



NITA: Transforming Transit for Our Communities

An Overview of NITA and Its Impacts

- CTA Bus
- Pace Bus
- Metra



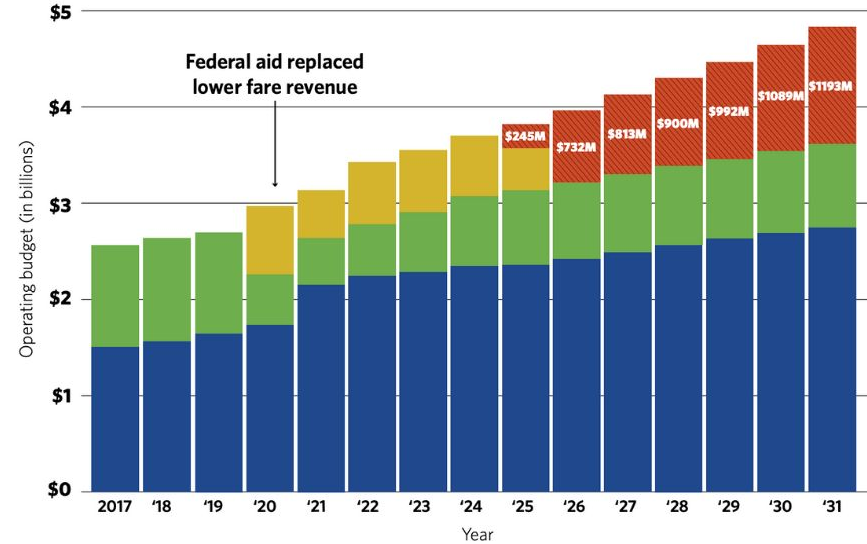
Why Transit Reform Can't Wait

- Fragmented systems = inconsistent service
- Outdated funding structures & limited coordination
- Riders frustrated by transfers, delays, and confusion
- 10-year trend: declining ridership, increasing cost per trip

Figure 3. Transit faces an expected \$730 million (and growing) gap in 2026

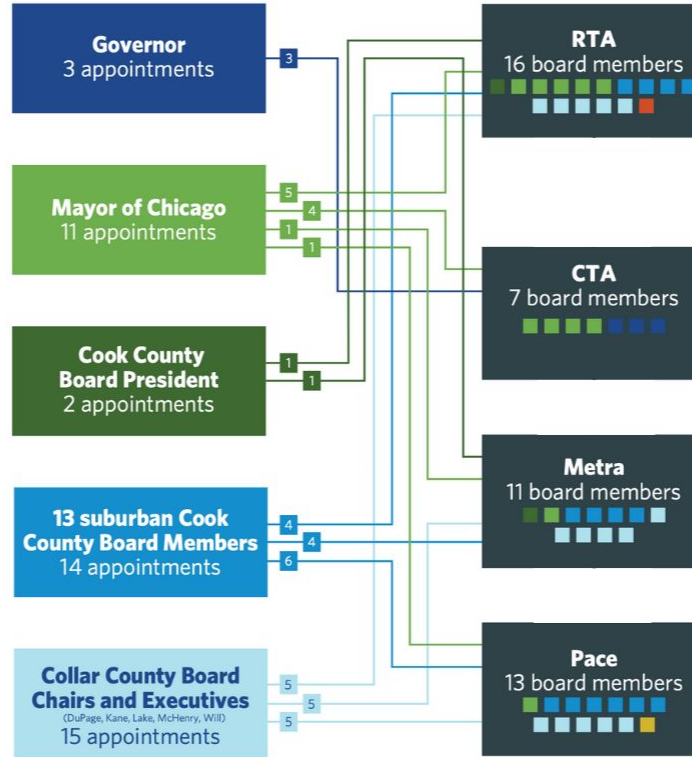
RTA 10-year financial plan baseline budget gap scenario

- State and regional funding
- System-generated revenues
- Federal support
- Budget gap



