



Executive Summary of Metropolitan Mobility Authority Act

October 23, 2024

The Metropolitan Mobility Authority Act (HB 5823/SB 3937) proposes the creation of a Metropolitan Mobility Authority (MMA) within the state of Illinois. The MMA would consolidate the Chicago area's main transit agencies—Chicago Transit Authority (CTA), Metra, and Pace—into a single entity. This would replace the Regional Transportation Authority (RTA) and aim to improve coordination, reduce competition and streamline service with a unified fare system. The legislation is part of broader efforts to address underfunding and operational inefficiencies, exacerbated by a looming \$730 million budget shortfall confronting the transit agencies in 2026 as federal pandemic funds run out.

Here are several key aspects of the act:

Purpose

- The Act is intended to address issues related to traffic congestion, public transportation inefficiencies related to governance and operations and regional economic growth by fostering integrated, multi-modal transportation systems.
- The Act seeks to invest metropolitan areas within northeastern Illinois with authority and resources necessary to develop projects that address transportation challenges.

Creation of the Metropolitan Mobility Authority (MMA)

- The MMA would be created in the northeastern region of Illinois through an agreement between local governments (e.g., municipalities or counties).
- It would be a special purpose entity that with the ability to plan, construct and manage transportation projects, often across jurisdictional boundaries.

Governance

- The MMA would be governed by a 24-person board of directors consisting of 18 voting members and 6 non-voting members. The board includes representation from affected local governments. The board would oversee the planning and implementation of transportation projects.

Powers and Responsibilities

- The MMA would possess the authority to issue bonds, collect fees (such as tolls), and impose taxes (subject to voter approval) to finance transportation projects.
- The MMA would be authorized to enter into agreements with private companies for public-private partnerships to develop infrastructure.
- The MMA would oversee the coordination of public transportation (buses, trains, etc.), highway construction, and other transportation initiatives to promote regional mobility.

Revenue Sources

- The MMA would be funded by a mix of public and private funds, including federal and state grants, taxes, tolls, and other user fees.