



MEMORANDUM

To: Transportation Committee

From: CMAP Intergovernmental Affairs Staff

Date: July 25, 2025

Subject: Legislative update

Action Requested: Information

FEDERAL

Surface transportation reauthorization

Progress toward the next surface transportation reauthorization bill continues. The Senate Environment and Public Works Committee held additional hearings over the summer to hear input from local and state elected officials as well as transportation industry representatives on priorities for the next reauthorization bill. The House Transportation and Infrastructure Committee also held several hearings earlier in the year.

Additionally, USDOT issued a Request for Information on July 21 seeking stakeholder input on the next surface transportation reauthorization. The RFI notes the next reauthorization will focus on modernizing infrastructure through improvements in safety, streamlining federal processes, promoting economic growth, and strengthening partnerships.

CMAP continues to collaborate both with the region's transportation implementers and peer major metropolitan agencies on developing shared principles for the next reauthorization.

STATE

Strengthen Communities (HB3784) RPA funding initiative

CMAP's Strengthen Communities (HB3784) funding initiative, which would appropriate \$2M to the agency to support the planning functions and programs required in the Illinois Regional Planning Act, was successfully incorporated into the FY26 budget. The FY26 budget appropriates \$2M via the Department of Human Services to CMAP for operational expenses. CMAP staff will work with DHS to access the funds and utilize them to strengthen CMAP's technical assistance offerings in alignment with the Regional Planning Act.

FY26 Budget

The General Assembly passed the FY26 budget (SB2510) on May 31 in the final hours before scheduled adjournment. Shortly after, the General Assembly passed companion budget implementation (HB1075) and revenue (HB2755) legislation. The \$55.2 budget increases spending by about 4% compared to the

current fiscal year. Included in this package is a \$100M Budget Reserve for Immediate Disbursements and Governmental Efficiencies (BRIDGE) fund to address any unanticipated delays in funding or failures of revenue. The revenue package, totaling approximately \$800M, included some new taxes on sports betting, tobacco and vape products, and additional taxes on foreign and out-of-state corporations. Taken together, the final budget package accounts for an approximate \$500M shortfall in revenue projections since the Governor put forward his FY26 budget proposal in February.

On June 16, Governor Pritzker signed into law the FY26 budget, along with companion budget implementation and revenue legislation. These take effect on July 1, 2025.

Transit reform

The General Assembly concluded its spring session without passing legislation to address transit funding and reform. Representative Delgado (SB2111 HA1) and Senator Villivalam (HB3438 SFA2) each filed bills in the final week of session addressing a series of governance reforms to the northeastern Illinois transit system. The bills would create a new Northern Illinois Transit Authority (NITA) to oversee operations of Metra, Pace, and CTA. The Senate bill also included several funding options that would raise revenues for transit operations and capital.

Following the introduction of a few amendments, the Senate bill passed by a vote of 32-22 during the final moments of session. The House did not take up the Senate bill, nor did the House bill advance to a floor vote.

Lawmakers have been working throughout the summer to address governance and funding issues raised throughout the committee hearings and legislative debate.

CMAQ continues to engage with members of the General Assembly and other key stakeholders on the importance of enacting adequate and sustainable revenues to address the operating funding shortfall and fund the desired system improvements.

General legislative activity

The General Assembly is next scheduled to convene during veto session, which will take place on October 14-16 and October 28-30, 2025.

CMAQ staff continue to track legislation before the Illinois General Assembly that impacts the region and is relevant to CMAQ's work. The following has been identified by CMAQ staff as key pieces of legislation being considered before the Illinois General Assembly that may be of interest to the Transportation Committee.

It should be noted this is not an exhaustive list of legislation tracked by CMAQ staff. For more information on other tracked legislation of interest, please contact Ryan Gougis, IGA Specialist at rgougis@cmap.illinois.gov.

FY26 Budget, BIMP, and Revenue

[SB2510](#) – **FY26 Budget** (Sen. Sims, Jr./Rep. Welch)

Description: Makes appropriations and reappropriations for capital and operating expenditures and other purposes for State Fiscal Year 2026.

Status: Signed into Law on 6/16/2025 ([Public Act 104-0003](#))

[HB1075](#) – FY26 BIMP (Rep. Gabel/Sen. Sims)

Description: Creates the Fiscal Year 2026 Budget Implementation Act. Adds, deletes, and makes changes to various statutory provisions as needed to implement the State budget for Fiscal Year 2026.

