

# ONBOARD

with  pace Suburban Bus

## Pace Continues to Invest in Our Riders

From lively festivals to outdoor concerts, summer is a season when our region truly comes alive. As communities across the suburbs celebrate, Pace is keeping up the momentum, delivering the transit service our riders expect and deserve.

So far in 2025, we've expanded evening and weekend service on several high-demand fixed routes. In the south suburbs, strong ridership during a year-long pilot led to expanded service on Route 381—95th Street. In the west, we enhanced the I-55 Bus-on-Shoulder Express and two local routes, adding 81 trips and offering faster, more frequent service to our passengers.

We're also planning for the future with exciting new service proposals. Earlier this year, we began exploring an I-290/I-88 Express service to evaluate potential expressway-based bus services, including bus-on-shoulder operations.

In addition to expanding service, we're making it easier to use transit across the region. In partnership with CTA, Metra, and the RTA, Pace helped launch the new Regional Day Pass, a more convenient and cost-effective way to ride all three systems with a single fare.

Looking ahead, Pace remains focused on planning for tomorrow while delivering for riders today. We're preparing our 2026 budget, continuing conversations with state leaders, and pushing for the kind of investment that will allow us to fully implement *ReVision*, our bold plan to reimagine and improve suburban transit.

Thanks, as always, for your continued support.

**Melinda J. Metzger**  
*Executive Director*



**Richard A. Kwasneski**  
*Chairman*



## Securing the Future of Your Pace Service

This year, transit funding has been a key focus in Springfield, and Pace has been a leading voice in those conversations. We continue to meet with legislators and regional partners to advocate for strong, sustained investment in suburban transit.

As we begin work on our 2026 budget, our priorities remain clear: deliver safe, reliable, and innovative service to the communities we serve.

As directed by the Regional Transportation Authority (RTA), we are developing two budget scenarios. Scenario 1 assumes that no additional state funding is made available. In this case, Pace must implement difficult service reductions to close the projected shortfall. Scenario 2 assumes one-time or temporary stopgap funding. This would allow Pace to continue current service levels for another year.

However, it does not solve the long-term transit funding shortfall and wouldn't support long-term system improvements like Pace's *ReVision* plan, a bold reimagining of our network that will expand service and deliver a stronger, more resilient transit system for years to come.

Throughout this process, we'll continue to engage riders, elected officials, and community partners. Regardless of the outcome, Pace remains committed to fiscal responsibility, rider experience, and service quality. We're proud of the work we do and optimistic about the future we can build together.




# Waukegan to Become Home to Region's FIRST ALL-ELECTRIC BUS FACILITY as Pace Breaks Ground on North Division

The electric transformation of Pace Suburban Bus reached a major milestone earlier this year when state and local officials joined agency leaders to break ground on the renovation of Pace's North Division Garage. The project will create the region's first bus facility designed to support an all-electric fleet and move forward Pace's transition to a zero-emission fleet.

The upgrade to this facility places Waukegan at the forefront of Project Zero, Pace's initiative to reduce pollution and honor statewide climate goals by converting our entire bus fleet to zero-emissions technology by 2040. By launching this effort in Waukegan, Pace is prioritizing communities historically impacted by industrial pollution and

economic disinvestment, ensuring they benefit from our agencies' clean energy transition.

The electrification of the North Division Garage is being funded through *Rebuild Illinois* and federal grants. Pace estimates that fully achieving Project Zero will require approximately \$2.5 billion which includes facility upgrades and vehicles.

The first zero-emission buses are expected to operate out of Waukegan by late 2025 following the installation of 12 chargers and the construction of a covered outdoor charging facility. The second phase of the project, expanding and modernizing the entire garage, is expected to be completed by 2027. 



# One Pass. Every Ride. The Regional Day Pass is now on the Ventra app

As of June 20, 2025, riders can purchase the Regional Day Pass, which allows unlimited rides on Pace fixed route, CTA, and Metra services in a single day — streamlining how people move across the Chicago region. The Regional Day Pass (RDP) can be purchased only in the Ventra app. Riders can purchase a Metra Day Pass with their zone of choice and add on a CTA/Pace Day Pass.

The new pass is a collaboration between the three agencies and the Regional Transportation Authority (RTA) to advance fare integration and transit rider experience. It offers a more convenient and cost-effective option than purchasing separate passes from each transit operator.

The combined price of a Metra Day Pass and the (RDP) add-on is listed below.

The Regional Day Pass on CTA and Pace\*\* will expire 24 hours after activation.

- \* On Metra, Day Passes are good for unlimited rides all day between selected zones. Passes expire at 3 a.m. the next day.
- \*\* On CTA and Pace, Day Passes are good for unlimited rides for 24 hours. Pace premium route fare surcharge is not included in the RDP price.
- \*\*\* Reduced fare passes are available for seniors ages 65 or over, qualified people with disabilities, and Medicare recipients who have an RTA-issued Reduced Fare Permit. Reduced fares are also available for low-income riders who have an RTA-issued Access card, K-12 students with school ID and active duty military personnel with military ID.

