



DUPAGECOUNTY

SB 2111 OVERVIEW – COLLAR COUNTY IMPACTS



GOVERNANCE

New NITA BOARD

20 Representatives

- 4 Groups of 5
- Collar County Representation
 - 5 from collars appointed by Executives
 - Equal to Cook and City reps
- Leadership
 - Chair is appointed from amongst the 20
- Voting
 - Supermajority
 - 15 or 12
 - 12 if there are at least two affirmative votes from each of the 4 groups

Service BOARDS

11 Member Boards

- 5 from collars appointed by Executives
- Overlapping roles
 - 3 NITA directors will also serve on Pace Board, one of these is DuPage rep
 - 2 NITA directors will also serve on METRA Board
- Equilibrium
 - 5 Cook & City and 5 Collar Reps on each
- CTA – No collars on CTA Board

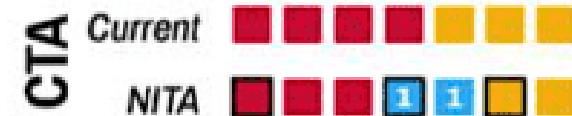




GOVERNANCE

New Transit Board Reapportionments in SB2111

Supermajority of NITA board members will also serve on CTA, Pace, and Metra boards, but collar county proportion of each board is unaffected even as the City of Chicago and the state each gain one seat on Pace and Metra boards; Cook County gains CTA board representation



Cook County Jurisdictional Constraints

- 1 - No constraints
- 2 - Suburban, north of Devon Ave
- 3 - Suburban, between Devon Ave and I-55 (+Summit)
- 4 - Suburban, between I-55 and I-57 (-Summit)***
- 5 - Suburban, southeast of I-57***

Collar County Seats

- A - DuPage
- B - Kane
- C - Will
- D - Lake
- E - McHenry



* The Chairs of the existing RTA Board and the Suburban Bus Board are additional seats elected by the respective boards. The RTA Chair requires a supermajority of 11 out of 15 votes that must include two collar county votes; Chicago's representative on the Pace board is not eligible to participate in the chair vote.

** Pace's current City of Chicago representative is the Commissioner of the Mayor's Office for People with Disabilities in an ex officio role.

*** The communities of Dixmoor, Posen, Robbins, Midlothian, Oak Forest, and Tinley Park are served by Seat 5.





FISCAL - Revenues

What is In

- 1) **RTA Sales Tax** – NITA Allowed to Vote on an increase of up to ¼ percent
COLLARS MAY CHOOSE TO INCREASE BUT MUST DO SO BY ORDINANCE
- 2) **Motor Fuel Sales Tax** – 6.25% across state, 85 % goes to NITA
- 3) **Motor Fuel Tax** - \$0.483 per gallon
- 4) **Road Fund Interest** – for transit capital expenses, not operations
- 5) **Public Transportation Tax** - NITA Board MAY impose a public transit tax not to exceed 5% on motor fuel tax sales
- 6) **Vehicle Parking Tax** at Offstreet facilities – NITA Board MAY impose a tax
- 7) **Toll rates** – increase by 0.45 for passenger vehicles (1/2027); commercial toll increase 30% and CPI thereafter

What is Out

- 1) Wealth Tax
- 2) Amusement Tax
- 3) RETT in Collars
- 4) Automated Speed Enforcement Allocation to NITA



What Else?:

- Fare Box Recovery Ratio reduced from current 50 % to 25%
 - Universal Fare System
- Fare increases frozen for 1 year
- Free rides for seniors & disabled
- Fare capping within two years





SERVICE & OTHER POLICY

OTHER IMPORTANT FEATURES OF LEGISLATION

- Transit Supportive Development
 - Incentive Fund
 - *Authority may condemn within municipal bounds only if local authorities approve use of powers through ordinance or resolution*
 - *Authority is bound by local land use regs and laws applicable to TSD*
- Minimum Automobile Parking Requirements
- Transit to Trails
- Pedestrian Access to Transit Program
- Transit Integration Committee
- Safety
 - Coordinated Safety Response Council
 - Sworn Officer Crime Prevention
 - Transit Ambassador Program
 - Traffic Law Enforcement – revenue sharing with local authorities
- Dial A Ride Service Program
 - Service Program Fund with operating cost assistance up to 80%
- Fast Track Authority
- Capital Project Prioritization and Performance