Meeting of the RTA Board of Directors

May 21, 2026

Welcome! Meeting Starts at 8:00 a.m.

Meeting Agenda: rtachicago.org

Regional Transportation Authority

1. Call to order

Pledge of allegiance

RTA Board of Directors meeting

- Roll call

3. Executive Session

Illinois Open Meetings Act Section 2(c)(29)

RTA Board of Directors meeting

- Approval of minutes

5. Public Comment

6. Executive Director’s report

Legislative update

Today’s agenda

7. Information items

7a. Update on the activities of the RTA Transit Access Citizens' Advisory Board

8. Action items

8a. Resolutions certifying Financial results - First Quarter 2026 and quarterly performance measures

Performance Measurement Update

- Omnibus data reporting requirements from Illinois PA 103-0281 have ended
- Service Boards and RTA are continuing to update the monthly dashboards on service, staffing, and public safety measures
- This information report summarizes the latest updates from Q1 2026
- NITA will design a regional performance measurement framework

	DATA POINT	CTA	METRA	PACE
STAFFING	Budgeted positions	√	√	√
	Current positions employed	√	√	√
	Hired staff	√	√	√
	Attrition	√	√	√
	Staff in training	√	√	√
	Absenteeism rates	√	√	√
SERVICE	Scheduled service	√	√	√
	Delivered service	√	√	√
	Percent scheduled service delivered	√	√	√
	Revenue miles driven	√	√	√
	Excess wait times	√	√	√
SAFETY & SECURITY	Number of crime incidents	√	√	√
	Number of code of conduct violations	√	√	√
	Effectiveness of safety/security investments	√	√	√

Chicago Transit Authority

Monthly figures are subjec

Percentage differences shown in percer

Return to

Summary of Key Performance Metrics for April 2026

Difference as compared to April 2025. For more information go to detailed pages.

Ridership

Ridership	Difference
28.4M	+0.6M

Ridership comparison is for Mar 2026 compared to Mar 2025

Absenteeism

Department	% Unavailable	Difference
Bus Operations	13.6%	+0.4%
Rail Operations	14.7%	+0.9%

Rail Headways

2x+ Headways	Difference
3,567	+131

Includes double and triple headways

% of Service Delivered

Type	% Delivered	Difference
Bus	99.9%	+0.4%
Rail	84.7%	-2.4%

Headcount

Position	Headcount	Difference
Bus Operator	4,235	+114
Rail Operations	829	4

See Headcount page for position definitions.

Facilities Uptime

Type	Uptime	Difference
Elevator	97.1%	+0.4%
Escalator	92.1%	-0.5%

Bus Big Gaps

Big Gaps	Difference
3.6%	-1.4%

Rail Daily Avg. Trips

Day Type	Avg Trips	Difference
Weekday	1,861	-39
Saturday	1,636	+28
Sunday	1,472	-22

Hiring

Position	Hired	Yearly Hired
Bus Operator	55	1,022

Deep Cleans

Type	Deep Cleans	Difference
Bus	4,296	+413

Slow Zones

% Slow Zones	Difference
17.1%	-2.4%

Bus Daily Avg. Hours

Day Type	Avg Hrs	Difference
Weekday	16,271	+717

CTA: transitchicago.com/performance/#kpis

Performance measures on this page are published monthly in accordance with Illinois Public Act 103-0281

Service

Report Month

2026-03

Scheduled & Completed Trips | Scheduled & On-Time Trips | Excess Wait Time | Vehicle Revenue Miles

Delayed Train
Any regularly scheduled train arriving at its last station stop six or more minutes behind schedule

Delayed Trains by Duration

Delay Grouping	BNSF	HC	MD-N	MD-W	ME	NCS	RI	SWS	UP-N	UP-NW	UP-W	Total
On Time	2,265	119	1,265	1,261	3,402	284	2,000	620	1,769	1,843	1,354	**16,182**
Less than 15 Minutes	117	5	46	47	14	18	34	21	31	60	48	**441**
15 Minutes or More	87	7	47	26	13	2	6	15	25	39	45	**312**
Annullments	31	1	10	2	1	4	5	4	9	18	5	**90**
Total	**2,500**	**132**	**1,368**	**1,336**	**3,430**	**308**	**2,045**	**660**	**1,834**	**1,960**	**1,452**	**17,025**

Delayed Trains by Duration

Percent of Delayed Trains by Duration

Delay Grouping	BNSF	HC	MD-N	MD-W	ME	NCS	RI	SWS	UP-N	UP-NW	UP-W	Total
On Time	90.6%	90.2%	92.5%	94.4%	99.2%	92.2%	97.8%	93.9%	96.5%	94.0%	93.3%	**95.0%**
Less than 15 Minutes	4.7%	3.8%	3.4%	3.5%	0.4%	5.8%	1.7%	3.2%	1.7%	3.1%	3.3%	**2.6%**
15 Minutes or More	3.5%	5.3%	3.4%	1.9%	0.4%	0.6%	0.3%	2.3%	1.4%	2.0%	3.1%	**1.8%**
Annullments	1.2%	0.8%	0.7%	0.1%	0.0%	1.3%	0.2%	0.6%	0.5%	0.9%	0.3%	**0.5%**
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Employee Data

The following statistics track the number of bus operators (drivers) who work directly for Pace.

Metric	Jan 2025	Feb 2025	Mar 2025	Apr 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	Mar 2026
Number of budgeted positions as of first of the month	1,171	1,171	1,192	1,192	1,192	1,195	1,195	1,196	1,196	1,196	1196	1,205	1,205	1,205	1,226
Current positions employed as of first of the month	1,064	1,056	1,065	1,088	1,110	1,099	1,115	1,116	1,133	1,142	1,133	1,137	1,120	1,111	1,109
Operators hired during the month	22	35	40	49	26	38	32	45	31	32	32	13	19	17	12
Operators lost to attrition during the month	30	26	17	37	27	22	31	28	22	41	28	30	27	19	25
Operators in training as of first of the month	152	162	150	128	139	121	122	102	91	67	53	44	56	79	117
Operator absenteeism rate during the month	12.87%	14.03%	12.34%	12.95%	13.22%	12.95%	12.92%	13.26%	13.97%	14.07%	12.73%	12.46%	12.26%	12.41%	12.15%

