



Moves the Suburbs

Fare Integration

Did you know?

- CTA bus and train service makes stops in **over 30 suburban municipalities** every day. Pace provides vital bus service throughout the suburbs but in addition, on an average weekday **CTA provides about a third of all bus rides in the suburbs**. On an average weekday in October 2023:
 - CTA saw nearly 27,000 rides from its bus stops serving suburban communities.
 - CTA saw over 20,000 rides from its 21 rail stations across 7 suburban communities.
- CTA provided 85% of all regional transit rides in 2023, including many Pace and Metra riders who frequently rely on interagency connections. In the last year, CTA estimates:
 - On average, regular Metra customers took **up to one CTA ride for every five Metra rides**. On the weekends, these customers took up to one CTA ride for only every two Metra rides.
 - **Over 40% of Pace rides** included a transfer to/from a CTA ride.
- In September 2024, CTA saw nearly 60,000 rail rides and nearly 40,000 bus rides from Regional Connect Pass users.

CTA is working towards a seamless payment experience including integration with Metra and Pace.

- Over the last two years, CTA has worked collaboratively with Pace, Metra, and RTA to **launch new products** like the Regional Connect Pass – offering Metra monthly pass holders unlimited CTA and Pace rides for only \$30/month – and **fully integrate all CTA pass products with Pace**.
- **CTA eliminated transfer costs between CTA services and lowered the price of all CTA pass products** to make transferring to CTA service even easier.
- To support the evolution of fare collection, **CTA is leading a complete overhaul of the Ventra system**. As part of this effort, CTA is working with our partners at Metra to further integrate Metra into the Ventra system and CTA/Pace fare products, but for a vision of fully integrated fares and collection to be realized, it is critically important that funding be made available at the Federal, State, County and/or Local level.

Bus

CTA’s continued investments in its bus network help connect suburban communities to destinations all across the City.

- CTA’s recent extension of the #9 Ashland route to the Ravenswood Metra station on the UP-North Line **creates a pivotal link between one of Metra’s busiest stations and one of CTA’s busiest bus corridors**.
- Metra opened its newest station at Peterson/Ridge on the UP-North Line in June 2024. CTA adjusted service on the #84 Peterson bus **to provide a smoother transfer experience**, linking Metra riders to the lakefront, Forest Glen, and everywhere in between.
- CTA’s Bus Vision Project will help shape future improvements to CTA’s bus network. CTA is also moving towards implementation of its Better Streets for Buses Plan, a collaboration with the Chicago Department of Transportation (CDOT), with the selection of the first five corridors to evaluate for bus priority infrastructure. These major enhancements to the CTA bus network **will support better connections to Pace and Metra service**.
- **CTA envisions a future bus network that would provide transformational change to the regional transit system**. Fast, reliable, and frequent connections between CTA bus routes and Metra and Pace service have the potential to “unlock” more of the city for suburban riders. (see back side)

Rail

CTA is making record investments in its rail infrastructure supporting the suburbs.