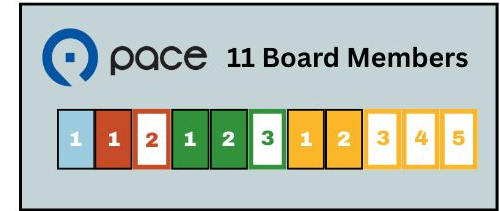
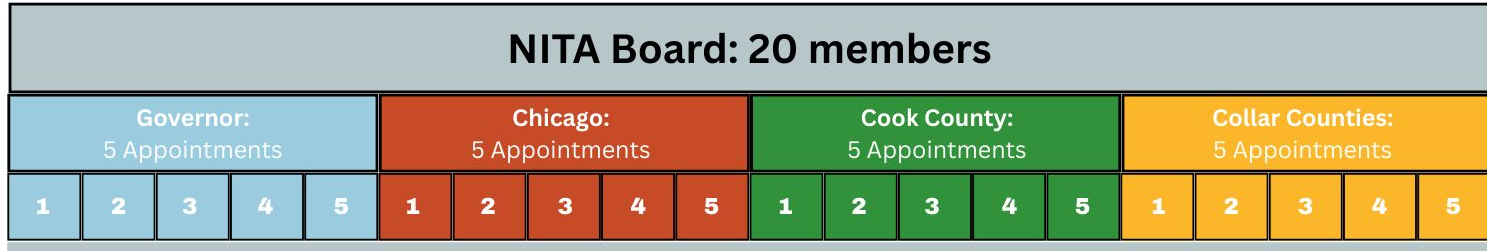
Source: CMAP analysis of RTA 10-Year Financial Plan Technical Working Group Memo and RTA budget data.