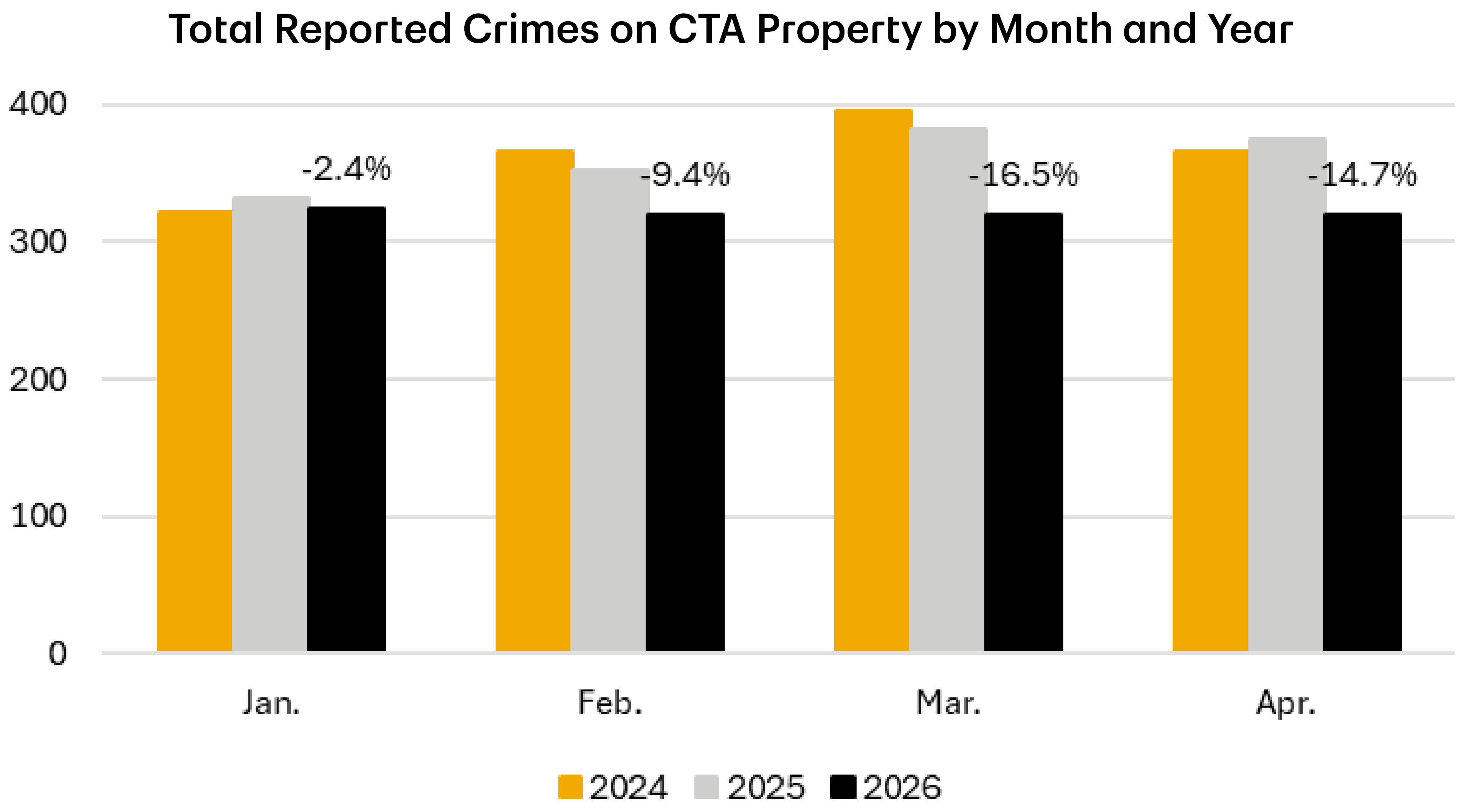
Pace: pacebus.com/performance-measures

Performance Measures

Month	Jan 2025	Feb 2025	Mar 2025	Apr 2025	May 2025	June 2025	July 2025	Aug 2025	Sept 2025	Oct 2025	Nov 2025	Dec 2025	Jan 2026	Feb 2026	Mar 2026
Number of Trips (Chicago)	170,368	159,857	177,697	184,290	181,913	171,900	179,764	177,317	177,130	196,995	171,968	178,947	173,354	180,851	198,277
On-Time Performance (Chicago)	98%	97%	98%	97%	96%	96%	97%	97%	97%	97%	97%	96%	97%	97%	97%
Number of Trips (Suburbs)	76,672	71,870	80,044	82,837	79,865	73,845	77,665	76,738	78,423	87,063	73,078	74,857	75,485	77,374	83,603
On Time Performance (Suburbs)	99%	99%	99%	99%	98%	99%	98%	98%	99%	99%	99%	98%	99%	99%	99%
Number of Trips (Regional Total)	247,040	231,727	257,741	267,127	261,778	245,754	257,429	254,055	255,553	284,058	245,046	253,804	248,839	258,225	281,880
On Time Performance (Regional Total)	98%	98%	98%	98%	97%	97%	98%	97%	98%	98%	98%	97%	98%	97%	98%

