Illinois Chamber

Government Relations

SB 2111 HFA 2 (Delgado)

Article 2

Creates the Interagency Coordinating Committee on Transit Innovation, Integration, and Reform Act

- The Department shall establish an Interagency Coordinating Committee on Transit Innovation, Integration, and Reform.
- The Committee shall advise the Department on strategies and initiatives that improve access to transit and better integrate transit with intercity rail and intercity bus networks in Illinois outside of the Northeast Illinois region
- Among other things, promote the adoption and joint procurement of advanced technologies, such as demand-responsive transit platforms, real-time data systems, mobile fare collection, fleet management tools, and other technologies the Committee may find to improve transit service and operations;
- Explore and advise on the use of innovative project delivery models, including design-build, progressive design-build, construction manager general contractor, and public-private partnerships
- The Committee shall produce a report with its recommendations no later than 2 years after the effective date of this Act.

Article 3

Creates the Extremely High Wealth Mark-to-Market Tax Act

- For tax years ending on or after December 31, 2026 and ending prior to December 31, 2027, a resident taxpayer with net assets worth $1,000,000,000 or more on December 31, 2026 shall recognize gains or losses as if each asset owned by that taxpayer had been sold for its fair market value on December 31, 2026. An amount equal to the lesser of (i) the difference between the total fair market value, on December 31, 2026, of all assets held by the taxpayer on that date and the combined basis of all assets held by the taxpayer on that date or (ii) the phase-in cap amount shall be included in the taxpayer's net income for that tax year for the purpose of calculating the tax due under the Illinois Income Tax Act.

- The fair market value of each asset owned by the taxpayer shall be the price at which the asset would change hands between a willing buyer and a willing seller, neither being under any compulsion to buy or to sell and both having reasonable knowledge of relevant facts.
- The Department of Revenue shall amend or create tax forms as necessary for the reporting of gains by assets.
- The Department shall specifically request the filing of such forms by any resident individual expected to have net assets in excess of $1,000,000,000. Such taxpayers shall include, but not be limited to, taxpayers with an adjusted gross income summed over the previous 10 years in excess of $600,000,000.
- Money collected under this Act from a resident taxpayer residing within the service area of the Northern Illinois Transit Authority, after deducting amounts necessary for administration and enforcement by the Department, shall be paid into the Northern Illinois Transit Authority Occupation and Use Tax Replacement Fund.
- Money collected under this Act from a resident taxpayer outside the Northern Illinois Transit Authority, after deducting amounts necessary for administration and enforcement by the Department, shall be paid into the Downstate Public Transportation Fund.

Article 4

<u>Creates the Amusement Tax Act</u>

- Any exhibition, performance, presentation, or show for entertainment purposes, including, but not limited to, any theatrical, dramatic, musical, or spectacular performance, promotional show, motion picture show, flower show, athletic contest, sport, game, or similar exhibition.
- Any paid television programming, whether transmitted by wire, cable, fiber optics, laser, microwave, radio, satellite, or similar means.
- Beginning on July 1, 2026, an amusement tax is imposed upon the patrons of every amusement occurring within the State. Except as otherwise provided, the rate of tax shall be 7% of the admission fees or other charges paid for the privilege of entering, witnessing, viewing, or participating in the amusement.
- For exempted amusement categories, written notice of the exemption must be filed with the Department by the person seeking the exemption at least (i) 30 calendar days prior to the amusement or (ii) 15 calendar days prior to the date on which admission tickets to the amusement are first made available for sale, whichever is earlier.

- It shall be the joint and several duty of every owner, manager, or operator of an amusement or of a place where an amusement is being held, and of every reseller, to secure from each patron or buyer the tax imposed by this Act and to remit the tax to the Department.
- All proceeds shall be deposited to NITA or the Downstate Public Transportation Fund

Article 5

<u>Creates People over Parking Act</u>

- A unit of local government may not impose or enforce any minimum automobile parking requirements on a development project if the project is located within one-half mile of a public transportation hub or one-eighth mile of a public transportation corridor.
- If a development project provides automobile parking voluntarily, then a unit of local government may impose on the development project requirements for parking spaces to be made available for car-share vehicles, for parking spaces to be shared with the public, or for parking spaces to be made available only for a fee.

