



MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Intergovernmental Affairs Staff

Date: February 13, 2026

Subject: Legislative update

Action Requested: Information

FEDERAL

FY26 appropriations

The FY26 THUD spending bill was signed into law on February 3, 2026, and provides \$25.1 billion in discretionary funding for USDOT and \$83.2 billion for transportation programs, totaling roughly \$108 billion in budget authority for FY26.

Overall, the bill preserves core highway and transit formula programs, while redirecting \$2.3 billion in unobligated IIJA funding into the Highway Infrastructure Programs account and includes roughly \$2.3 billion in earmarks for projects requested by House and Senate members.

Surface transportation reauthorization

Progress toward the next surface transportation reauthorization bill continues to accelerate. Congressional authorizing committees have begun circulating draft language internally in advance of anticipated public release and markups during the first quarter of 2026.

USDOT and its operating administration are also transmitting their reauthorization proposals to the Office of Management and Budget before formal submission to Congress. The current surface transportation bill, the Infrastructure Investment and Jobs Act (IIJA), is set to expire on September 30, 2026, and Congress is working to pass reauthorization ahead of this deadline.

CMAP staff has shared One Regional Voice ([ORV 2025](#)) with the region's congressional delegation and other federal stakeholders to help inform federal policy and investment decisions in the reauthorization bill. CMAP will continue engaging with the region's congressional delegation and stakeholders to elevate shared goals and priorities.

STATE

General legislative activity

The General Assembly has convened for its 2026 regular session and is scheduled to be in session through May 31, 2026. Following the bill introduction deadline on February 6, the next deadlines ahead are March 13 for Senate bills to advance out of committee and March 27 for House bills.

CMAP staff continues to track legislation before the Illinois General Assembly that impacts the region and is relevant to CMAP's work. The following has been identified by CMAP 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 CMAP staff. For more information on other tracked legislation of interest, please contact Ryan Gougis, IGA Specialist at rgougis@cmmap.illinois.gov.

Bike and Pedestrian

HB4220 – VEH CD-GEN SPEED RESTRICTIONS (Rep. Stuart)

Description: Provides that the maximum speed limit on bicycle paths for bicycles, low-speed electric bicycles, low-speed gas bicycles, motor driven cycles, and mopeds is 15 miles per hour.

Status: Referred to Rules Committee on 1/14/2026

HB4660 – VEH CD-BICYCLE OPERATION (Rep. Buckner)

Description: Provides that an individual operating a bicycle approaching a stop sign may proceed through the intersection without stopping if the individual slows to a reasonable speed and the individual yields the right-of-way to pedestrians and traffic. Sets forth exemptions.

Status: Referred to Rules Committee on 2/3/2026

HB4742 – VEH-ELECTRIC MOBILE DEVICE DEF (Rep. Cochran)

Description: Changes the definition of "electric personal assistive mobility device" to mean a self-balancing 2 non-tandem wheeled device lacking pedals designed to transport only one person that is battery-powered or has an electric propulsion system that limits the maximum speed of the device to 15 miles per hour or less. Includes in the definition of "electric personal assistive mobility device" a device that is currently out-of-class. Excludes from the definition of "electric personal assistive mobility device" a low-speed electric bicycle, low-speed scooter, motorcycle, or motor vehicle.

Status: Referred to Rules Committee on 2/6/2026

HB4768/SB3595 – VEH CD-LOW-SPEED ELECTRIC BIKE (Rep. DeLaRosa/Sen. Cappel)

Description: Allows a State entity to prohibit the use of low-speed electric bicycles or a specific class of low-speed electric bicycles on any bicycle path the State entity has jurisdiction over.

Status: HB4768 referred to Rules Committee on 2/6/2026; SB referred to Assignments on 2/5/2026

HB4840 – VEH-PERSONAL MOBILITY DEVICES (Rep. Canty)

Description: Creates a comprehensive, speed-based regulatory framework for motorized personal mobility devices by defining four device classes (low-speed micromobility, low-speed personal mobility, moderate-speed, and high-speed). Low-speed micromobility devices may use

bicycle paths unless local authorities provide for restrictions. Moderate- and low-speed devices are prohibited on highways posted over 35 mph. Moderate- and high-speed devices are barred from bicycle-specific facilities. Retailers and manufacturers are prohibited from marketing faster devices as low-speed and allows municipalities to install signage to regulate devices.