Pace ADA Paratransit: pacebus.com/ada-rider-resources

Safety & Security: CPD Data



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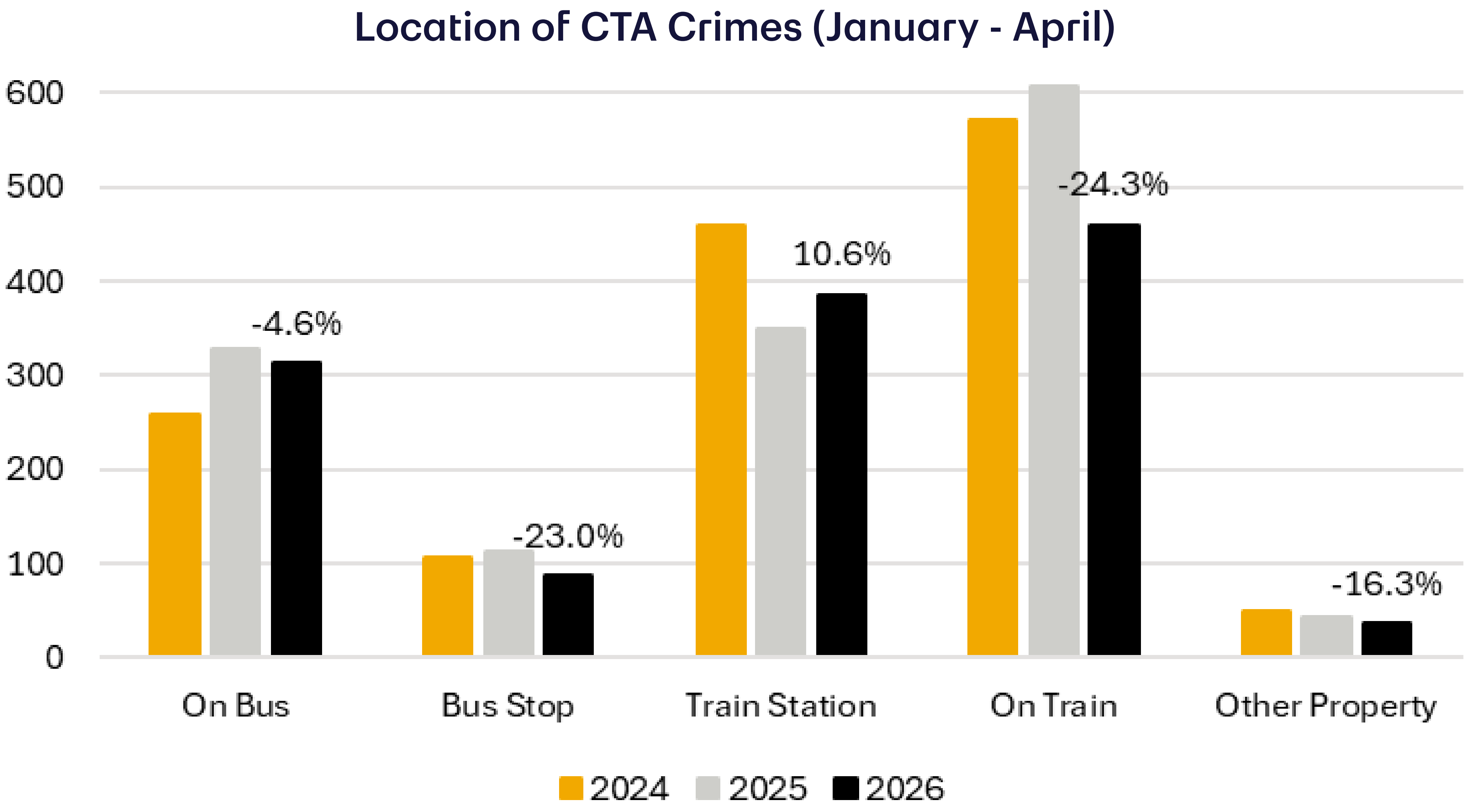


RTA Customer Panel: Public Safety

On a scale of 1-10, please indicate how strongly you would agree with the statements below using your primary mode of travel?

Scores of six or higher	Q1 2026	Q4 2025	Q3 2025	Q2 2025	Q1 2025
I feel safe when traveling from home to my first station	**74%**	68%	70%	71%	71%
I feel safe when waiting at stations/stops	**66%**	61%	62%	64%	63%
I feel safe on the bus or train	**62%**	57%	62%	64%	61%
I feel safe when traveling to my final destination from where I get off my bus/train	**74%**	69%	70%	72%	71%

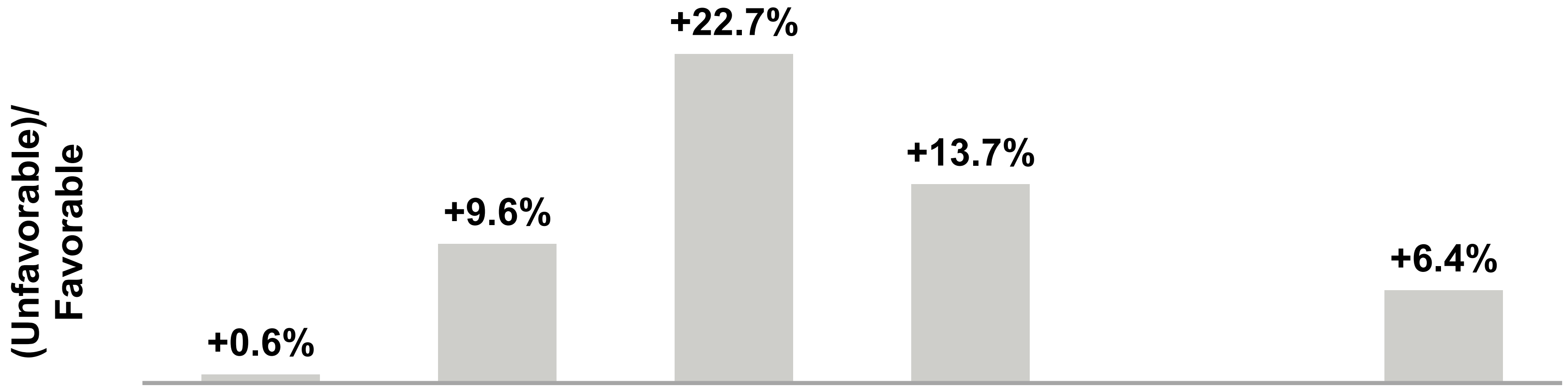
n varies

Next Steps

- Continue monthly updates to performance dashboards
- Conduct and report on quarterly customer panel surveys
- Collaborate with Service Boards and other agencies to measure effectiveness of new investments, including public safety pilots

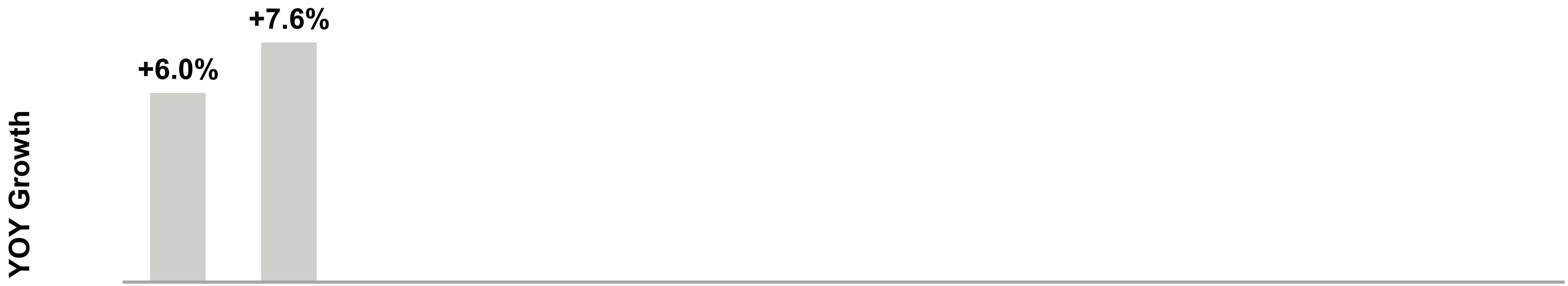
Finance

Operating deficit variances from budget YTD through March 2026



(in millions)	CTA	Metra	Pace	ADA	Region
Budget	($450.4)	($222.1)	($80.6)	($81.0)	($834.1)
Actual	($447.9)	($200.9)	($62.3)	($70.0)	($781.0)
Variance	$2.5	$21.3	$18.3	$11.1	$53.1

