



Building a World Class Transit System for Illinois with the Metropolitan Mobility Authority Act

The legislation establishes a new, fully integrated Metropolitan Mobility Authority to deliver coordinated, regional transit service throughout Northeastern Illinois.

Transit is Essential to Illinois

EQUITY

A stronger transit system will enable equitable access to opportunities for all and improved public health

ECONOMY

Strong transit is a powerful tool to make the region and state more attractive to investment to and boost economic health

ENVIRONMENT

Meaningful transit investment will reduce greenhouse gas emissions and mitigate climate change

Our Transit System is Facing a Pivotal Moment

While ridership is on the rebound from pandemic lows, service is not meeting rider or employer needs. The system is not sustainably funded, with a growing chasm in operations funding. Unless we act, we will see catastrophic service cuts and worse traffic.

Creating the Transit System Illinoisans Want and Will Use

This legislation will provide:

- **Exceptional Service** - Fund the system and modernize governance to support expanded, fast, frequent, reliable transit services that connect important destinations.
- **Safe and Comfortable Rides:** Implement policies, like transit ambassadors, that make transit safe, secure, & clean.
- **Equitable Access:** A stronger transit system will enable equitable access to opportunities and improved public health outcomes, particularly for Black and brown people, low-income folks, and people with disabilities.
- **Unified Regional Vision:** Streamline operations and reduce overlapping, competing transit service for seamless transfers throughout the 6-counties of Northeast Illinois.
- **Integrated and Affordable Fares:** Integrate one fare system across all Chicagoland transit providers; provide affordable fares and passes for low-income riders.
- **Desirable Destinations Within Reach:** Incentivize transit-supportive development to foster vibrant, healthy communities with housing and amenities accessible via transit.



“The choice to take transit is made more difficult since it takes so long on transit. Students talk about commute times. Some are traveling over an hour to get to UIC from the suburbs and other parts of the city. Our systems are not set up to go to major destinations like the medical district and universities.” – Austin



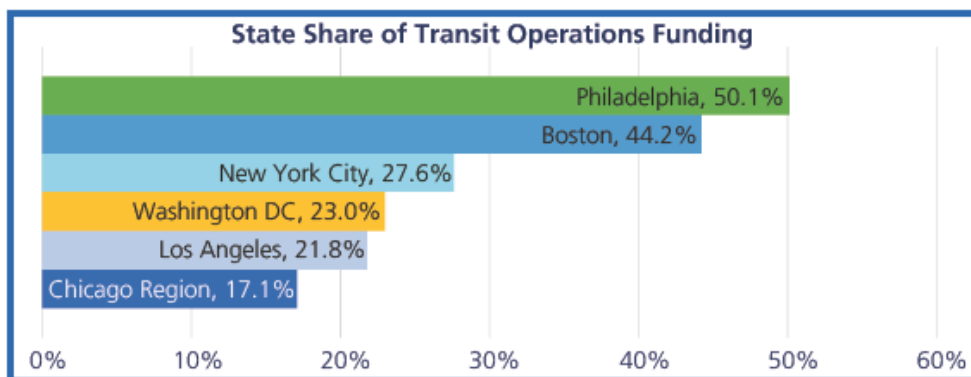
Empower Accountable, Transparent Regional Coordination

Instead of four government agencies (RTA, CTA, Pace, Metra) competing for funds, duplicating services, and ignoring decades-old requirements for integrated fares, this legislation establishes a unified Metropolitan Mobility Authority (MMA) to oversee all bus, rail, and paratransit operations and respond to the diverse needs of our municipalities, counties, and the state. It will encourage MMA directors overseeing the transit system to ride transit and add new representation from labor unions, people with disabilities, and the business community.

Growing the Pie Means Better Transit Statewide

Companion appropriations bills would set aside a minimum of \$1.5B per year in additional operating funds for Illinois transit agencies, which will help stabilize and grow our transit system. A bigger pie means bigger slices for every community in Illinois with transit service.

Illinois is Behind Peers in State Funding for Transit Operations



Transit across the Chicago region returns \$3.86 for every \$1 spent on operations and capital investment.

RTA Transit is the Answer

Support the Clean & Equitable Transportation Act (CETA)

This bill is part of the nation-leading Clean and Equitable Transportation Act (CETA), a package of comprehensive transportation and jobs bills from the Illinois Clean Jobs Coalition. These bills work together to direct state transportation investments to reduce emissions and increase affordable options (the Transportation Choices Act), implement long overdue transit governance and funding reforms for Northeast Illinois with statewide benefits (the Metropolitan Mobility Authority Act), and increase the availability and reliability of zero-emissions vehicles and their accompanying charging infrastructure (the Zero-Emission Vehicle Act).

“Seniors shouldn’t have to make two transfers and ride three buses that are consistently unreliable to get their prescriptions. The current public transportation experience turns trips into an endurance test of snail like bus speeds, and long, frustrating waits to make transfers.” – Robert, Chicago

