

**RESOLUTION**

WHEREAS, the City's and region's residents and economy depends on a high-quality, safe, reliable, frequent, and interconnected public transit system; AND

WHEREAS, according to the Regional Transportation Authority (RTA), approximately one million residents and visitors use public transit to access jobs, healthcare, retail, and recreation throughout the Chicago region daily; AND

WHEREAS, according to the 2020 census, 27% of Chicago households own no vehicles and rely on public transit for daily mobility needs and many more residents choose to use public transit for convenient and affordable transportation; AND

WHEREAS, 70% of all paratransit rides occur within the City, one-third of all commuter rail stations are in the City, 40% of suburban bus riders connect to the Chicago Transit Authority (CTA), and CTA provides 30% of all suburban bus trips; AND

WHEREAS, the public transit system is a major employer with approximately 15,000 people, many of them union employees who work at CTA, Metra, and Pace providing essential service to residents; AND

WHEREAS, in its 2022 Climate Action Plan the City of Chicago endeavored to reduce vehicle/car miles traveled by increasing trips made by walking, bicycling and usage of public transit; AND

WHEREAS, public transit in the City delivers environmental benefits such as improved air quality and the associated risk reduction in respiratory and cardiovascular health issues, as well as public safety benefits via reduced personal vehicular-related accidents; AND

WHEREAS, while the City has taken important steps to support travel via public transit including the adoption of equitable public transit-oriented development, support for public transit-focused tax improvement districts, support for upgraded rail and bus stations, bus rapid public transit, improvements to Chicago Union Station, and the CREATE rail program, the public transit system in Chicago and Illinois have consistently been underfunded, and the COVID pandemic only magnified underlying structural problems; AND

WHEREAS, according to the RTA, northeastern Illinois' public transit system is at risk of a 40% service reduction in early 2026 if the 104th Illinois General Assembly (ILGA) does not implement a funding and management solution that addresses the upcoming \$770 million budget shortfall resulting from changes in ridership, cost inflation, and the exhaustion of federal COVID-era funding; AND

WHEREAS, if no additional funding is secured, the RTA estimates that four of eight CTA rail lines would be all or partially shut down, and 60% of bus routes would be eliminated, which would have a devastating impact to Chicago's residents and its economy; AND

WHEREAS, such public transit service cuts would worsen traffic congestion in the region, which is already among the highest in the world, cutting down the ability of drivers and public transit users to access jobs and other opportunities and shrinking the pool of available employees, students, and clients for businesses, educational institutions, and service providers; AND

WHEREAS, the Chicago Metropolitan Agency for Planning, in its Plan of Action for Regional Transit (PART), a report commissioned by the ILGA, recommended up to \$1.5 billion in additional annual operating funding be used to deliver public transit service improvements systemwide in northeastern Illinois and laid out a menu of options to stabilize and grow the funding sources for public transit; AND

WHEREAS, PART calls for a more integrated and connected public transit network and that network depends on the City of Chicago's density, centrally located downtown, and the City's public transit-focused investment and regulatory environment; AND

WHEREAS, we believe that management reform accompanied by a funding solution ensuring a safe, reliable, and accessible public transit system needs to be passed during ILGA's Spring 2025 legislative session, given that it takes months for funding to flow through to the service boards, for service analysis to occur in compliance with Federal public transit Administration regulations, and for public transit operator schedules to be adjusted; AND

NOW, THEREFORE, BE IT RESOLVED, that the Chicago City Council strongly urges the 104th ILGA to pass a transit omnibus package that addresses the impending fiscal cliff faced by the CTA, Metra and Pace with all haste, to hold ourselves accountable in providing this essential service to the people of the Chicago region; AND

BE IT FURTHER RESOLVED, that suitable copies of this resolution be prepared and presented to President of the Illinois Senate Don Harmon, Speaker of the Illinois House of Representatives Emmanuel "Chris" Welch, and Illinois Governor JB Pritzker.

A handwritten signature in blue ink, appearing to read "A. Vazquez". The signature is fluid and cursive, with a large loop at the end.

Committee on Transportation and Public Way  
City Council Meeting  
April 16, 2025

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Andre Vasquez  
Aldersperson, 40th Ward