Monthly sales tax growth through February 2026



(in millions)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2026 YTD
2025 receipts	$137.4	$129.2											$266.6
2026 receipts	$145.7	$139.9											$285.6
Growth	$8.3	$10.7*											$19.0

*Feb. Sales Tax is an estimate based on comptroller warrants received by RTA

8b. Approval of Letters of Understanding with Indiana and Wisconsin for the 2026 Federal Funding Allocations and Amendment of the 2026-2030 Capital Program

2026 Regional Federal Formula Allocations (in millions)

2026 Regional Federal Formula Funds	Funding	Percent
Regional Transportation Authority	$782.62	95.66%
Northwestern Indiana Regional Planning Commission (NIRPC)	35.39	4.33%
Southeastern Wisconsin Regional Planning Commission (SEWRPC)	0.13	0.02%
2026-2030 Capital Program Available	**$818.14**	**100%**

2026 Regional Federal Formula Allocations (in millions)

2026 Regional Federal Formula Funds	2026 Estimate	2026 Actual	Change
CTA	$444.44	$460.86	$16.42
Metra	244.18	253.20	9.02
Pace	$55.83	57.90	2.07
Total 2026 Full Regional Federal Formula Funds	**$744.46**	**$771.96**	**$27.49**

2026-2030 Funding changes (in millions)

2026-2030 Funding Changes	Current	Change	Proposed
Chicago Transit Authority	$5,901.9	$33.2	$5,935.0
Metra	2,123.7	124.8	2,248.6
Pace	445.1	4.8	449.9
RTA	18.8	(4.2)	14.6
2026-2030 Capital Program Available	**$8,489.5**	**$158.5**	**$8,648.0**

New Competitive Funding: $4.7M

Community Project Funding

- **Metra: $2.27M**
  - O'Hare Express Infrastructure
  - 91st /Beverly Station Improvements
- **Pace: $2.46M**
  - Transit Signal Priority (TSP)
  - 95th St/Western Ave Queue Jump

Reclaimed Performance-Based Funding: $4.2M

- **Metra: $4.00M**
  - Zero-Emission Trainsets
- **Pace: $0.22M**
  - Pulse Cermak/22nd Line

Reprogrammed Funding: $108.2M

Metra is reprogramming Rebuild IL Bond funds and older State PAYGO funds

- Zero-Emission Trainsets
- Five Bridge Projects
- Auburn Park Station
- Westmont Station

Proposed ordinances for approval

- Attachments to the Letters of Understanding with Indiana and Wisconsin
- Amendment of the 2026-2030 Capital Program

8c. Ordinance approving the 2026 Budget Amendment

Budget Amendment will set NITA up for success

- Increase staffing levels across the Service Boards and partner agencies
- Make the system more secure for riders and operators
- Enhanced transit service delivery and reliability
- Seamless and affordable fares
- Improved customer experience and information
- Budget for regional priorities will live at RTA/NITA to ensure coordinated implementation with CTA, Metra, and Pace

Public comment

- April 20 – May 8
- Transit is the Answer Coalition meeting held April 29
- 40+ emails
- 100+ attendees

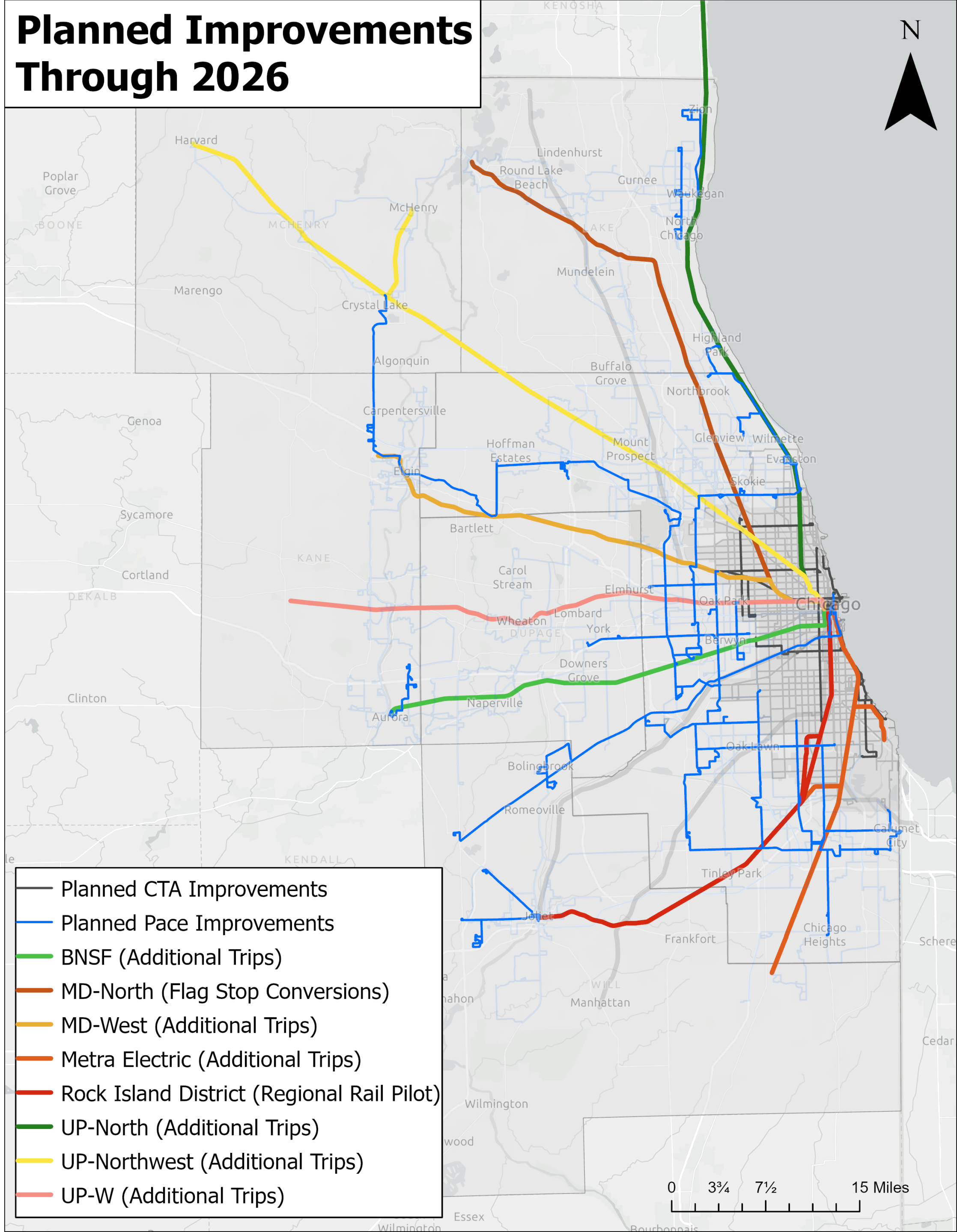
Public safety & security

Investments in Holistic Solutions: More Officers and Non-police Specialists

- More CPD VSEP Officers and Cook County Sheriff's Office pilot on CTA
- Additional Metra Police staffing and State Police directed support at Pace facilities
- Pace bus shields for Operators; CTA bus shields funded in 2026 Budget
- NITA Public Safety Taskforce and Office of Public Safety administration
- CTA Crisis Intervention Specialists and Outreach Programs
- Additional State/County Health and Human Services Support

