



Kane County

KC Committee of the Whole

Agenda

Government Center
719 S. Batavia Ave., Bldg. A
Geneva, IL 60134

Thursday, June 4, 2026

3:30 PM

Auditorium

*****SPECIAL MEETING*****

- 1. Call To Order**
- 2. Roll Call**
- 3. Remote Attendance Requests**
- 4. Pledge of Allegiance**
- 5. Approval of Minutes: February 10, 2026, February 24, 2026, March 24, 2026, & April 28, 2026**
- 6. Public Comment**
- 7. Presentations/Discussion**
 - A. Northern Illinois Transit Authority (NITA) Act**
 - i. Speakers: Heidi Files (Kane County Division of Transportation - Overview of the NITA Act), Marc R. Poulos (Indiana, Illinois, Iowa Foundation for Fair Contracting Exec. Dir. & Counsel - Background and Purpose of the NITA Act), Rob Nash (Regional Transit Authority Director of Governmental Affairs - Regional Governance & Transition Timeline), Joe McMahon (Metra Commuter Rail Board Chair - Transit Funding & Metra Perspective), & Erik Llywellyn (Pace Suburban Bus Chief Planning Officer - Transit Funding & Pace Perspective)
 - B. NITA/Pace & Metra Board Appointments Discussion**
- 8. Executive Session (if needed)**
- 9. Adjournment**

STATE OF ILLINOIS)

SS.

COUNTY OF KANE)

NORTHERN ILLINOIS TRANSIT AUTHORITY (NITA) ACT

NITA ACT (SB2111)