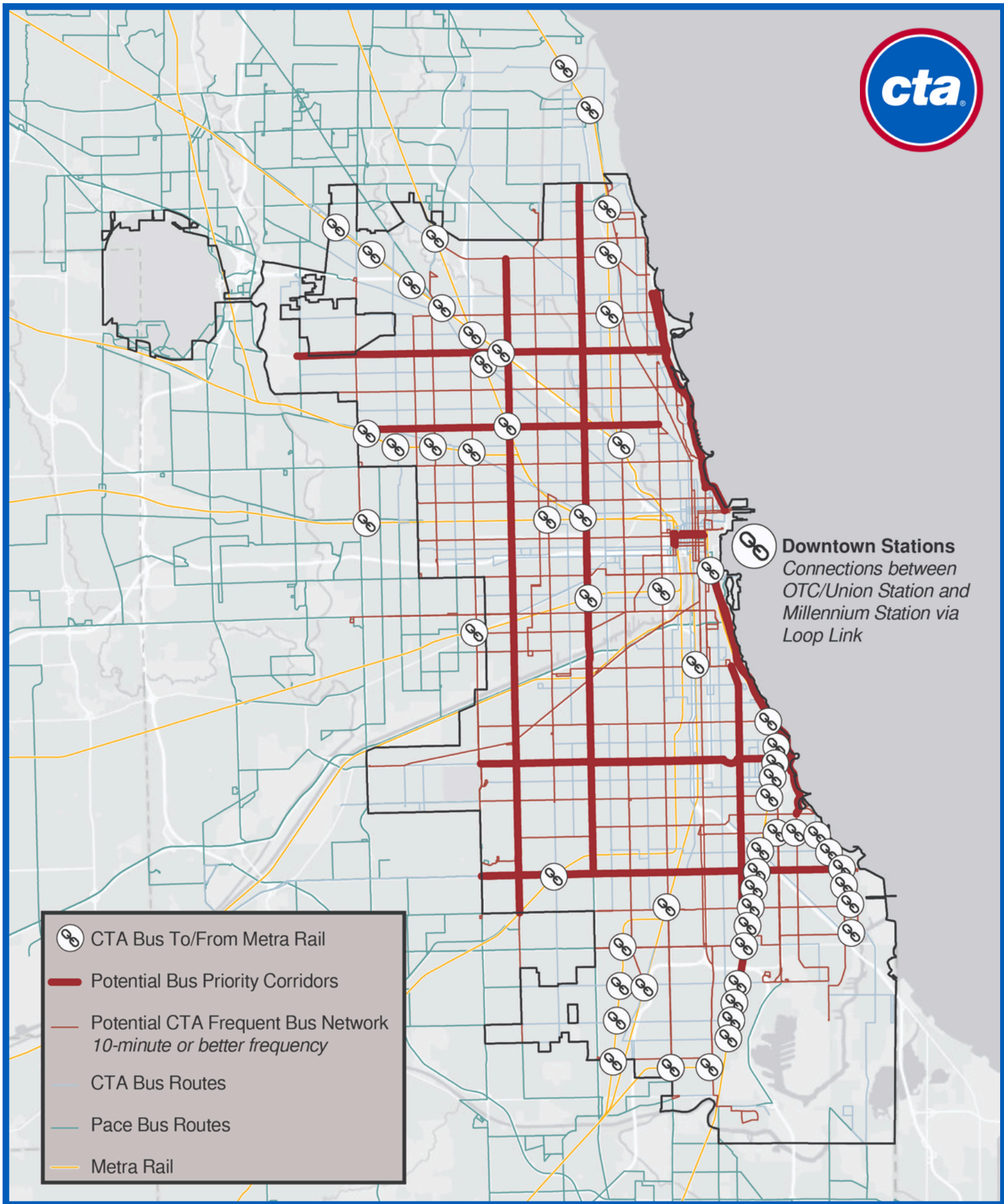
- In 2025, CTA will complete Phase One of the Red and Purple Modernization (RPM) program, which will **rebuild and modernize the century-old Red and Purple Lines** north of Belmont. The RPM Next Phases Planning Study is establishing CTA’s phased plan to modernize the remainder of the 9.6-mile corridor, **including the entirety of the 3.3-mile Purple Line Evanston branch**.
- The All Stations Accessibility Program (ASAP), CTA’s commitment to making all 146 rail stations ADA-accessible by 2038, **will rehabilitate west suburban CTA rail stations** at Austin, Ridgeland, and Oak Park on the Green Line and Austin, Oak Park and Harlem on the Blue Line.
- The 5.6-mile Red Line Extension to 130th Street, the largest project in CTA history, will provide frequent, 24/7 connectivity to the city’s Far South Side **and the south suburbs**.
- The Blue Line Forest Park Branch Rebuild is a multi-year, multi-phased investment to make service along the branch safer, more reliable and accessible for riders. The modernization of this critical multimodal corridor, in coordination with regional partners, **will speed transit connections to the west suburbs**.
- **CTA envisions future rail expansions that would better link suburban and city communities**. (see back side)