Status: Referred to Rule Committee on 2/6/2026

[HB4925/SB3336](#) – **LOW-SPEED ELECTRIC BICYCLE** (Rep. B. Hernandez/Sen. Villivalam)

Description: Provides that a person who is less than 16 years of age may ride as a passenger on a Class 3 low-speed electric bicycle that is designed to accommodate passengers if the operator is 18 years of age or older.

Status: HB4925 referred to Rules Committee on 2/6/2026; SB3336 referred to Assignments on 2/4/2026

[SB2966](#) – **SCH CD-ACTIVE TRANSPORT SAFETY** (Sen. Guzman)

Description: Requires each school district maintaining any elementary grades to provide its public-school pupils enrolled in kindergarten through grade 8 with age-appropriate, active-transportation safety training. Requires the Secretary of Transportation to maintain a comprehensive collection of active-transportation safety training materials.

Status: Assigned to Senate Education on 2/3/2026

[SB3478](#) – **IDOT-BICYCLE GRID NETWORK** (Sen. Simmons)

Description: Provides that the Department of transportation shall develop a statewide bicycle grid network of State bicycle routes to include greenspace and protected bicycle routes connecting major cities, suburbs, and townships across the State. Allows the Department to adopt rules on how best to accomplish the development of a bicycle grid network and the necessary steps to develop a bicycle grid network.

Status: Referred to Assignments on 2/5/2026

Transit Improvement

[HB4588](#) – **PARKING-HIGH POPULATION CITIES** (Rep. Hirschauer)

Description: Amends the People Over Parking Act. Provides that the Act applies to municipalities with a population of more than 2,000,000 (rather than all units of local government). Effective June 1, 2026.

Status: Assigned to House Executive Committee on 2/11/2026

[HB4638](#) – **LOC GOV-MICROTRANSIT PAYMENTS** (Rep. Scherer)

Description: Provides that, if a county, township, or municipality offers microtransit services, then the county must provide riders with a method to prepay for the microtransit service with a smartphone application.

Status: Referred to Rules on 2/3/2026

[HB4759](#) – **GREEN LIGHT FOR BUSES** (Rep. Mah)

Description: Creates the Green Light for Buses Act. Establishes the Committee on Efficient Arterial Signal Infrastructure to make recommendations to improve public transit efficiency via improvements to traffic signal infrastructure. Publishes a report to the Department of Transportation for inclusion in the Public Transportation Plan.

Status: Referred to Rules on 2/6/2026

[HB5092/SB3419](#) – **TRANSIT-DISABILITY** (Rep. Delgado/Sen. Villivalam)

Description: Amends the Interagency Coordinating Committee on Transit Innovation, Integration, and Reform Act. Provides that the member appointed to the Committee to represent individuals with disabilities shall either be an individual with a disability or an individual who has demonstrated experience advocating for and advancing the accessibility and transportation needs of individuals with disabilities. Requires one member for each of the three service boards (CTA, Metra, and Pace) and the newly created NITA board to be person with a disability who lives in the region. Requires the boards to establish an ADA Advisory Committee to advise them on accessibility and compliance with the ADA s it relates to fixed route and paratransit service.

Status: HB5092 referred to Rules on 2/10/2026; SB3419 referred to Assignments on 2/4/2026

[HB5576](#) – **NITA-PARATRANSIT SERVICES** (Rep. Harper)

Description: Provides that the Northern Illinois Transit Authority may not withdraw moneys from the Authority's ADA Paratransit Fund unless the Authority: (1) implements a program to collect data about the reliability of paratransit services that evaluates each driver's performance; (2) requires regular training sessions, including training to assist visually impaired and deaf riders traveling door-to-door, for drivers who received poor evaluations; and (3) requires all reservation methods to permit caregivers to book rides for visually impaired and deaf riders.