<u>Amends the Illinois Identification Card Act</u>

- The Secretary of State shall add a marker or box to the Illinois Person with a Disability Identification Card that can be used to record and demonstrate that the holder of the card has presented documentation of certification of eligibility to receive complementary paratransit services under 49 CFR Part 37, Subpart F by an entity that is required to provide those services in the State.

<u>The Department of Transportation Law of the Civil Administrative Code of Illinois is amended</u>

- When developing a performance-based project selection process to prioritize taxpayer investment in State-owned transportation assets that add capacity, evaluate project potential for mode shift away from single-occupancy vehicles and commercial motor vehicles.
- To improve public transportation service across the State, the Department, the Illinois State Toll Highway Authority, and counties and municipalities shall collaborate with and provide support to the Northern Illinois Transit Authority and other public transit providers in the implementation of bus rapid transit and bus priority service using the expressway, tollway, and other roadway systems.
- The Transit Integration Policy Development Committee is created within the Department to better integrate transit policy, planning, and design into Department decisions and highway planning and design.

- The IDOT Secretary shall desiginate a Transit Coordination Oversight Officer within 12 months until January 1, 2030.

Amends the Illinois Procurement Code

- The Department of Transportation shall identify a method of source selection that will make it possible to procure and contract with a consultant to assist with the transition from the Regional Transportation Authority to the Northern Illinois Transit Authority.
- The transition consultant shall assist the Department of Transportation and the interim Northern Illinois Transit Authority Board to develop a transition plan, including the transition of functions between the Service Boards and the Authority, the evaluation of existing policy processes, and the development of a process for efficient and effective operations by both the Northern Illinois Transit Authority and the Service Boards.

The Metropolitan Transit Authority Act is amended

- **CTA**
    - All material changes in the amount, terms and conditions, or other requirements of the projects covered by the Full Funding Agreements in paragraphs (2) and (3) and occurring after the effective date of this amendatory Act of the 104th General Assembly are subject to the review and approval of Board of the Northern Illinois Transit Authority.
    - More limited ability to issue new debt
    - The Northern Illinois Transit Authority shall retain primary responsibility for setting fares, service standards, schedules, and coordinated fare collection.
- **CTA Board**
    - 7 members
        - Governor (2), Mayor (3), Cook County President (2)
            - Governor's appointment with advice and consent from the Senate
    - On July 1, 2026 the term of all current members expires
    - Directors shall have diverse and substantial relevant experience and expertise for overseeing the planning, operation, and funding of a regional transportation system
    - The Board may appoint an Executive Director with the advice and consent of the Board of the Northern Illinois Transit Authority.

- The proposed budget, financial plan, and 5-Year Capital Program shall contain a statement of the funds estimated to be on hand at the beginning of the fiscal year, the funds estimated to be received from all sources for the year and the funds estimated to be on hand at the end of the year. The fiscal year of the Authority shall be the same as fiscal year of the Northern Illinois Transit Authority.

Amends Local Mass Transit District Act Concerning Transit-Oriented Development

- The Board of Trustees of any Transit District may acquire, construct, own, operate, or maintain for public service transit-supportive developments and trail-supportive developments in the metropolitan region and may exercise all powers necessary or convenient to accomplish the purposes of this Section.
- The Board of Trustees of any Transit District shall have the continuing power to borrow money for (i) the purpose of acquiring, constructing, reconstructing, extending, or improving transit-supportive developments and trail-supportive developments or any part of those developments and (ii) the purpose of acquiring property and equipment useful for the construction, reconstruction, extension, improvement, oroperation of its transit-supportive developments and trail-supportive developments or any part of those developments.