OVERVIEW OF REGIONAL TRANSIT GOVERNANCE, FUNDING & KANE COUNTY IMPACTS

Kane County Board Committee of the Whole
June 4, 2026

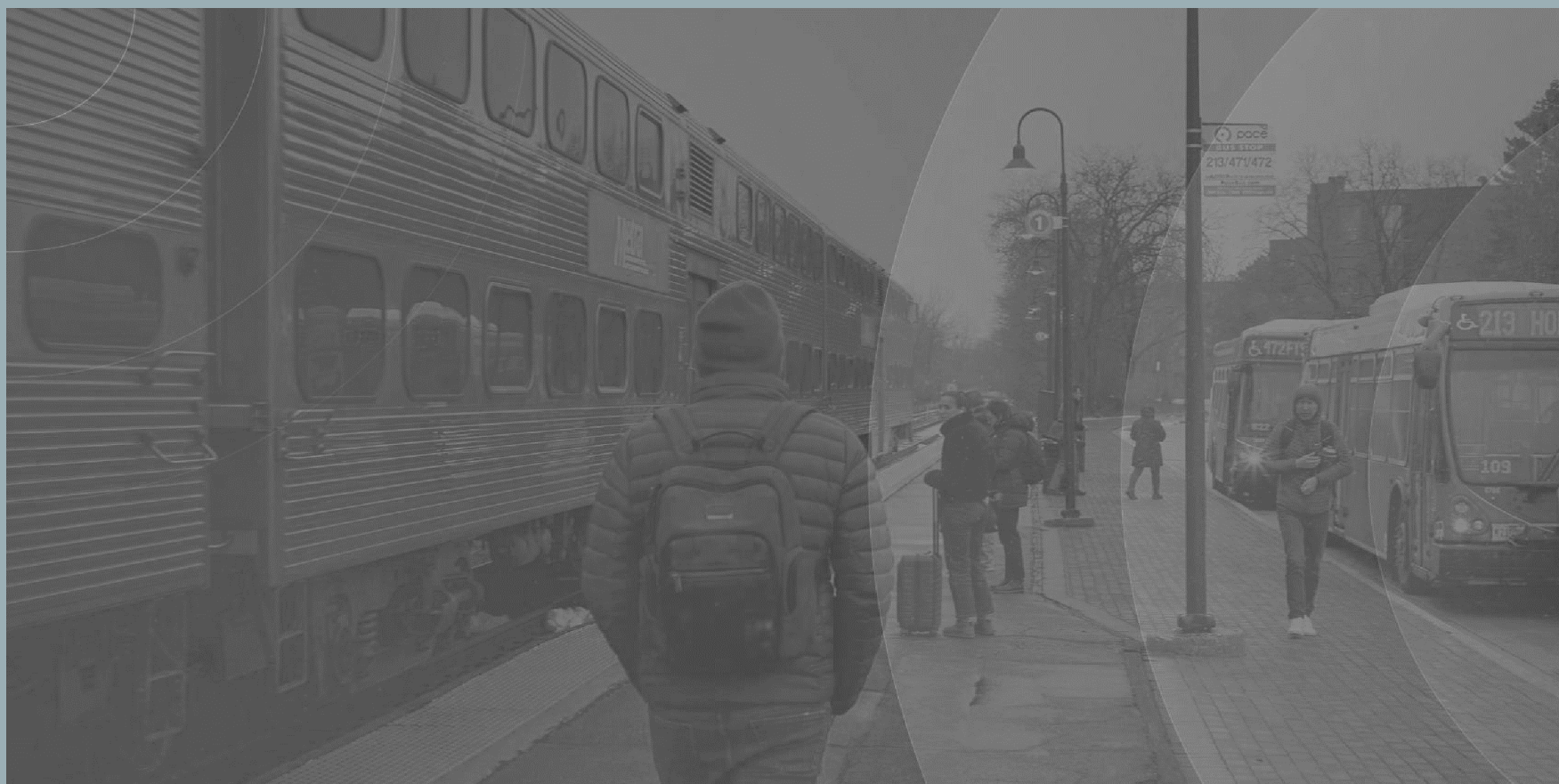


OVERVIEW

1. Why the legislation?
2. Key governance changes
3. Transit funding changes
4. Transition timeline



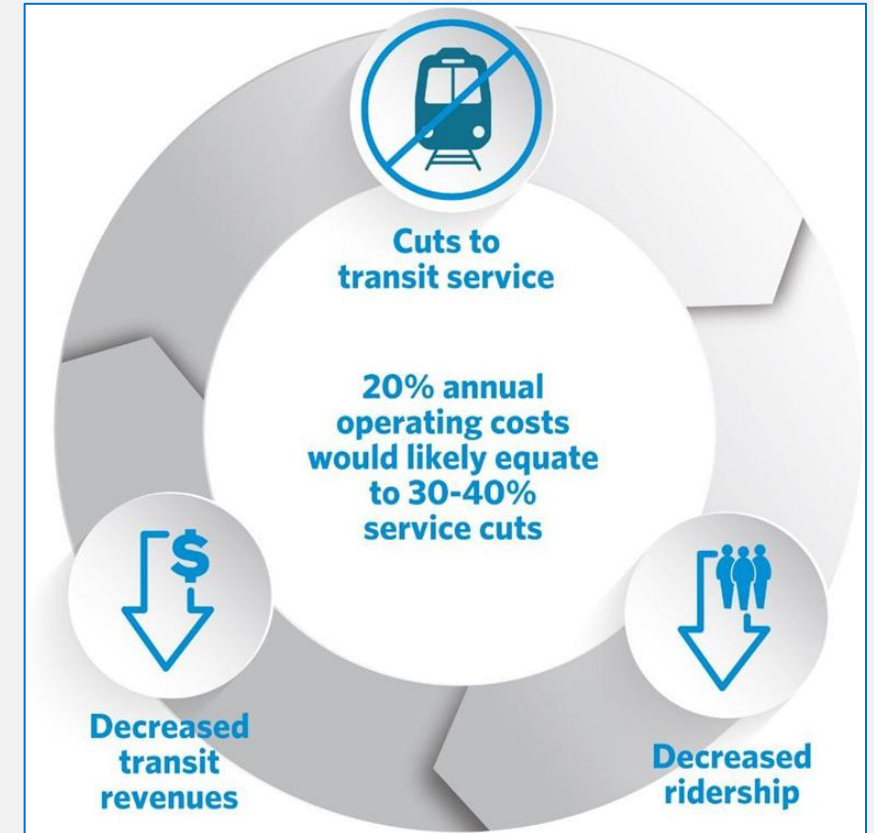
WHY THE LEGISLATION?



WHY THE LEGISLATION?