Status: Signed into Law on 6/16/2025 ([Public Act 104-0002](#))

[HB2755](#) – FY26 Revenue Omnibus (Rep. Tarver, II/Sen. Villanueva)

Description: Makes changes to various Acts concerning the following revenue provisions: tax amnesty; the business interest deduction; deposits into the Road Fund; civil penalties under the Environmental Protection Act; short-term rentals; tobacco products; grocery taxes; the 9-8-8 suicide prevention system; marketplace facilitators and remote retailers; motor fuel taxes; affordable housing property tax credits; and tobacco and cigarette taxes. Creates the American Hostage Tax Liability Postponement Act. Creates the Advancing Innovative Manufacturing for Illinois Tax Credit Act. Creates the Digital Advertisement Tax Act. Contains other provisions. Effective immediately, except that certain provisions take effect July 1, 2025, certain provisions take effect January 1, 2026, and certain provisions take effect January 1, 2027.

Status: Signed into Law on 6/16/2025 ([Public Act 104-0006](#))

Transit Improvement

[HB3094](#) – TRANSPORTATION BENEFIT PROGRAM (Rep. Mah/Sen. Villivalam)

Description: Amends the Transportation Benefits Program Act. Provides that the Act does not apply to a covered employer in the construction industry with respect to employees with whom the covered employer has entered into a bona fide collective bargaining agreement. Makes changes to definitions.

Status: Sent to the Governor on 6/20/2025

Bike and Pedestrian

[HB2675](#) – VEH CD-BIKE TRAIL SIGNAGE (Rep. Moylan/Sen. Simmons)

Description: Amends the Illinois Vehicle Code. Provides that the authority having maintenance jurisdiction over publicly owned paved bicycle trails in the State shall erect permanent regulatory or warning signage alerting pedestrians or cyclists of highway crossings, unless the intersection where the trail crosses the highway is controlled by an official traffic control device or sign. Provides that if the authority having maintenance jurisdiction over publicly owned bicycle trails has actual knowledge of an emergency or safety hazard that creates a dangerous condition on a publicly owned paved bicycle trail, the authority shall take reasonable steps to erect temporary signage or other warning markers, including, but not limited to, cones, barricades, or drums, alerting pedestrians or cyclists of the dangerous condition. HA3 provided that the authority having maintenance jurisdiction over publicly owned paved bicycle trails in the State shall erect permanent regulatory or warning signage alerting pedestrians or cyclists of highway crossings, unless the crossing (rather than the intersection where the trail crosses the highway) is controlled by an official traffic control device or sign. Effective immediately.

Status: Sent to the Governor on 6/20/2025

Transportation Infrastructure

[HB3177](#)– TRANSPORT INFRASTRUCTURE-DELIVERY (Rep. Olickal/Sen. Villivalam)

Description: Amends the Innovations for Transportation Infrastructure Act. Provides that the Department of Transportation or the Illinois State Toll Highway Authority may use the design-build project delivery method for transportation facilities if the capital costs for transportation facilities delivered utilizing the design-build project delivery method or Construction Manager/General Contractor project delivery method or Alternative Technical Concepts in a design-bid-build project delivery method do not for transportation facilities delivered by the Department, exceed \$500,000,000

(rather than \$400 million) of contracts awarded on an annual basis (rather than during the Department's multi-year highway improvement program for any 5-year period). Provides that the Department may adjust the applicable monetary threshold on a yearly basis to reflect inflationary costs in highway construction as measured by the United States Department of Transportation in the National Highway Construction Cost Index or other similar index. Requires a notice of any change to that threshold to be published in the Illinois Transportation Bulletin. Removes language that provides that notwithstanding any other law, and as authority supplemental to its existing powers, the Department may use the Construction Manager/General Contractor project delivery method for up to 2 transportation facilities per year. Effective immediately. SA1 to HB3177 removed a provision from the engrossed bill that would have authorized the Department of Transportation to adjust the applicable monetary threshold on a yearly basis to reflect inflationary costs in highway construction as measured by the United States Department of Transportation in the National Highway Construction Cost Index or other similar index. Effective immediately.

Status: Sent to the Governor on 6/24/2025

SB1999 – TRANSPORTATION-VARIOUS (Sen. Porfirio/Rep. Deuter)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Provides that the Department of Transportation shall develop and implement a life-cycle costs analysis for each new construction, reconstruction, or replacement road project, except for State rehabilitation and preservation projects, under its jurisdiction for which the total pavement costs exceed \$500,000. Amends the Illinois Municipal Code. Provides that the employee of the Aeronautics Division of the Department of Transportation who is a member of the advisory committee that determines which homes contain windows or doors that cause offensive odors and thus are eligible for replacement shall only cast a vote when breaking a tie. Amends the Illinois Vehicle Code. Provides that every crash report required to be made in writing must be electronically submitted to the Administrator using an electronic format approved by the Administrator (rather than made on an approved form or in an approved electronic format provided by the Administrator). Makes conforming changes. Effective immediately, except that the changes made to the Illinois Vehicle Code are effective January 1, 2027.