Amends the Regional Transit Authority Act to be cited as Northern Illinois Transit Authority Act

- NITA shall develop and use service standards and performance standards to objectively and transparently determine the level, nature, and kinds of public transportation that should be provided throughout the metropolitan region.
- set fares and plan, procure, and operate an integrated fare collection system; (viii) conduct operations, service, and capital planning;
- NITA has ultimate responsibility for providing the metropolitan region with a high-quality public transportation system and, subject to the requirements of this Act and applicable law and agreements, shall have the final responsibility for allocating duties among the Service Boards and between the Service Boards and the Authority itself.
- Strategic Planning shall, among other things, consider:
    - access by low-income communities to places of employment, using analyses provided by the Chicago Metropolitan Agency for Planning regarding employment and transportation availability, and giving consideration to the location of employment centers in each county and the availability of public transportation at off-peak hours and on weekends;

- New performance standards in the strategic plan will include: crowding; (vi) cleanliness of vehicles and stations; (vii) service productivity
- Prior to submitting their proposed capital projects to the Authority, each Service Board shall hold at least one meeting for consideration of the capital projects being submitted to the Authority with representatives of labor organizations that have collective bargaining agreements with the respective Service Board.
- The Authority shall assign to the appropriate Service Board responsibility for projects such as general service infrastructure renewal; improvements to non-service facilities; overhauls of railcars and vehicles; routine maintenance; and projects that will be completed entirely by Service Board employees.
- Beginning December 2027, the Authority shall develop a regionally coordinated Service Plan that describes all transit service to be provided in the coming year or years. The Authority may plan service for periods of not less than1 year and not more than 3 years.
- Establishes guidelines for the Service Boards to follow regarding material required in the Service Plan
- The Auditor General shall conduct a performance audit of the Authority and Service Boards every 5 years. The Authority and Service Boards shall enter into an intergovernmental agreement with the Auditor General to facilitate the audit.
    - Focus on the quality and cost-effectiveness of the public transportation system, including comparative assessments against the performance of transit systems in comparable metropolitan regions around the world;
    - include recommendations for improvements informed by applicable industry best practices and any legislation or other steps that governmental bodies could take to facilitate such improvements
    - assess the efficacy of the public transportation system in providing affordable transportation; connecting residents to jobs, education, and other opportunities; and improving the environment
- Beginning in 2029, Service Boards may only provide service adhering as closely as possible to that described in the regionwide service plan most recently adopted by the Authority
- **The Authority shall have the sole authority to: (i) set and coordinate fares and charges for public transit services in the metropolitan region, including public transportation provided by Transportation Agencies pursuant to purchase of service or grant agreements with the Authority, and (ii) establish the nature and standards of public transit to be provided in accordance with the Strategic Plan and service standards.**
- By no later than January 1, 2028, the Authority, in coordination with the Service Boards, shall undertake a joint procurement for a next generation fare collection system, which shall include, among other things, a unified mobile ticket application,

that shall be procured and implemented by the Authority by February 1, 2030, as a unified regional fare payment system.

