parking



Test Site Scenario:
300 N Church Street, New Lenox

- New Lenox Metra Station
- Underutilized Metra owned commuter parking lot
- Concept includes 65 market rate 3-bedroom residential townhome units
- Eliminating commuter parking on this lot; residential parking is integrated in the units



Next steps

- Finalize financial scenarios and concept testing
- Develop the program administrative approach
- Finalize developable parcel inventory
- Present recommended program approach to NITA Board

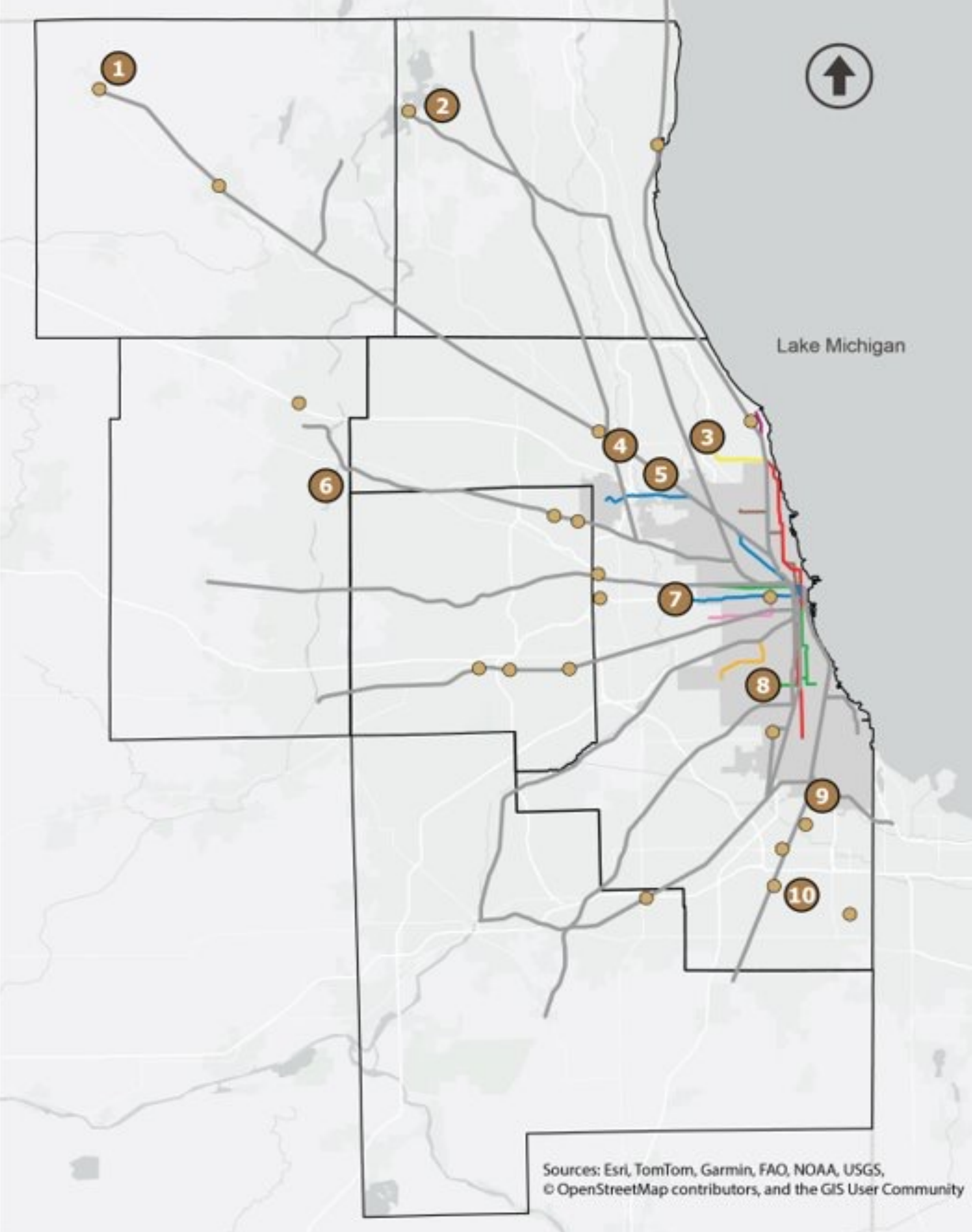
Transit Supportive Development Incentive Program

Transit Supportive Development Incentive Program

- Transit-Supportive Development Incentive Fund using NITA funding
- Competitive program to fund for operating or capital grants or loans to Service Boards, transportation agencies, or units of local government
- Project types include:
  - Investment in transit-supportive residential or commercial development
  - Drafting or implementing land use, parking, zoning laws and ordinances
  - Resources for increased public transportation services for transit-supportive developments
- Some overlap with the existing Community Planning program

Community Planning Program

- Community Planning Program's 28th Year
- Technical Assistance for Land Use and Transportation Planning.
- Planning for housing and jobs near transit.
- Developing walkable communities with access to transit.