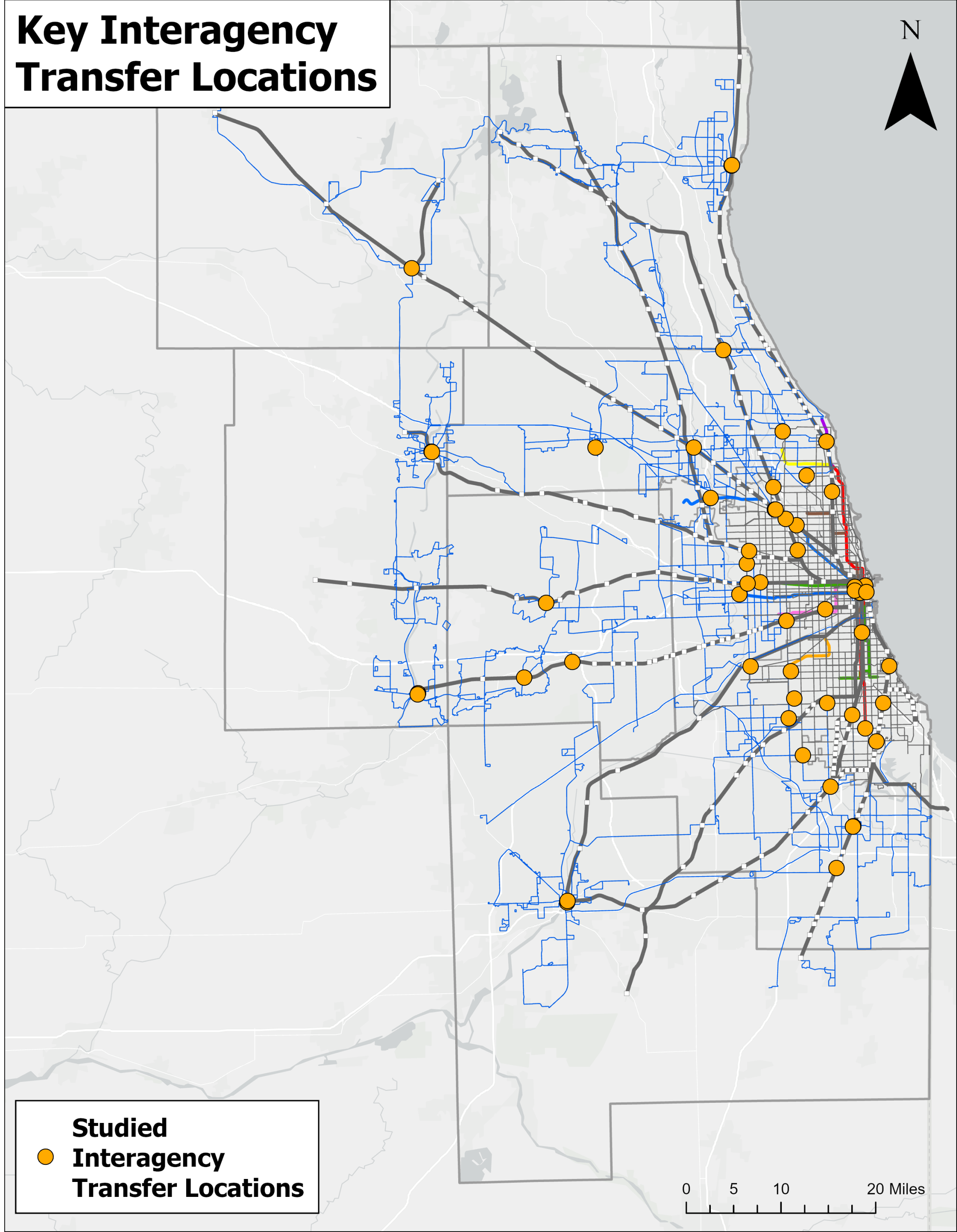
2026 Service Enhancements

- **CTA**
  - 4 frequent network additions
  - #10 & #57 Extension
  - Rail and bus reliability upgrades
- **Metra**
  - Rock Island Regional Rail pilot
  - Added runs across lines
  - Conversion of flag stops to regular stops
- **Pace**
  - Improved weekday and weekend frequency and span on 8+ routes
  - Weekend garage staffing



Regional Service Planning

- Cataloging all 2026 service changes
- Regionalizing existing network planning
- Interagency transfer analysis
- Collaborative process with Service Board planners
- Set NITA up for success