Status: Referred to Rules on 2/13/2026

[SB2941](#) – **RTA-COUNTY LAW ENFORCEMENT** (Sen. Johnson)

Description: Amends the Regional Transportation Authority Act. In provisions concerning taxes collected in DuPage, Kane, Lake, McHenry, and Will Counties and paid directly to the counties, provides that the county board of each county shall use those amounts to fund operating and capital costs of, among other things, facilities of county law enforcement. Provides that the funds shall be divided equally among all entities. Deletes provisions requiring that the funding the counties receive under the provisions shall not be used as the basis for reducing any funds that the counties would otherwise have received from the State, the Regional Transit Authority, the Commuter Rail Division, the Suburban Bus Division, or the Chicago Transit Authority. Makes other changes.

Status: Referred to Assignments on 1/27/2026

[SB3212](#) – **TRANSIT OPPORTUNITY ZONE ACT** (Sen. Jones)

Description: Creates the Transit-Oriented Overlay and Opportunity Retail Integration Zoning Act. Provides that the area located within a one-mile radius of a transit-oriented development is an ORI zone. Provides that the ORI zone is created automatically by operation of law. Provides that, if a conflict exists between the provisions of the ORI zone and a county or municipality, then the provisions of the ORI zone shall control. The ORI zones permit uses for

retail, restaurant, and personal service establishments, residential uses of all types, light manufacturing, and lodging and hospitality uses.

Status: Referred to Assignments on 2/2/2026

SB3679 – DOT-INTERCITY GRID BUS PROGRAM (Sen. Simmons)

Description: Requires the Department of Transportation to develop an intercity grid bus pilot program that offers free and fast buses that interconnect cities, suburbs, and townships across the State. Provides that the amendatory Act may be referred to as the Free and Fast Buses Act.

Status: Referred to Assignments on 2/5/2026

Transportation Infrastructure

SB3275 – IDOT-INTERSECTION REVIEW (Sen. Joyce)

Description: Requires the Department of Transportation to create an expedited process for municipalities or counties to submit a request for an expedited review for intersections on State roads.

Status: Referred to Assignments on 2/3/2026

SB3382 – HWY CD-EXPEDITED PERMIT REVIEW (Sen. Ellman)

Description: Removes language providing that the chairman of the Illinois State Toll Highway Authority shall exercise general supervision over all powers, duties, obligations, and functions of the Authority. Requires the directors of the Authority to appoint other agents or employees as they consider necessary or desirable. Requires the Governor, with the advice and consent of the Senate, to appoint an Executive Director of the Authority to serve as the chief executive officer of the Board of Directors of the Authority. Removes language granting the Authority the power to appoint assistant attorneys for the Authority and the power to retain special counsel. Effective January 1, 2027.

Status: Referred to Assignments on 2/5/2026

SB3672 – DOT-QUICK-BUILD INFRASTRUCTURE (Sen. Feingenholtz)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to accept a request for proposal for a quick-build infrastructure as an alternative for an infrastructure project. Provides that an accepted quick-build infrastructure may include a cycle lane segregator or other temporary infrastructure solution. Sets forth cycle lane segregator specifications.

Status: Referred to Assignments on 2/5/2026

SB3634 – REAL ESTATE-VARIOUS (Sen. Villivalam)

Description: In provisions concerning vouchers, provides that the signature requirement for construction contracts procured by the Department of Transportation shall apply to contracts, contract renewals, and orders against a master contract in the amount of \$750,000 or more in a fiscal year and to any contract amendment or change to an existing contract that increases the value of the contract to or by \$750,000 or more in a fiscal year. In provisions concerning spending money without obtaining title to land, provides that the Department of Transportation may proceed with bidding or awarding a contract or any construction activities once it has complied with specified federal requirements. In provisions allowing the

Department of Transportation to acquire an interest in land, rights, or other property for specified road construction purposes, specifies that the property may be public or private property.

Status: Referred to Assignments on 2/5/2026

SB3760 – PUBLIC CONSTRUCTION-SURETY (Sen. Preston)

Description: Provides that the Department of Transportation and the Illinois State Toll Highway Authority shall require every contractor for public works to furnish, supply, and deliver a bond if the public works contract will cost more than \$10,000,000 (currently, \$500,000). Provides that local governmental units shall require a bond for public works projects costing over \$5,000,000 (currently, \$150,000) and may require a bond for public works projects valued at \$5,000,000 or less (currently, \$150,000 or less). Provides that certain bonding requirements apply until January 1, 2034 (currently, January 1, 2029).