For more information, visit [VentraChicago.com/RDP/](https://VentraChicago.com/RDP/)




Metra Zones	Weekday RDP		Saturday / Sunday / Holidays RDP
	Full Fare	Reduced Fare	Full Fare
1-1, 1-2, 2-3-4	\$ 10	\$ 6	\$ 9.50
1-3	\$ 13.50	\$ 8	\$ 9.50
1-4	\$ 16	\$ 9	\$ 9.50

# PULSE PULSE CONTINUES TO PERFORM, PROCEEDS WITH EXPANSION PLANS

**Growing Ridership for Pulse Milwaukee and Dempster Lines:** The Pulse Milwaukee Line experienced strong year-over-year ridership growth in recent months. In April 2025, average weekday ridership increased 15.5% over last year, continuing a trend of improvement from March, when average weekday ridership was up 13% over the previous year. April also saw a 5% year-over-year increase in Pulse Dempster Line average weekday ridership.

**Pulse Cermak Begins Environmental Review/ Phase 1 Design:** The Pulse Cermak Line, intended to provide enhanced service and infrastructure between the CTA Pink Line 54th/Cermak Station in Cicero and the Yorktown Center area in Lombard, has advanced to environmental review and Phase 1 design. In collaboration with local communities, Pace identified preliminary service

recommendations, station locations, and related corridor improvements for further evaluation. Public outreach is an important part of this phase of the planning process, so please follow project updates on our website ([Pacebus.com/Pulse-Cermak](https://Pacebus.com/Pulse-Cermak)) for information about events and opportunities to make your voice heard.

**Pulse Halsted and 95th Street Enter Design Phase:** On June 18, the Pace Board of Directors approved two contracts for architectural and engineering design services: one for the Pulse Halsted Line and one for the Pulse 95th Street Line. This work will serve as the basis for station construction and bus priority improvements on these heavily used transit corridors and will mark the first Pulse investment in the South Side of Chicago and the south and southwest suburbs. 



## ELECTRIC BIKES AND E-SCOOTERS ON PACE BUSES

### Policies on bringing devices inside fixed route buses

Mobility devices such as wheelchairs, powered wheelchairs, and powered scooters with a seat are all allowed inside Pace's fixed route buses.

All other skateboards, electric bikes and scooters that fold to dimensions about the size of a suitcase can be brought on buses if properly stowed and powered off.

*Please be advised that passengers that bring their folding bikes and scooters onboard the bus are subject to the following conditions:*


- The bike or scooter cannot have a gasoline or alternative fuel engine. The bike or scooter must be folded prior to boarding and remain fully folded while on board.
- The bike or scooter must be powered off and remain powered off for the entire time the passenger is on board.
- As in all cases of large objects, the bike or scooter should be stored between seats or behind a barrier and under the control of the passenger to ensure the safety of all passengers.
- Bikes and scooters and their components shall never be left unattended, discarded, or abandoned.

Any personal electric bikes or e-scooters that do not fold are not allowed inside Pace buses.

### Policies on putting bicycles on the rack on the front (exterior) of the bus

Bike racks can be used for both personal standard manual-powered and personal electric bikes, if the bike weighs no more than 55 pounds, has a wheelbase up to 44 inches, a tire width up to 2.3 inches, and wheel size between 20 inches and 29 inches.


Divvy and similar bikeshare bikes are not allowed on Pace bus bike racks.

For additional information on using the bike racks on Pace buses, visit [PaceBus.com/BikesOnBuses](https://www.pacebus.com/BikesOnBuses). 



## Northwest Transportation Center Transfer Facility Opening Soon

Ongoing work at the Northwest Transportation Center in Schaumburg to develop a new **ADA Paratransit rider transfer facility** and an additional building at the site continues.

The new and fully accessible transfer facility for fixed route and ADA Paratransit riders will offer a comfortable, indoor waiting area with passenger and operator restrooms. The transit center now includes an expanded drop-off area and new Pace-branded signs with real-time bus departure information. New sidewalks will provide pedestrian access from Mall Drive and Kimberly Drive to the bus terminal, and parking capacity will increase from 192 to 301 spaces to support the popular I-90 Express services. Pace expects to open this upgraded facility on September 10. 

## What do YOU think?

Pace works hard to provide a safe and efficient transportation system for our customers. Let us know if you have any questions or comments to help us make your ride more enjoyable.

**(847) 364-PACE**

Submit comments online at Pace's self-service feedback center at [PaceBus.com/contact](https://www.pacebus.com/contact)



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