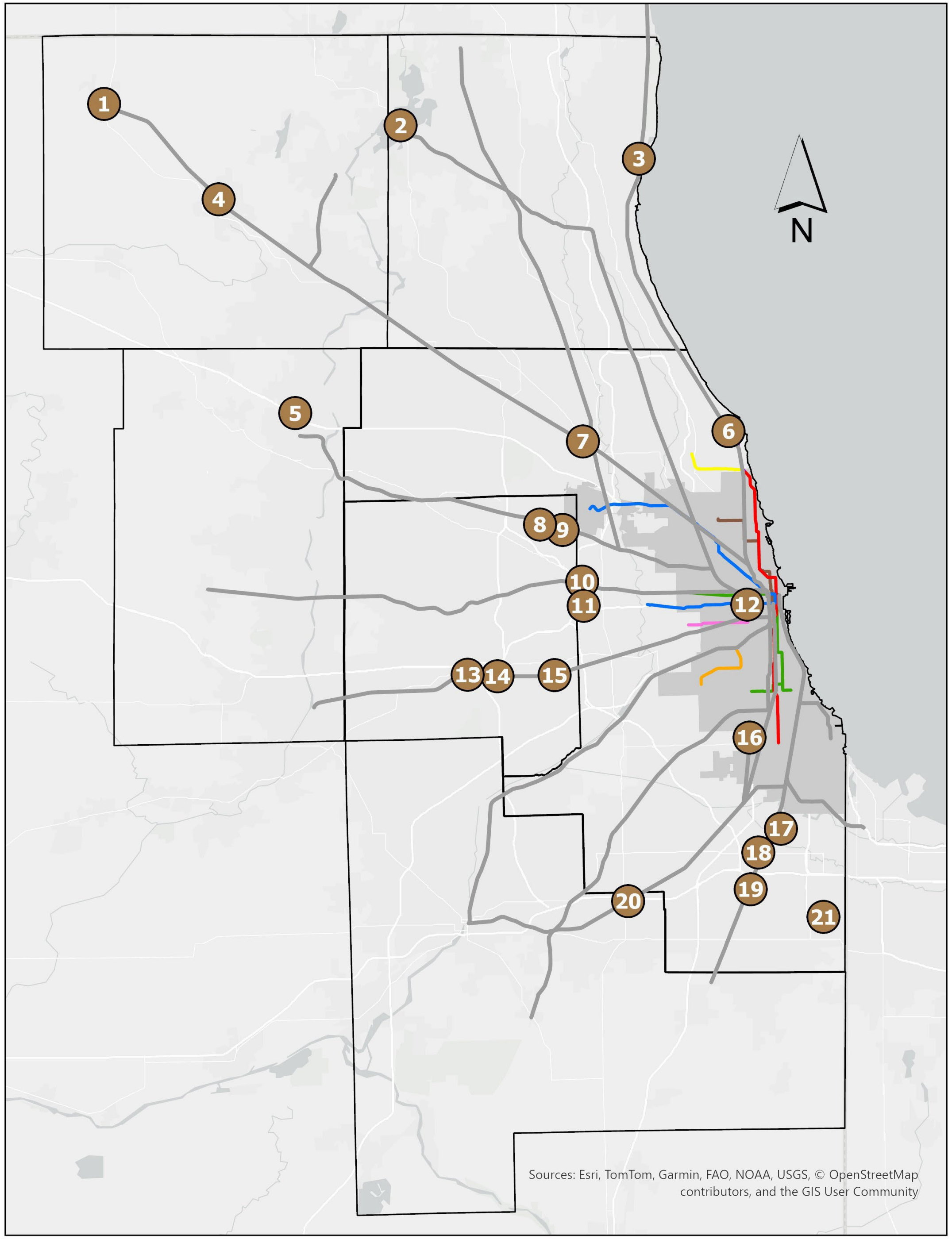


Land-use: Access to Transit Program of Projects

- Call Open:
  November 22, 2025 – January 16, 2026
- 34 applications submitted
- Staff review: January – March
- 21 project awards

Proposed Access to Transit Program of Projects (2026)

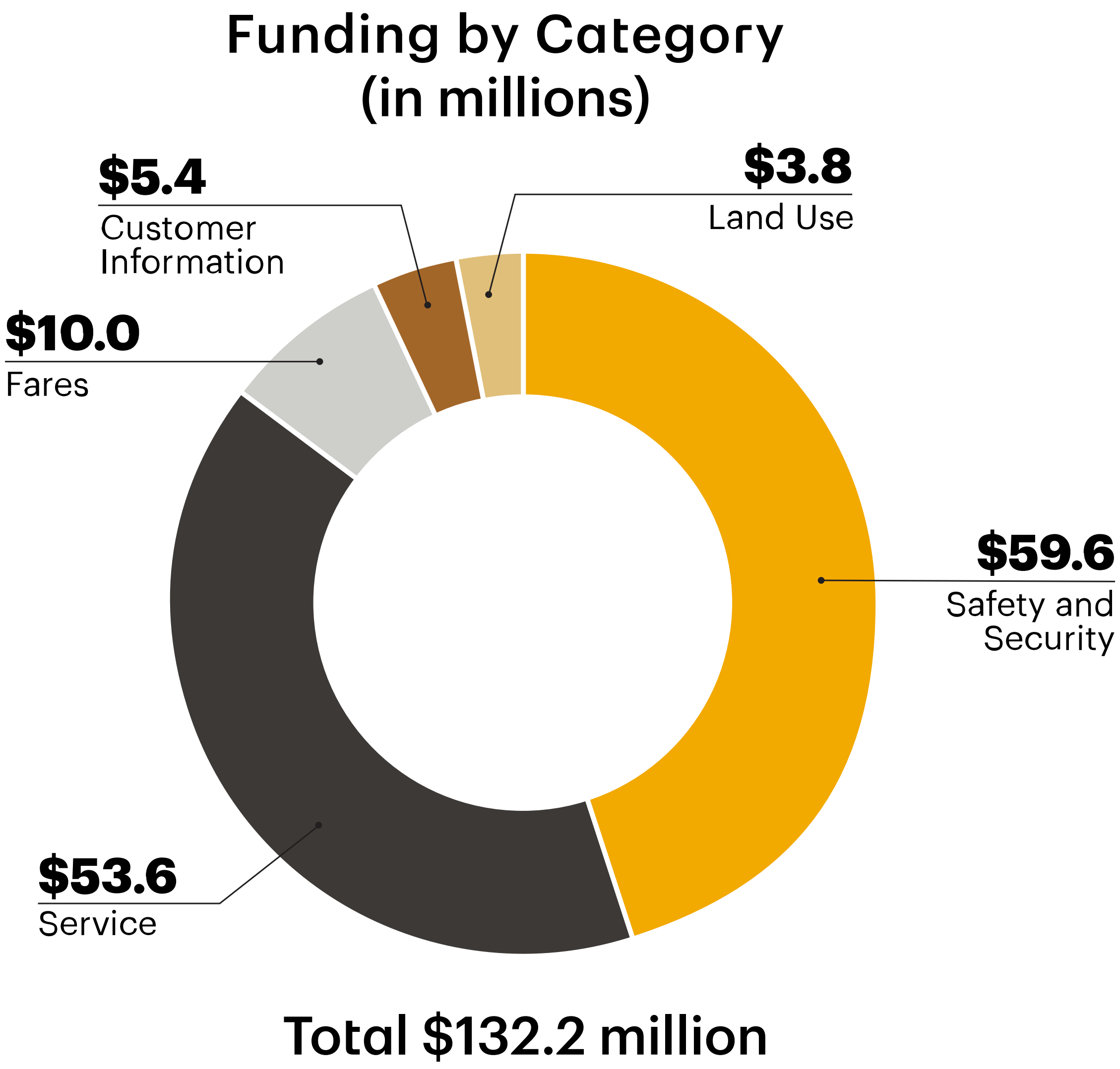
1. Harvard
2. Fox Lake
3. Waukegan
4. Woodstock
5. Kane County DOT
6. Metra - Central Street Station
7. Des Plaines
8. Wood Dale
9. Bensenville
10. Berkeley
11. Hillside
12. Illinois Medical District
13. Metra - Lisle Station
14. Downers Grove
15. Metra - Clarendon Hills Station
16. Chicago Department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