Status: Referred to Assignments on 2/5/2026

Transportation Safety

HB4281 – VEH CD-SPEED CAMERAS (Rep. L. Davis)

Description: Provides that the provision regarding automated speed enforcement systems in safety zones applies only to municipalities with a population of 25,000 (rather than 1,000,000) or more inhabitants in a county with a population of 3,000,000 or more inhabitants.

Status: Assigned to House Executive Committee on 2/11/2026

HB4404 – VEH CD-SPEED CAMERAS-HOME RULE (Rep. Jones)

Description: Allows a home rule unit to install an automated speed enforcement system within the home rule unit. Requires a non-home rule unit to provide a referendum to install an automated speed enforcement system within the non-home rule unit. Provides that any funds collected from a violation of an automated speed enforcement system shall be remitted to the Department of Revenue to be used for any property tax relief program within the home rule unit or non-home rule unit where the violation occurred.

Status: Referred to Rules Committee on 1/14/2026

HB4697/SB2966 – SCH CD-ACTIVE TRANSPORT SAFETY (Rep. Yang Rohr/Sen. Guzman)

Description: Requires each school district maintaining any elementary grades to provide its public-school pupils enrolled in kindergarten through grade 8 with age-appropriate, active-transportation safety training. Requires the Secretary of Transportation to maintain a comprehensive collection of active-transportation safety training materials.

Status: HB4697 referred to Rules Committee on 2/6/2026; SB2966 assigned to Senate Education on 2/3/2026

HB4948 – INTELL SPEED ASSIST PROGRAM (Rep. Deuter)

Description: Establishes the Intelligent Speed Assistance Program to supervise the installation and compliance of intelligent speed assistance systems. Sets forth requirements for the Secretary of State upon receipt of notice from a court that a person is required to enroll in the Program. Provides that a person enrolled in the Program shall install a certified intelligent speed assistance system on each motor vehicle owned by or registered to the person and shall

not operate any motor vehicle that is not equipped with a functioning, certified intelligent speed assistance system. Provides that the Zero Traffic Fatalities Task Force shall certify intelligent speed assistance systems for use in the State and adopt rules and forms for the installation, maintenance, and certification of intelligent speed assistance systems.

Status: Referred to Rules Committee on 2/6/2026

[HB5081/SB3374](#) – **VEH CD-ALTER SPEED LIMITS** (Rep. Hanson/Sen. Porfirio)

Description: With regard to automated speed enforcement systems in safety zones, provides that "safety zone" does not include any roadway in which the 30 mile per hour speed limit is decreased by local ordinance without an engineering or traffic investigation. Provides that a local authority or park district shall determine and declare by ordinance a reasonable and safe absolute maximum speed which: decreases the limit within an urban district which shall not require an engineering or traffic investigation to a maximum speed limit of 25 miles per hour, but not less than 20 miles per hour and a maximum speed limit of 10 miles per hour in an alley; increases the limit within an urban district, but not to more than 55 miles per hour, if after increasing the limit within an urban district an engineering or traffic investigation is required to decrease the limit; or decreases the limit within a residence district which shall not require an engineering or traffic investigation to a maximum speed limit of 20 (rather than not to less than 25) miles per hour. Requires a park district, city, village, incorporated town, or county board to post a sign designating the new speed limit.

Status: HB5081 referred to Rules Committee on 2/10/2026; SB3374 referred to Assignments on 2/4/2026

[SB2759](#) – **VEH CD-SPEED ENFORCE SYSTEMS** (Sen. Porfirio)

Description: Provides that the automated speed enforcement systems in safety zones provision applies to home rule municipalities contiguous to municipalities with a population of 1,000,000 or more inhabitants.