Governance: Current Board Structure



Note: No board members hold dual appointments

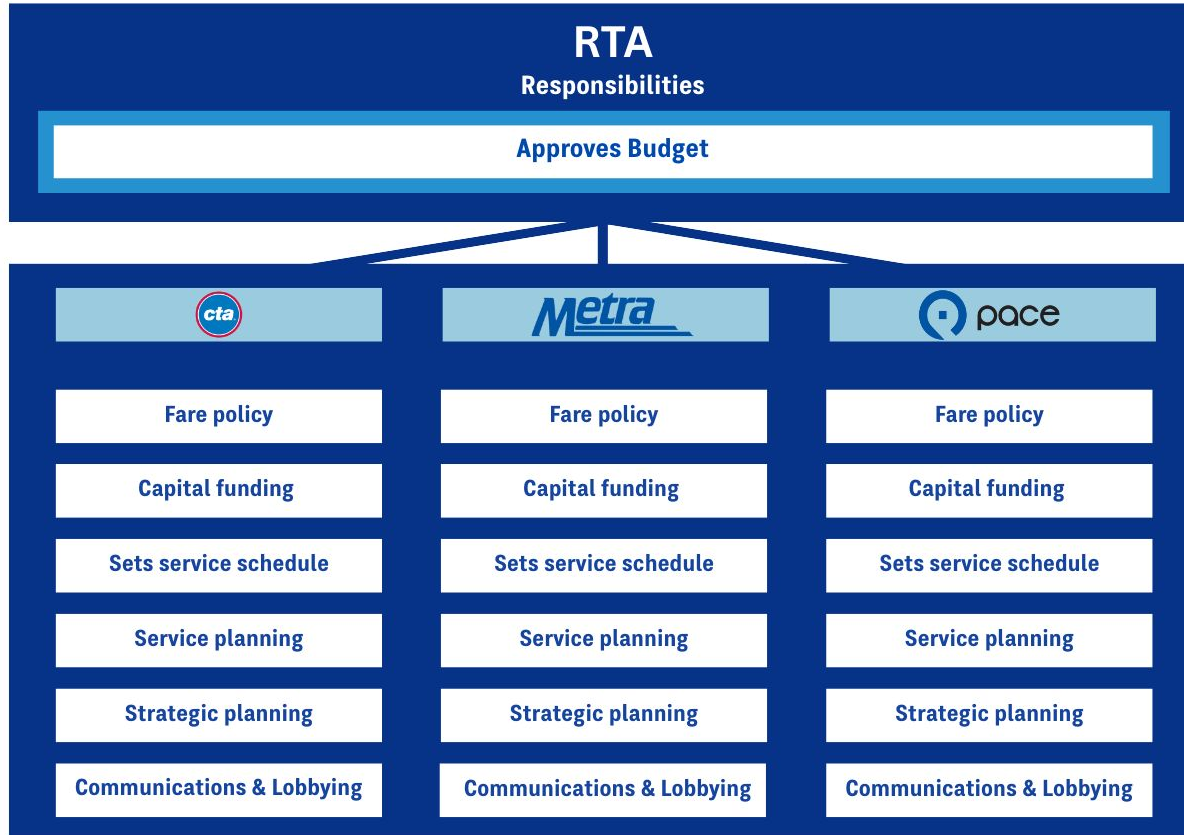
Governance Reform: NITA Board



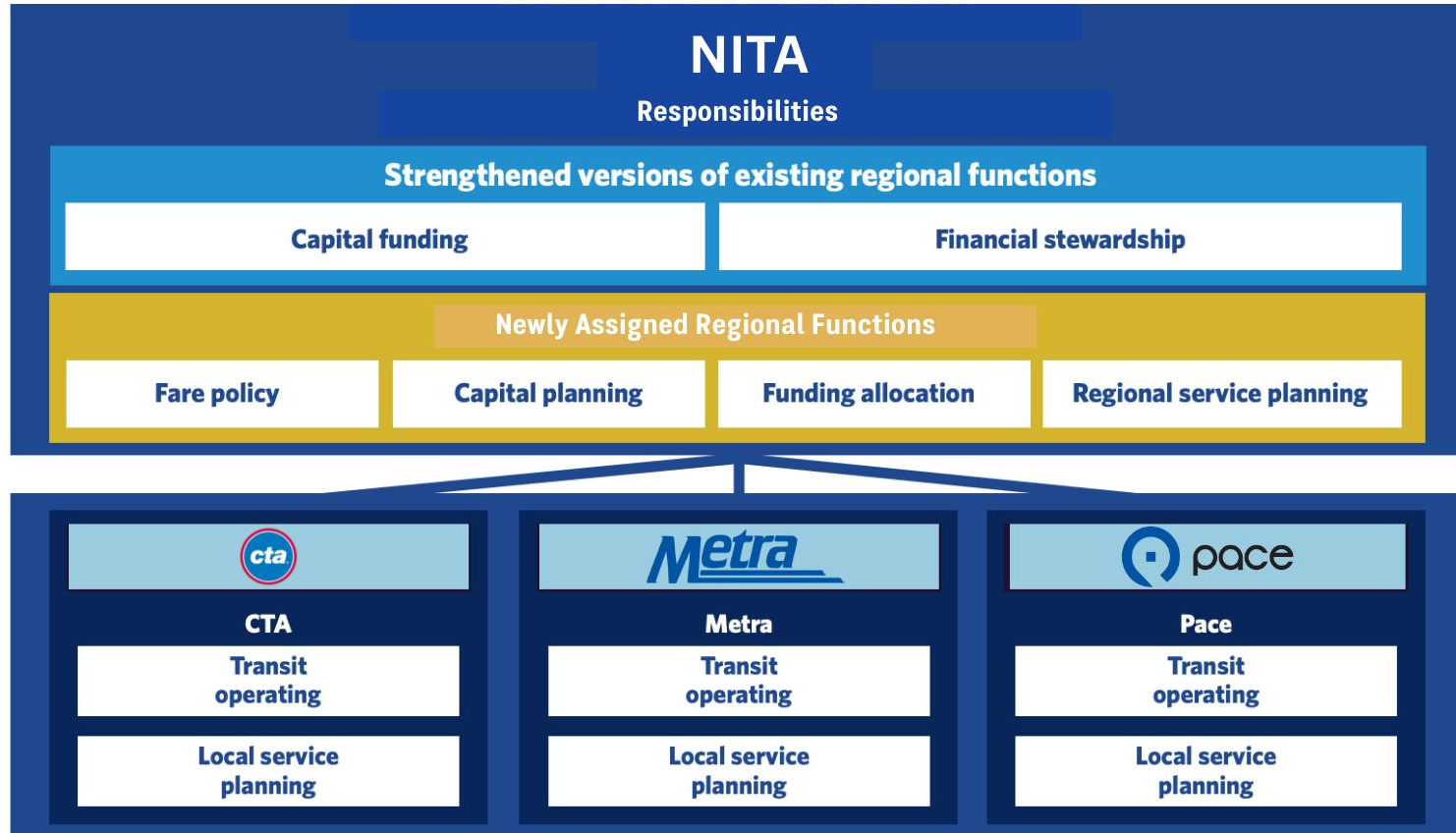
Note: White cells indicate an external board member