Fare Programs and Customer Information

- Expansion of the Access Pilot to CTA and Pace, bringing income-based reduced fare program to all fixed route services across our region this fall
- Merging pre-tax transit benefits programs offered by CTA and RTA into one unified regional program at NITA
- Advancing an accessible, unified rider experience through pilots of signage and transfer upgrades at key inter-agency locations across six counties
- Language and accessibility improvements, standardization across the network

Proposed 2026 amendment



Funding by Agency
(in millions)

CTA	$64.1
Metra	$22.0
Pace	$8.5
RTA/NITA	$37.6
Total	**$132.2**

Proposed 2026 Funding Increases by Agency and Area

(in millions)	Public Safety	Improved Service	Customer Information	Fare Programs	Land Use	Total
CTA	$32.3	$31.8	---	---	---	**$64.1**
Metra	$5.7	$16.3	---	---	---	**$22.0**
Pace	$3.0	$5.5	---	---	---	**$8.5**
RTA/NITA	$18.5	---	$5.4	$10.0	$3.8	**$37.6**
Total	**$59.5**	**$53.6**	**$5.4**	**$10.0**	**$3.8**	**$132.2**

Cash flow changes

In addition to the allocation of additional discretionary funding, the proposed budget amendment changes the timing of certain 2026 funding components:

- Mitigates potential cash shortfall at CTA prior to initiation of new funding
  - Earlier distribution of 2026 Innovation, Coordination, and Enhancement funding (CTA)
  - Earlier distribution of 2026 non-statutory Sales Tax I (CTA)
  - Earlier distribution of 2026 Sales Tax II (CTA, Metra, and Pace)

Next steps

- Staff recommends approval of the 2026 funding and operating budget amendment:
  - Allocates $132.2 million of additional discretionary funding to support rider-focused initiatives
  - Approves other changes in budgeted 2026 cash flow
  - Retains $187 million of discretionary funding to be held in reserve at NITA
- CTA, Metra, and Pace Boards amend operating budgets with the approved changes
- RTA/NITA will begin reporting financial results against the revised budgets in July
- Agencies will determine implementation timelines of new initiatives
- Staff will coordinate with Service Boards to provide quarterly updates on performance measurement and effectiveness of these investments

8d. Ordinance approving the 2027 Budget Call for the Annual Operating Budget, Two-Year Financial Plan, and Five-Year Capital Program

Budget call – purpose

- Defines budget and program process
- Sets budget calendar and deadlines
- Identifies statutory and other requirements
- Conforms to budget criteria set forth in NITA Act

Budget Call – key components

- Regional economic outlook
- Statement of revenues and expenses
- Implementation of efficiencies
- Operating statistics
- Recovery ratio calculations
- Capital program projects

Considerations for 2027

- New operating funding sources and new funding allocation methodology
- New recovery ratio requirement
- Efficiencies requirement
- 2026 amendment carries forward
- Prohibition on operating funding for capital
- Fare increase moratorium until June 1, 2027
- Updated metrics for capital evaluation

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
  - 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

Proposed budget calendar

• June	Budget Working Group develops 2027-2031 funding amounts
• July 16	Board considers adoption of 2027-2031 funding amounts
• Sep 4	Deadline for Capital Evaluations to NITA
• Sep 11	Deadline for Capital Budgets to NITA
• Sep 18	Deadline for Service Board Budget submittals to NITA
• Oct 15	Service Boards present budgets at NITA Board meeting
• Oct-Nov	NITA staff present Regional Budget and Program to six County Boards
• Early Nov	NITA Regional Budget and Capital Program public hearings
• Nov 19	NITA Board considers adoption of 2027 Regional Budget and Capital Program
• Dec	CTA, Metra, and Pace Boards adopt individual NITA-approved budgets

8e. Ordinance approving the Combining Financial Report and certifying compliance with the RTA Act recovery ratio requirement

8f. Ordinance to adopt the Coordinated Human Services Transportation Plan (HSTP)

HSTP overview

- Identifies transportation needs for seniors, individuals with disabilities and people with low incomes
- Identifies goals and strategies to meet those needs
- Federally required to continue to receive Section 5310 funding
- Previous plan adopted in 2021