- By July 1, 2028, the Authority shall manage digital and web-based trip-planning and real-time vehicle arrival information for use by riders for all public transportation services in northeastern Illinois, including demand-response modes. Relevant Service Board infrastructure, digital assets, technology, administrative support, and contracts may be transferred to the Authority for future centralized customer information services.
- States that one of transit's goals and benefits is the reduction of greenhouse gases from transportation sector
- **NITA Law Enforcement Task Force**
  - The Cook County Sheriff shall establish a multijurisdictional NITA Law Enforcement Task Force led by the Cook County Sheriff's Office in cooperation with the Chicago Police Department, the METRA Police, the Illinois State Police, the sheriff's offices of other counties in the metropolitan region, and other municipal police departments in the metropolitan region.
  - The Chicago Police Department shall use any resources provided for participation in the Task Force to supplement, not supplant, existing force strength currently assigned to the Mass Transit Unit within the Chicago Police Department.
  - Prior to disbanding, the Task Force shall cooperate with the Office of Transit Safety and Experience to develop a plan to transition from the Task Force to a sworn law enforcement officer crime prevention program on public transportation and a crime prevention plan.
- **Office of Transit Safety and Experience**
  - The Authority shall establish an Office of Transit Safety and Experience.
    - Focuses on developing, implementing, and overseeing a regionwide safety strategy, working with the Coordinated Safety Response Council
    - The Executive Director of the Authority shall,subject to the Board's approval, designate a full-time Chief Transit Safety Officer to lead and manage the Office of Transit Safety and Experience.
- **Coordinated Safety Response Council**
  - The Office of Transit Safety and Experience shall create a standing Coordinated Safety Response Council to facilitate collaboration and synchronization among government agencies and nongovernmental agencies to address safety issues and social service needs for individuals working or riding on public transportation in the metropolitan region.
- **Safety Subcommittee**

- The Board shall create a standing Safety Subcommittee composed of, at minimum, one member from each appointing authority.
- **Bus Shields**
  - The Authority, the Chicago Transportation Authority, and the Suburban Bus Division shall complete installation of security barriers by January 1, 2028 for vehicles without limitations
- **NITA Executive Director**
  - The initial Executive Director appointed under this amendatory act of the 104th General Assembly shall be confirmed by the Illinois State Senate.
- The Authority shall develop a transparent prioritization process for metropolitan region transit capital projects to identify projects that will most effectively achieve the goals of the Strategic Plan and improve the quality of public transportation services contemplated by the 25 service standards
- **Fast Track Authority**
  - The Board may designate select projects in the 5-Year Capital Program to be authorized using a fast-track process to be approved along with the 5-Year Capital Program.
  - If a fast-track project requires the removal, relocation, or modification of any facility of a public utility, the Authority or the relevant Service Board shall provide reasonable notice to the affected public utility when the need for removal or relocation becomes known and shall provide updates throughout the planning stage. Upon completion of final plans, the Authority shall provide written notice to each affected public utility of the need to remove, relocate, or modify its facilities. The notice shall include detailed construction plans, safety measures, and plans for mitigating traffic and inconvenience caused by the work. If public utility facilities that are subject to removal or relocation are located within State or county highway rights-of-way, with the consent of the State or appropriate county highway authority, the Authority may coordinate with the Department of Transportation or county highway authority, and the removal or relocation shall be subject to the terms of the Illinois Highway Code.
- **TOD**
  - The Authority shall have power to acquire, construct, own, operate, or maintain for public service transit-supportive development in the metropolitan region
- **Transit-supportive development opportunity inventory**
  - The Authority shall develop an inventory of all real property owned by the Authority or the Service Boards to identify all property that could allow for transit-supportive development without impeding the operations of the Authority or Service Boards. The inventory shall identify, at minimum, any

parcels owned by the Authority or by a Service Board that are (i) located within one-half mile of a public transportation station or within one-eighth of a mile of a bus stop on a public transportation bus route and (ii) are unimproved or contain improvements whose gross square footage (excluding parking facilities) is less than the total land square footage of the parcel.