Status: Sent to the Governor on 6/27/2025

Transportation Safety

HB2983 – TRANSPORTATION-VARIOUS (Rep. Gonzalez, Jr./Sen. Stadelman)

Description: Amends the Illinois Vehicle Code. Requires the Secretary of State to include information advising drivers of the laws and best practices for safely sharing the roadway with bicyclists and pedestrians in the Illinois Rules of the Road Publication. Provides that an applicant for a school bus driver permit or commercial driver's license with a school bus driver endorsement is not required to pass a written test if the applicant holds a valid commercial driver's license or a commercial driver's license that expired in the preceding 30 days issued by another state with a school bus and passenger endorsements. Requires all driver education courses to include information advising drivers of the laws and best practices for safely sharing the roadway with bicyclists and pedestrians. Provides that the examination to test an applicant's ability to read and understand official traffic control devices and knowledge of safe driving practices and traffic laws may be administered at a Secretary of State facility, remotely via the Internet, or in a manner otherwise specified by the Secretary of State by administrative rule. Allows the Secretary to destroy a driving record created 20 or more years ago for a person who was convicted of an offense and who did not have an Illinois driver's license if the record no longer contains any convictions or withdrawal of driving privileges due to the convictions. Provides that the application for an instructor for a driving school must be accompanied by a medical examination report completed by a competent medical examiner (rather than a competent physician). Provides that the restricted commercial driver's license issued for farm-related service industries may be available for periods not to exceed a total of 210 (rather than 180) days in any 12-month period. Removes some of the duration

limitations for suspended licenses. Provides that the traffic-control signals also apply to bicyclists. Restricts a person from driving a motor vehicle on a bicycle lane, trail, or path designated by an official sign or marking for the exclusive use of bicycles or pedestrians. Makes other changes. Amends the School Code to make a conforming change. Effective immediately.

Status: Sent to the Governor on 6/20/2025

SB1507 – VEH CD-SAFETY ZONES (Sen. Feigenholtz/Rep. Croke)

Description: Amends the Illinois Vehicle Code. Provides that the University of Illinois Chicago Urban Transportation Center shall conduct a study that includes the following: (1) a comprehensive review of the City of Chicago's website multi-year crash data on North and South DuSable Lake Shore Drive; (2) the available research on potential effectiveness of cameras powered by artificial intelligence in improving compliance and reducing crashes and road fatalities on North and South DuSable Lake Shore Drive; (3) an analysis of driving behavior to detect risky driving patterns and to address the DuSable Lake Shore Drive crash corridors; (4) an assessment of the effectiveness of psychological deterrence in reducing habitual speeding; and (5) an assessment of how fatalities can be reduced using these cameras powered by artificial intelligence and other technical options that may be available in place of cameras powered by artificial intelligence. Provides that the Department of Transportation shall adopt any rules necessary to implement this provision.

Status: Sent to the Governor on 6/20/2025

SB1559 – IDOT-TRAFFIC STUDIES (Sen. Feigenholtz/Rep. Williams)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to conduct a traffic study following the occurrence of any crash involving a pedestrian fatality that occurs at an intersection of a State or municipal highway. Sets forth the meeting agendas for State and municipal government departments of transportation if a memorandum of understanding exists between the State and municipal departments of transportation and that memorandum of understanding requires that the 2 bodies meet monthly or regularly. Provides that the Department shall conduct a timely analysis of each fatal traffic crash that occurs on a State or municipal highway that is reported to the Illinois State Police or a local law enforcement agency. Provides that the Department shall conduct periodic analyses to identify trends, patterns, and correlations associated with traffic crashes. Provides that based on its analyses, the Department shall identify potential actions to increase traffic safety. Provides that when appropriate, the Department shall include estimates for the cost of implementation and potential funding options in its identification of such potential actions. Provides that in conducting analyses and in identifying potential actions, the Department shall coordinate with any other department, agency, or organization deemed relevant by the Department. Requires each department of transportation to make the reports of the analysis and the results of the study available to the public upon request. SA2 removed provisions concerning regular meetings between State and municipal departments of transportation, traffic crash analyses. Makes changes to provisions requiring the Department to identify potential action to increase traffic safety. Provides that the Department of Transportation (rather than each department, including State and municipal departments, of transportation) shall make the reports of the analysis and results of the study available to the public upon request. Makes other changes

Status: Sent to the Governor on 6/18/2025