HSTP timeline

June-September 2025

- Project Kick Off
- Demographic Analysis
- Provider Inventory

October-December 2025

- Public outreach
- Needs and Gaps Assessment

January-February 2026

- Needs prioritization
- Create goals

March-May 2026

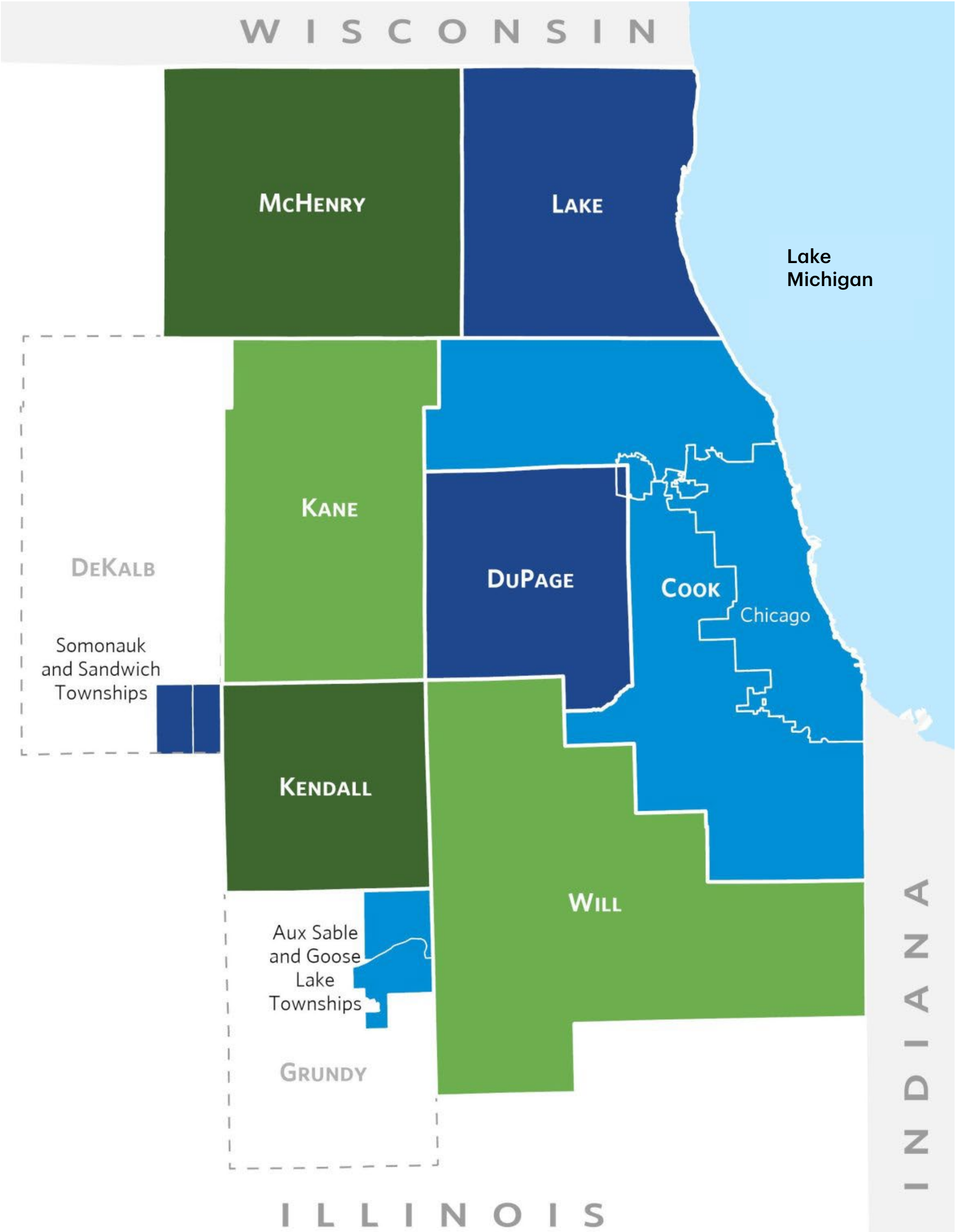
- Strategies development
- Finalize plan

Public engagement

- Project Advisory Committee Meetings (4)
- Focus Groups (4)
- Stakeholder Interviews (26)
- Virtual Public Meetings (2)
- Online Survey (100 responses)

Study area

- The HSTP covers a slightly different study area from the RTA region
- The study area includes Cook, DuPage, Kane, Lake, McHenry, and Will Counties, the urbanized portion of Kendall County, Aux Sable and Goose Lake Townships in Grundy County, and Sandwich and Somonauk Townships in DeKalb County



Unmet needs

1. Limited operating hours/days create barriers to using transportation for local or multi-jurisdictional trips, especially on nights and weekends
2. Geographic boundaries create fragmented trips
3. Complicated information and lack of navigation assistance create rider insecurity
4. Trip costs/fares can be cost-prohibitive and inconsistent
5. Providers' limited capacity for trips makes transportation inaccessible without advance notice

Goals to meet needs

1. Ensure countywide coverage in the region
2. Conduct a regional Dial-A-Ride study
3. Improve the existing subsidy programs for paratransit service
4. Modernize trip scheduling and vehicle location software
5. Expand access to suburban jobs and health and wellness services
6. Enhance travel training and education

Goal #1 - Ensure countywide coverage

Objective

Ensure all townships, cities, villages, and unincorporated areas in NITA region are included in the countywide service areas.

Strategies:

A. NITA will work in partnership with DuPage County to create a borderless, coordinated countywide transit service for older adults, individuals with disabilities and people with low incomes.

B. NITA will work with Cook County agencies to investigate and consider the potential for coordinated countywide services.

Goal #2 - Conduct a regional Dial-A-Ride study

Objective

In accordance with the NITA Act, the Authority will collaborate with Service Boards, counties, townships, and municipalities that operate Dial-A-Ride services to evaluate Dial-A-Ride programs and create recommendations for coordinated service across the region.

Strategies:

A. Conduct a regionwide Dial-A-Ride Coordination study.

B. The Authority may establish a Dial-A-Ride service program policy and authorize the deposit of Authority money into a Dial-A-Ride Service Program Fund. The fund may be used by the Authority to reimburse operating costs to a local government operating Dial-A-Ride service.

Goal #3 - Improve subsidy programs for paratransit

Objectives:

Evaluate current subsidy programs, ensuring policies correspond with regional efforts to offer consistent, sustainable services that align with traditional paratransit and fixed route transit, while providing more options for eligible clients.

Strategies:

A. Coordinate and work towards the consolidation of subsidy programs at the county level

B. Implement and monitor performance metrics

C. Implementation of Action Plan 2

D. Identify partnership to increase Wheelchair Accessible Vehicles

Goal #4 - Modernize scheduling & vehicle location software

Objective

Implement a centralized customer-facing digital trip planning and vehicle arrival information system for all public transportation services in the region, including demand response modes.

Adopt modern trip scheduling software for Pace Dial-A-Ride and partner organizations.

Strategies

A. By July 1, 2028, the Authority will manage digital and web-based trip planning and real-time vehicle arrival information.

B. Conduct an evaluation of scheduling technology options.

C. Integrate modernized software that accommodates varying sensory and communication needs of riders.

Goal #5 - Expand access to suburban jobs, health, and wellness

Objective

Increase the availability and capacity of transportation options in suburban areas across more hours and days to meet the growing demand, including nights and weekends.

Improve pedestrian access to fixed route stations and stops, including Americans with Disabilities Act (ADA) access.

Strategies:

A. Beginning in December 2027, the NITA Board will develop a regionally coordinated transit service plan.

B. NITA will collaborate with municipalities in the region to update zoning and land use plans to support ETOD.

C. Improve access to transit.

Goal #6 - Enhance travel training and education

Objective

Simplify the decision-making process for choosing the best option for a trip. Provide a simple and clearly defined series of steps for riders to use as they choose a provider or mode of transportation.

Strategies:

A. Create new partnerships between mobility managers and local community organizations.

B. Participate in community events to share information about current and new services.

C. Expand training options within the Travel Training program.

Next steps

- Plan distribution and presentations
- Regional Dial-A-Ride Study (Winter 2026)
- Section 5310 Call for Projects (Spring 2027)
- NITA transition and further regional coordination

8g. Ordinance authorizing a Contract for Human Capital Management System

8h. Ordinance authorizing the Purchase of Excess Liability Insurance Coverage by the RTA's Loss Financing Plan / Joint Self-Insurance Fund

8i. Approval of travel expense reimbursement(s)

9. New Business

Adjournment

The next meeting of the RTA Board of Directors is scheduled for Monday, June 1.

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