- **Transit-Supportive Development Incentive Program.**
  - The Authority may establish a Transit-Supportive Development Incentive Program and authorize the deposit of Authority moneys into a Transit-Supportive Development Incentive Fund. Amounts on deposit in the Fund and interest and other earnings on those amounts may be used by the Authority, with the approval of its Directors and after a competitive application and scoring process that includes an opportunity for public participation for the following purposes:
    - Investment in transit-supportive residential and commercial development, including developments on or in the vicinity of property owned by the Authority
    - Grants to local governments to help cover the cost of drafting and implementing land use, parking, and other laws
    - providing resources for increased public transportation service in and around transit-supportive residential and commercial developments
- **Transit Ambassadors**
  - By July 1, 2027, the Authority shall implement a transit ambassador program to increase safety for passengers and personnel, provide passenger education and assistance, and help passengers navigate all transit systems under the Authority.
- Renovations to Terminals
  - The Authority shall remodel, renovate, or construct new stations at or near the Cicero/Laramie location on the Blue Line, along the Green Line within the Englewood community area, and enter enter into intergovernmental agreements with municipalities to share costs for repair and related right-of-way improvements for bridges used by the Green Line located outside of the City of Chicago.

- **NITA Board of Directors**
  - 20 Directors (rather than 13)
    - Mayor (5)
    - State (5)
      - Governor (3)

            - Speaker of the House (1)
            - President of the Senate (1)
        - Cook County Board Pres (5)
        - Collar Counties (5) one by Chair of Kane, Lake, McHenry, DuPage, and Will. These directors also serve on PACE/METRA Boards
        - Directors compensated $15,000 per year
    - Every Director of the Board of the Authority and member of the Service Boards must participate in a mandatory training seminar within the first 3 months of the Director's or member's term of office. The training shall consist of at least 4 hours of professional development leadership training covering topics that shall include, but are not limited to, financial oversight and accountability, procurement, audits, fiduciary responsibilities of a member of a governing board, and conflicts of interest. The training shall be completed by each member of the board every 2years.
- **Regional Rail**
    - By January 1, 2027, the Commuter Rail Division shall implement a regional rail scheduling pilot program on the Rock Island commuter rail line to improve transit access for residents of Will County and southern Cook County
    - The Commuter Rail Division shall conduct a planning study on expanding the Metra Electric commuter rail line from University Park to Kankakee.
- **NITA Budget**
    - After conducting the hearings and holding the meetings required under this subsection and after making the changes in the proposed Annual Budget and 2-Year Financial Plan that the Authority deems appropriate, the Board shall adopt its annual appropriation and Annual Budgetand2 Year Financial Plan ordinance before November 30. The ordinance may be adopted by the Board only upon a supermajority vote.
    - Before the Board may adopt its annual appropriation and Annual Budget and 2-Year Financial Plan ordinance, based on the information provided by the Director of the Illinois Governor's Office of Management and Budget and the estimates of amounts to be available from the State and other sources to the Service boards.

- Before the Board adopts the Authority's annual appropriation and Annual Budget and 2-Year Financial Plan ordinance, the Service boards shall review the proposed Annual Budget and 2-Year Financial Plan and shall adopt, by the affirmative vote of a majority of each Service Board's then Directors, a budget recommendation ordinance describing any modifications to the Board's proposed Annual Budget and 2-Year Financial Plan that are deemed necessary by the Service Boards to provide the service described in the regionwide Service Plan adopted by the Authority.

- **Recovery Ratios**
  - Until January 1, 2029, the Authority shall report its system generated revenue recovery ratio as part of the Authority's Annual Budget and 2-Year Financial Plan.
    - The Annual Budget and 2-Year Financial Plan must show that the system generated revenue received in each fiscal year shall equal at least 25% of the costs of providing public transportation in that fiscal year.
    - If the system generated revenues are less than 25% of said costs, then the Board shall remit an amount equal to the amount of the deficit to the State.
    - Beginning January 1, 2029, the Authority shall report its system-generated revenue recovery ratio within 6 months of the end of each fiscal year. If the Authority's system generated revenue recovery ratio falls below 20% for 2 consecutive years, then the Board of Directors shall consider whether additional fare adjustments or other changes are necessary to increase system generated revenue, reduce costs, or both.
- **Taxes and Surcharges**
  - In Cook County, the tax rate shall be 1.5% of the gross receipts from sales of food for human consumption that is to be consumed off the premises where it is sold and tangible personal property taxed at the 1% rate under the Retailers' Occupation Tax Act, and 1.25% of the gross receipts from other taxable sales made in the course of that business.
  - In DuPage, Kane, Lake, McHenry, and Will counties, on and after the effective date of this amendatory Act of the 104th General Assembly, the tax rate shall be 1% of the gross receipts from all taxable sales made in the course of that business.