- Transit system faced a major fiscal cliff beginning in 2026
- Region faced potential:
 - Service Cuts
 - Layoffs
 - Fare Increases
 - Reduced Reliability & accessibility
 - Increased congestion
- Need for sustainable operating funding
- Improve regional coordination and rider experience

Projected 2027 transit
shortfall:
~ \$834 Million



KEY GOVERNANCE CHANGES



GOVERNANCE STRUCTURE

RTA transitions to NITA (20 members)

5 Governor / 5 Chicago / 5 Cook / 5 Collar Counties

Kane member also on Pace

Supermajority voting required for major decisions

New Pace Board Structure (11 members):

1 Governor, 2 Chicago, 3 Cook, 5 Collar Counties
(Kane member also on NITA)

New Metra Board Structure (11 members):

1 Governor, 2 Chicago, 3 Cook, 5 Collar Counties

Current Kane Appointments (3)

1 appointment to RTA
1 appointment to Pace
1 appointment to Metra



Under NITA ACT

Kane Appointments (2):

1 appointment to NITA/Pace
1 appointment to Metra

EXPANDED NITA AUTHORITY

NITA gains expanded authority over:

- Planning
- Fare policy and integration
- Capital planning & prioritization
- Service standards
- Funding distribution

New Regional Initiatives

- Law Enforcement Task Force
- Transit ambassadors
- Integrated fare system / mobile ticketing
- ADA and mobility coordination
- Transit-supportive development

TRANSIT SUPPORTIVE DEVELOPMENT & PEDESTRIAN ACCESS

- NITA gains authority to support transit and trail-oriented development near transit stations and major bus corridors
- NITA may acquire, transfer, finance, and redevelop properties near transit and trails
- “People Over Parking Act” limits minimum parking requirements near major transit hubs and frequent bus corridors
- Potential transit access requirements near transit stops
 - Sidewalks/shared-use paths
 - ADA accommodations
 - Boarding areas and shelters
- Local governments can seek reimbursement from NITA for eligible pedestrian and transit access improvements

TRANSIT SUPPORTIVE CORRIDORS & BRT

Requires IDOT, Tollway, & local governments to collaborate with NITA & transit providers on:

- Bus Rapid Transit (BRT)
- Bus priority improvements
- Transit technologies

Supports use of expressways, tollways, and roadway systems for improved transit operations

- Such as bus on shoulder on Tollway for Kane County

Encourages evaluation and implementation of:

- Intelligent transportation systems
- Transit signal priority
- Vehicle/infrastructure technologies

KEY FUNDING CHANGES



WHERE NEW TRANSIT FUNDING COMES FROM

Estimated new regional revenue: ~\$1.2B annually

Revenue	Estimated Yield for 2027	Use
0.25% RTA Sales Tax ¹ (In addition to existing RTA Sales Tax)	~\$520 Million	Operations
State Motor Fuel Tax	~\$670 - 731 Million	Operations
Road Fund Interest Revenue	~\$165 - 180 Million	Capital

¹ RTA Board must vote to enact the RTA sales tax increase within 60 days of June 1, 2026.

Tollway also given authority to raise tolls by \$0.45 for passenger vehicles and 30% for commercial vehicles.
(Subject to Tollway Board approval and consistency with Toll Highway Act & existing bond requirements).

NITA ACT RESHAPES TRANSIT FUNDING TO SERVICE BOARDS

Years	Funding Method for Service Board (Pace, Metra, CTA)
2027–2029	2025 base funding + performance metrics
2030–2032	2025 base funding + Transition toward service standards (defined by NITA)
2033+	Service-standard-based funding

Funding gradually shifts from fixed formulas
toward performance- and service-standard-based allocations.

EXISTING RTA SALES TAX - KANE COUNTY

0.25% - RTA Sales Tax I - original tax in the collar counties

0.25% - RTA Sales Tax II - created as part of the 2008 RTA reforms

0.25% - RTA Sales Tax - Collar County Transportation & Public Safety - 2008 RTA reforms

Kane County RTA Sales Tax Collections & Distributions (2025)

Total Tax Collected 2025	Tax Distributions					
	RTA	CTA	Metra	Pace	Pace ADA	Direct to Kane County
\$89.69M	\$2.6M	\$9.5M	\$25.6M	\$11.98M	\$10.2M	\$29.78M

TRANSITION & NEXT STEPS



KEY TRANSITION DATES IN NITA ACT

- June 1 – NITA Act effective date
- Within 60 days – vote on 0.25% sales tax increase
- July 1 – certain new revenues begin
- September 1 – current RTA board terms expire
- September 29 – new board seated
- October 1 - Transition Working Group established
- December 1 – NITA Law Enforcement Task Force recommendations on law enforcement crime prevention program
- 2027 – new funding distribution formula begins

DISCUSSION & NEXT STEPS

- Monitor implementation through 2026
- Coordinate with regional partners
- Participate in future service standard and funding discussions
- Pace/NITA & Metra Board appointments