Current Transit Structure



NITA will oversee CTA, PACE and Metra as Operators



Additional Public Oversight: Advisory Councils



Riders' Advisory Council

Provides direct input from transit users on:

- Service quality
- Fare equity
- Rider experience

ensuring diverse regional and demographic representation.

The ADA Advisory Council

Advises NITA on:

- Accessibility policies
- Paratransit services
- Infrastructure improvements for riders with disabilities

Regional Service Council

Offer localized guidance on service planning and operations, reflecting the unique needs of specific geographic areas within the NITA region.



Transit Safety Task Force: Immediate Response to Safety

- Rapid-response task force to tackle immediate safety needs across bus and rail systems in the region
- Deploy frontline safety and social service resources: **increased ambassadors, trained security, and coordinated law enforcement presence**
- Use data-driven insights to target high-risk routes and times
- Builds trust by requiring public reporting and input from community advisory councils



Why this Matters

- Immediate improvements in safety across the region.
- Shared responsibility: safety becomes a partnership, not just enforcement.
- Coordination across the region allows for effective responsiveness to crime and criminal activity



Transit Ambassadors: Long-term Response to Safety

- NITA authorizes use of **transit ambassadors**
- These ambassadors can help de-escalate situations, offer directions, and connect people to services.
- Cities like Philadelphia, New York, and Los Angeles have adopted similar programs with measurable success.



Why this Matters

- Transit riders are calling for safety without aggressive policing
- Trained ambassadors reduce confrontations and build a more welcoming, rider-friendly system.
- The program partners with social service organizations to connect individuals to housing, mental health care, and support services.

Oversight: Office of the Executive Inspector General



- NITA expands oversight to include all major transit agencies and their leadership, including CTA, Metra, Pace, and NITA.
- NITA gives investigators the power to root out fraud, waste, abuse, and misconduct across the entire transit system.
- NITA requires monthly public reports and shared accountability to ensure transparent, proactive oversight.



Strengthens ethical standards across all transit agencies



Detects and prevents misuse of public funds



Increases public trust through independent oversight



Enables whistleblower protections and accountability

NITA: Better Service, Simpler System



One fare system,
one app, unified
timetables



Faster, data driven
service
improvements



Reduced
administrative
overhead=more \$\$
to service



Accountability
through
performance audits
and transparency
mandates



Transit Oriented Development

- The NITA proposal removes **mandatory parking requirements** near transit
- TOD = building housing, retail, and jobs near frequent transit corridors and hubs
- Encourages compact, walkable neighborhoods while cutting car dependency
- Local zoning will not be impacted

Regional Impact

- TOD encourages more **housing near jobs and transit**, reducing congestion and emissions
- Chicagoland's current TOD potential is **underutilized due to zoning and parking mandates**



Increases sales
and lowers
property taxes
near stations



Cuts
infrastructure
costs for
municipalities



Enables revenue
growth through
increased
ridership

True Regional System



- One fare system, one timetable and real-time arrival data
- Priority investments in high-ridership corridors



- Last-mile service pilots
- Reverse commute pilots supporting suburban employment centers



- Planning based on data like ridership trends, population density, and job hubs
- Regional coordination to address service gaps



- Expansion of “regional connector” routes
- Investments in stations that serve as transfer hubs between agencies



NITA: Built with Community Input

- Hosting regional town halls to explain the NITA proposal and gather public input
- Sharing local feedback with state legislators ahead of veto session deliberations
- Ongoing surveys, town halls, and public feedback



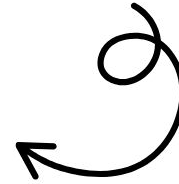


Call Your State Representative

 Tell them: We need a **simpler, unified transit system** now.



Take the Survey



We deserve a transit system that works for everyone.