- In Cook County the tax rate shall be: (1) 1.5% of the serviceman's cost price of food prepared for immediate consumption and transferred incident to a sale of service subject to the service occupation tax by an entity that is located in the metropolitan region and that is licensed under the Hospital Licensing Act, the Nursing Home Care Act, the Assisted Living and Shared Housing Act, the Specialized Mental Health Rehabilitation Act of 2013, the ID/DD Community Care Act, the MC/DD Act, or the Child Care Act of 1969, or an entity that holds a permit issued pursuant to the Life Care Facilities Act; (2) 1.5% of the selling price of food for human consumption that is to be consumed off the premises where it is sold and tangible personal property taxed at the 1% rate under the Service Occupation Tax Act; and (3) 1.25% of the selling price from other tax able sales of tangible personal property transferred.
- In DuPage, Kane, Lake, McHenry, and Will counties, on and after the effective date of this amendatory Act of the 104th General Assembly, the rate shall be 1% of the selling price of all tangible personal property transferred.
- The Board shall impose a large event ticket surcharge on an amusement ticket if (1) the amusement is held in a venue that has a total capacity of 10,000 or more persons; (2) the amusement is located within the service area of the Authority; and (3) the amusement ticket is sold for consideration. The amount of the surcharge shall be $5 per amusement ticket unless the amusement is held over multiple days.If the amusement is held over multiple days, then the amount of the surcharge shall be $5 per day that the amusement ticket grants the holder of the amusement ticket access to the amusement. The surcharge shall apply each time the amusement ticket is sold.

- **Distribution of Revenue**
  - The Authority shall distribute revenue from all sources as follows:
    - An amount to each Service Board equal to the amount of the total public funding and the federal relief funding the Service Board received in fiscal year 2025 under the Regional Budget adopted by the Authority in December2024.
    - Any amount remaining after the (above) distribution shall be allocated to the Service Boards in proportion to the sum of each Service Board's percentage of:
      - Vehicle revenue miles; (B) passenger miles traveled; (C) unlinked passenger trips; and (D)vehicle revenue hours.

- **Bidding Restrictions**
  - Contractors and participating subcontractors working on covered transportation contracts shall be required to submit annual Illinois Jobs Plan reports to the Authority and covered transportation entities demonstrating compliance with the contractor's or participating subcontractor's Illinois Jobs Plan commitments. The Authority shall make the Illinois Jobs Plan and annual compliance reports available to the public.
- **Diversity Reporting**
  - All construction contractors who contract with the Authority or a Service Board shall report to the Authority regarding the diversity of its employees, apprenticeship hours, and its spending. Reports must contain data providing:
    - The number of women, minority persons, persons with a disability, and veterans employed by the construction contractor; (2) the apprenticeship hours performed by women, minority persons, persons with a disability, and veterans; and (3) the spending for women-owned, minority-owned, qualified veteran-owned, and small business enterprises in the previous calendar year.
- **Performance review and removal for cause**
    - The Authority shall conduct a performance review of the Executive Director of each Service Board once each year. As part of this review, the Executive Director shall appear before the Board to discuss the initial findings of the review.
- **Dial-a-Ride Service Program**
  - A hired third party shall work in collaboration with the Authority, Service Boards, counties, and townships that operate dial-a-ride services to evaluate existing dial-a-ride programs and create recommendations for coordinated service across the region. The recommendations shall consider coordination with existing dial-a-ride service and fixed-route service operated by the Service Boards and potential expansion of fixed-route service operated by the Service Boards. The Authority shall work with the Service Boards, counties, and townships that operate dial-a-ride services to implement the recommendations following an affirmative vote of the Board of the Authority.
  - After the recommendations have been completed, the Authority may establish a DAR service program policy and authorize the deposit of Authority moneys into a DAR Service Program Fund.