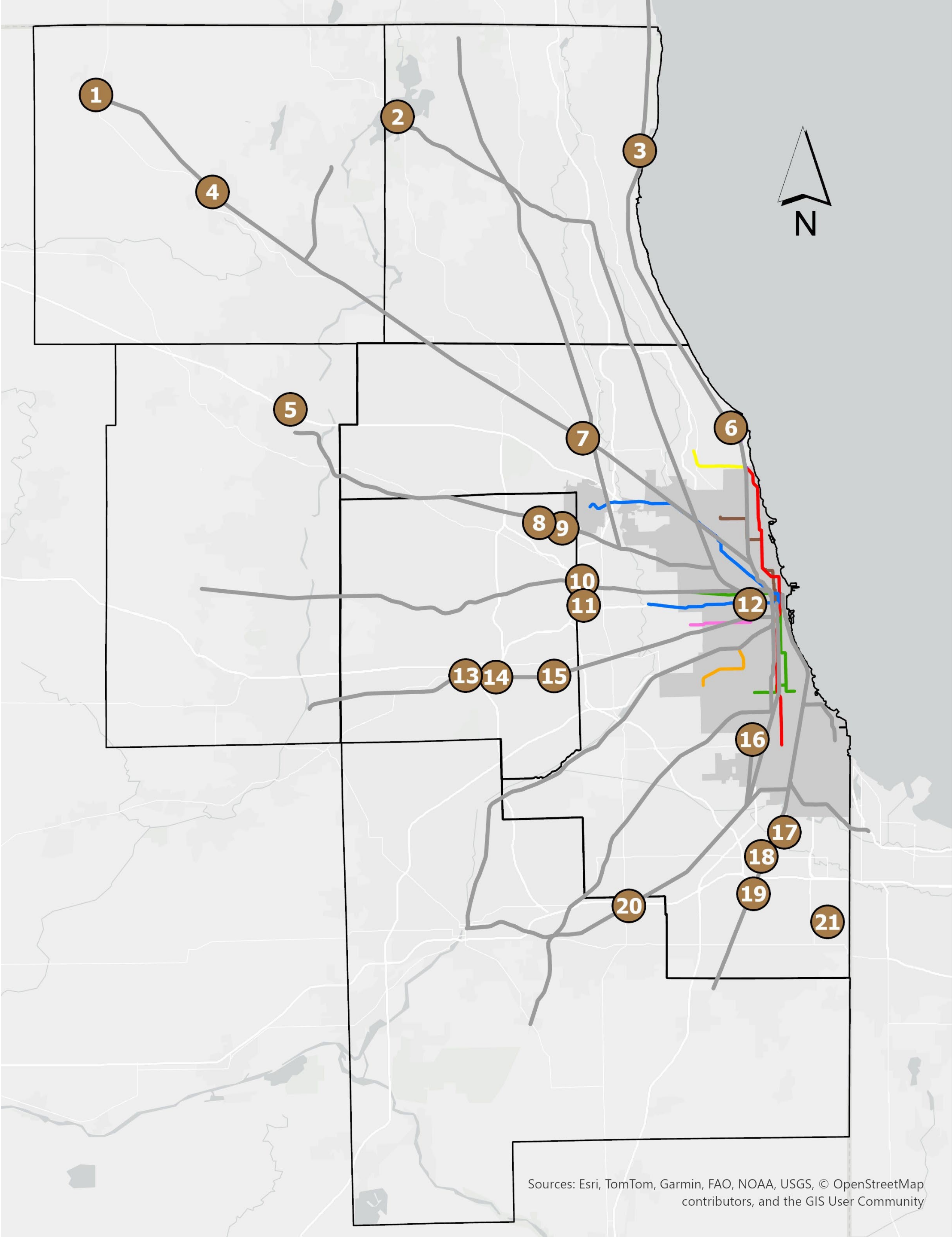
Pedestrian Access to Transit

Pedestrian Access to Transit

- Identify and prioritize sidewalk improvements to provide safe pedestrian access to transit
- Local governments may request reimbursement from NITA for sidewalks, bus pads or shelters as part of roadway projects.
- NITA can provide rules for the program, including annual budget amount.
- Similarities with the RTA's existing Access to Transit Program

2026 Access to Transit Program of Projects

1. Harvard
2. Fox Lake
3. Waukegan
4. Woodstock
5. Kane County DOT
6. Metra - Central Street Station
7. Des Plaines
8. Wood Dale
9. Bensenville
10. Berkeley
11. Hillside
12. Illinois Medical District
13. Metra - Lisle Station
14. Downers Grove
15. Metra - Clarendon Hills Station
16. Chicago Department of Transportation
17. Phoenix
18. Harvey
19. Homewood
20. Metra - Hickory Street Station
21. Lynwood



Decisions in front of NITA during transition

- Advance the People over Parking Map, set cadence for future updates
- Support local communities with technical assistance
- Define the size and scope of NITA’s transit supportive development portfolio
- Launch the joint development program
- Approve funding levels to implement the provisions in the NITA Act

6. New Business

Adjournment

The next Ad Hoc Committee meeting is scheduled for Thursday, August 13.

The next meeting of the RTA Board of Directors is scheduled for Thursday, August 20.

Stay connected

rtachicago.org

transitistheanswer.org

Connections blog – rtachicago.org/blog

facebook.com/Chicago RTA

instagram.com/@RTA_Chicago

threads.net/@rta_chicago

tiktok.com/@rta_chicago

twitter.com/@RTA_Chicago

youtube.com/Chicago RTA

@rtachicago.bsky.social