

Northern Illinois Transit Authority Act ([SB2111](#)) Overview

Governance

- Northern Illinois Transit Authority (NITA) is established to replace the Regional Transportation Authority (RTA) effective June 2026.
 - The NITA Board is made up of 20 Directors, with the Chair selected by the directors. Appointments: 5 each from Chicago Mayor, Cook County President, Governor; one each from DuPage, Kane, Lake, McHenry, Will Counties
 - 17 of 20 NITA directors also serve on either CTA, Metra, or Pace service boards
 - NITA Board action:
 - 12 votes with at least 2 “yes” votes from each of the 4 appointing authorities OR 15 “yes” votes out of 20
 - NITA establishes ADA and Rider Advisory Councils
- Transit service board appointing authorities will change as follows:
 - CTA service board- 7 Directors: Mayor (3); Governor (2); Cook County President (2); [4ⁱ are also NITA directors]
 - Metra service board – 11 Directors; Governor (1); Mayor (2); Cook County (3); one each from DuPage, Kane, Lake, McHenry, Will Counties [6 are also NITA Directors]
 - Pace service board – 11 Directors: Governor (1); Mayor (2); Cook County (3); one each from DuPage, Kane, Lake, McHenry, Will [7 are also NITA Directors]

Operations

- NITA is responsible for regional transit planning, fare setting, budgeting, capital programming, marketing, major project delivery, etc.
- Service Standards and Service Plans will be created at a regional level, so transit is provided where it is most needed and supported based on regional standards
- NITA is required to deliver fare integration (by 2/1/2030), as well as fare capping and regionally integrated information for riders, i.e., schedules, connections, alerts
- NITA handles debt issuance moving forward (CTA retains bonding authority for 2 major Red Line projects)
- NITA defines job description for Service Board executive directors, participates in their selection, conducts annual evaluations, and may remove them from positions
- Collective bargaining agreements will remain with Service Boards for employee continuity
- An Office of Disability Planning and Policy will be established within NITA and a regional Transit Accessibility Plan will be developed

Safety

- NITA establishes a Law Enforcement Task Force led by Cook County Sheriff in collaboration with Chicago Police, Metra Police, Illinois State Police, and local jurisdictions
 - Report on ongoing safety strategies due to ILGA by 12/1/26
 - Within 3 years, the Law Enforcement Task Force will develop a recommended plan to transition to a sworn law enforcement crime prevention program
 - NITA will vote on enacting law enforcement crime prevention program
- Establish Office of Transit Safety and Experience to oversee regional safety strategy
- Regional Transit Ambassadors program will be established by 7/1/27
- NITA establishes the NITA Board Safety Subcommittee

Transit-Supportive Development

- Parking minimums are abolished within one-half mile of transit hubs and 1/8 mile of transit corridors with frequent service statewide
- NITA is allowed to participate in transit-oriented development/joint development in partnership with local jurisdictions
- Communities are enabled to partner with NITA to provide enhanced transit service

Roadway Policies to Support Transit

- The Illinois Department of Transportation (IDOT), the Illinois State Toll Highway Authority, and counties and municipalities shall collaborate with and provide support to the NITA and other public transit providers in the implementation of bus rapid transit
- IDOT will create a Transit Integration Policy Development Committee and hire a Transit Coordination Oversight Officer to develop transit-friendly policies
- As part of performance-based programming, IDOT must evaluate projects for mode-shift away from single-occupant vehicle trips

Transition

- Effective date of NITA Act is 6/1/26
- New NITA Board and Service boards seated by 9/1/26
- IDOT contracts for transition consultant by 9/1/26
- NITA establishes a Transition Working Group with 15 members by 10/1/26
- NITA Transition Plan completed with report to ILGA by 7/1/27

Funding

- Current sales tax on motor fuels will fund transit operations (approx. \$860M per year)
 - 85% to NITA and 15% to downstate transit agencies
- 0.25% increase in current RTA regional transit sales taxⁱⁱ for NITA region operations (approx. \$450M per year)
- Interest on State Road Fund estimated at \$200M per year to fund transit capital
 - 90% to NITA and 10% to downstate transit agencies
- Current statutory funding formulas are abolished; after 6-year transition period, all funding will be allocated to Service Boards based on Service Standards/Service Plan
- Paratransit continues to be prioritized in the regional transit budget

ⁱ A drafting error needs to be corrected to clarify that 4 of 7 CTA board seats overlap with NITA board seats

ⁱⁱ RTA board must vote to enact in RTA region