<u>ARTICLE 6 Service</u>

- **Service Standards**
  - The Authority shall adopt service standards to guide the provision of public transportation throughout the metropolitan region.
  - The service standards shall identify quantitative and qualitative attributes of quality public transit service using metrics drawn from the performance of high-quality transit systems in global metropolitan areas with populations and metropolitan economies comparable to the metropolitan region.
  - The service standards shall include a framework that describes the appropriate characteristics for each type of service or mode. These characteristics include, but are not limited to, mode, frequency, time span, vehicle type, stop spacing, vehicle and stop amenities, network connectivity, route directness, route deviation, and coverage of service. Consideration shall be given to vehicle revenue hours, vehicle revenue miles, passenger miles traveled, and unlinked passenger trips.
  - The service standards shall cover the entire metropolitan region and include the development of transit propensity thresholds for each type of service or mode. Transit propensity metrics shall include, but are not limited to, population density, employment density, low-income populations, disabled populations, zero-car households, intersection density, and the presence of sidewalks. The Authority shall develop weights for each metric and a scoring system to determine transit propensity.
  - The service standards shall include the transition of commuter rail in the metropolitan region to a regional rail service pattern or the retention of commuter rail with additional regional rail service.
  - Service standards and transit propensity thresholds shall be developed, adopted by the board of directors, and implemented by December 31, 2027
  - The Authority shall compile and publish reports comparing the actual public transportation system performance measured against the service standards. The performance measures shall include customer-related performance data measured by line, route, or subregion, as determined by the Authority, including, but not limited to: (1) travel times and on-time performance; (2) ridership data; (3) equipment failure rates; (4) employee and customer safety; (5) crowding; (6) cleanliness of vehicles and stations; (7) service productivity; and (8) customer satisfaction.

Article 7 Internal Audit

- **Chief Internal Auditor**
  - The Board of the Authority shall appoint a Chief Internal Auditor, who shall report directly to the Board.
  - be a certified internal auditor, certified public accountant with at least 5 years of auditing experience, or an auditor with 5 years of auditing experience.
  - Shall: direct the internal audit functions and activities of the Authority, including conducting operational, financial, compliance, performance, information technology, and special audits to determine the adequacy of the Authority's systems of internal control and ensure compliance with Authority and State requirements
  - Shall: prepare audit reports and assess program goals, including making recommendations leading to compliance, reduced operating costs, improved services, and greater general efficiency and effectiveness in existing Authority operations;
  - The Chief Internal Auditor shall conduct a financial audit, a compliance audit, or other attestation engagement, as is appropriate to the Authority's operations under generally accepted government auditing standards, of each Authority agency at least once during every biennium.
  - The Chief Internal Auditor may initiate and conduct an economy and efficiency audit of an agency or program of the Authority whenever the findings of a post audit indicate that an economy and efficiency audit is advisable or in the public interest

- **Transition**
  - By April 1, 2026, or as soon thereafter as is reasonably feasible, the Authority shall enter into a contract with a third party to assist with the transition plan, including the transition of certain functions between the Service Boards and the Authority.
  - The Transition Working Group shall be made up of 15 members, comprised of representatives from the Authority, each of the Service Boards, and at least one member from a statewide labor organization recognized under the National Labor Relations Act or the Railway Labor Act and resides within the 6-county metropolitan region of the Authority.
  - Create a transition plan that addresses capital program, universal fare instrument, development and deployment of a police force, and operations including: procurement, IT, etc.
- **ADA Advisory Council**