Major Transfer Points between CTA-Pace and CTA-Metra

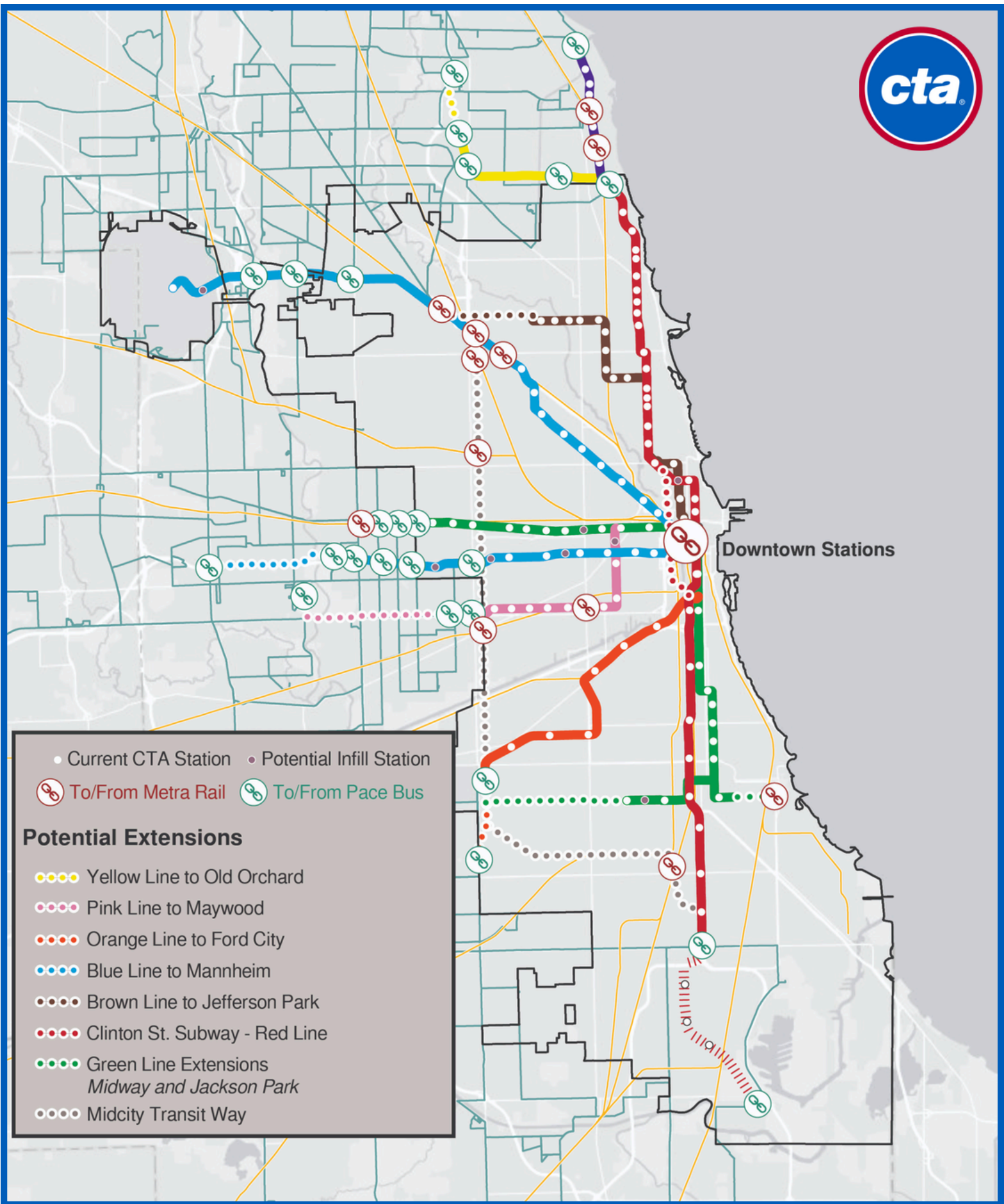
CTA <> Pace		CTA <> Metra (excluding Downtown Chicago)		
CTA Station	# of Transfers	Metra Station	CTA Connections	# of Transfers
Rosemont Blue Line	298,400	Ravenswood (UP-N)	Brown Line, #9, #81	38,400
95th/Dan Ryan Red Line	158,800	Jefferson Park (UP-NW)	Blue Line, #56, #68, #81, #81W, #85, #88, #91, #92	27,400
Howard Red/Purple/Yellow Line	142,700	35th St - Lou Jones (RI)	Red Line, #24, #29, #31, #35, #39	21,300
Midway Orange Line	135,600	Evanston Davis St (UP-N)	Purple Line, #22, #97, #147, #201, #206	18,700
Forest Park Blue Line	108,300	Oak Park (UP-W)	Green Line, #90	16,600

Totals from Sep 2023-Aug 2024

Additional operating funds are critical for CTA to continue to provide good service across the region. Additional capital funds must also be made available to advance ongoing capital programs, and to pursue CTA’s ambitious future vision.



The map above shows the current CTA and Pace Bus networks overlaid with a vision for routes targeted for high frequency and bus priority improvements, such as Bus Rapid Transit.



The map above shows the current CTA Rail system, its connections with Pace and Metra, and examples of potential rail extensions and infill stations.