    - The purpose of the ADA Advisory Council is to advise the Board of the Authority of the impact of Authority policies, programs, and public transportation services on disabled transit riders within the metropolitan region
- **Riders Advisory Council**
    - The purpose of the Riders Advisory Council is to advise the Board of the Authority on the impact of Authority policies, programs, and public transportation services on transit riders

Amends the Illinois Vehicle Code

- **Automated Speed Enforcement in Safety Zones**
    - For a municipality with a population under 2,000,000, 50% of gross revenue collected from the automated speed enforcement system shall be remitted to the Northern Illinois Transit Authority.
    - Now applies to Municipalities within Cook; DuPage; Kane; Lake; McHenry; and Will County rather than City of Chicago.
- **Safety requirements for track, facilities, and equipment**
    - The Commuter Rail Division of the Northern Illinois Transit Authority shall be treated as a rail carrier subject to the Illinois Commerce Commission's safety requirements for track, facilities, and equipment in accordance with Section 18c-7401 and eligible to receive money from the Grade Crossing Protection Fund or any fund of the State or other source available for purposes of promoting safety and separation of at-grade railroad crossings or highway improvements.

Article 15

Amends the Illinois State Finance Act

- **Road Fund**
    - Beginning in fiscal year 2027, any interest earned on monies in the Road Fund and the State Construction Account Fund shall be dedicated to public transportation construction improvements or debt service. Of the interest earned on moneys in the Road Fund and the State Construction Account Fund on or after July 1, 2026, 90% shall be deposited into the Northern Illinois Transit Capital Improvement Fund to be used by the Northern Illinois Transit Authority for construction improvements and 10% shall be deposited into the Downstate Mass Transportation Capital Improvement Fund to be used by local mass transit districts, other than the Northern Illinois Transit Authority, for construction improvements. There shall be a transfer of $5,000,000 from the Downstate Transit Improvement Fund to an airport operated under the University of Illinois Airport Act. Beginning in fiscal year

2027, the Department shall issue a semi-annual call for projects for this program.

Amends the Downstate Public Transportation Act

- **Residual Fund Balance**
  - except that the total residual fund balance transferred to the Downstate Transit Improvement Fund after the completion of Fiscal Year 2026 shall be used for Intercity Rail Capital Startup projects for connectivity between downstate communities and Chicago.
  - For Fiscal Year 2027, the sum of $3,750,000, or so much of that amount as may be necessary, may be appropriated from the Downstate Transit Improvement Fund to the Department of Transportation to make a grant to the Springfield Airport Authority for the purpose of supporting daily commercial air service between Springfield and Chicago O'Hare International Airport in order to facilitate State operations in the Capital City.

The Motor Fuel Tax Law is amended

- **Transportation Renewal Fund; creation, distribution of proceeds**
  - Moneys in the Downstate Mass Transportation Capital Improvement Fund may be used for intercity rail capital startup projects for connectivity between downstate communities and Chicago. The amount to be spent on intercity rail capital startup projects from the Downstate Mass Transportation Capital Improvement Fund shall be no more than $134,729,538.

Amends the P3 for Transportation Act

- **Dynamic wireless electric vehicle charging pilot program**
  - Any transportation project undertaken under this Act that includes the design, development, construction, or reconstruction of 20 lane miles or more of a roadway is required to include the construction of one lane mile of dynamic wireless electric vehicle charging within the roadway.
  - The contractor shall design, fund, evaluate, iterate, test, and implement dynamic vehicle charging along a one-mile stretch of roadway. This will serve as a pilot program for Illinois. The program shall focus on nondisruptive designs that are compatible with existing infrastructure. Dynamic wireless charging lanes shall be compatible with the entire range of electric vehicles, including passenger, electric transit buses, fleet vehicles, and light-duty, medium-duty, and heavy-duty vehicles. The contractor shall consider the performance, safety, electromagnetic compatibility, and interoperability in the development of the dynamic wireless charging lane.