Status: Assigned to Senate Executive on 2/3/2026

[SB3102](#) – **VEH CD-SPEED ASSISTANCE DEVICE** (Sen. Morrison)

Description: Provides that if a person who is convicted of violating a speed restriction is found to have driven a vehicle upon a highway at a speed greater than 100 miles per hour, the court shall order that the person have installed an intelligent speed assistance device in any motor vehicle owned or operated by the person for at least 12 months or for the duration of the license suspension or revocation, whichever is longer. Requires the Secretary to submit a report every 24 months to the Governor and the General Assembly with information about the intelligent speed assistance device mandates.

Status: Referred to Assignments on 1/29/2026

Transportation Funding

[HB4439](#) – **COUNTIES-MOTOR FUEL** (Rep. Guzzardi)

Description: Provides that any county (currently, DuPage, Kane, Lake, Will, and McHenry counties only) may impose a tax upon all persons engaged in the business of selling motor fuel. Provides that, in addition to other uses currently allowed by law, the proceeds from the tax

shall be used for the purpose of maintaining and constructing essential transportation-related infrastructure.

Status: Referred to Rules on 1/20/2026

HB5445 – LOCAL ROAD USE FUND (Rep. Deering)

Description: reates the Local Road Use Fund. Provides that moneys in the fund shall be used exclusively for local transportation-related purposes, including, but not limited to, costs for construction, maintenance, repair, and betterment of highways, roads, streets, and bridges. Amends the Use Tax Act, the Service Use Tax Act, the Service Occupation Tax Act, and the Retailers' Occupation Tax Act. In provisions concerning the apportionment of moneys in the Road Fund, provides that 85% of the moneys shall be apportioned into the Public Transportation Fund, 10% of the moneys (rather than 15% of the moneys) shall be apportioned into the Downstate Public Transportation Fund, and 5% of the moneys shall be apportioned into the Local Road Use Fund.

Status: Referred to Rules on 2/13/2026

HB5445 – LOCAL ROAD USE FUND (Rep. Deering)

Description: Creates the Local Road Use Fund. Provides that moneys in the fund shall be used exclusively for local transportation-related purposes, including, but not limited to, costs for construction, maintenance, repair, and betterment of highways, roads, streets, and bridges. Amends the Use Tax Act, the Service Use Tax Act, the Service Occupation Tax Act, and the Retailers' Occupation Tax Act. In provisions concerning the apportionment of moneys in the Road Fund, provides that 85% of the moneys shall be apportioned into the Public Transportation Fund, 10% of the moneys (rather than 15% of the moneys) shall be apportioned into the Downstate Public Transportation Fund, and 5% of the moneys shall be apportioned into the Local Road Use Fund.

Status: Referred to Rules on 2/13/2026

SB3566 – VEH CD-ELECTRIC VEHICLES (Sen. Villivalam)

Description: Provides that, beginning July 1, 2027, an electric vehicle owner may register an electric vehicle with any qualifying registration, and an additional \$320 surcharge shall be collected in addition to the applicable registration fee. Provides that, beginning July 1, 2028, the Secretary shall annually adjust the electric vehicle registration surcharge by an amount equal to the percentage increase, if any, in the Consumer Price Index for the 12 months ending in March of the year in which the increase takes place. Establishes the Road Usage Charge Program to be implemented by Secretary of State to be used in lieu of the fees levied for electric vehicle owners. Provides that beginning July 1, 2027, the road usage charge rate is 1.5 cent per mile and the road usage charge cap is \$320 for an annual registration. Requires the Secretary to annually adjust the road usage charge rate and the road usage charge cap by an amount equal to the percentage increase, if any, in the Consumer Price Index for the 12 months ending in March of the year in which the increase takes place. Provides that revenue generated by the Program and relevant penalties shall be distributed in the same manner revenue from the motor fuel tax is distributed after covering the costs to administer the Program.

Status: Referred to Assignments on 2/5/2026

SB3635 – MOTOR FUEL-GRADE CROSSING (Sen. Murphy)

Description: Provides that the monthly amount transferred from the Motor Fuel Tax Fund to the Grade Crossing Protection Fund shall be increased in each fiscal year by the percentage increase, if any, in the Consumer Price Index for All Urban Consumers for the most recent 12-month period for which data is available on July 1 of the fiscal year for which the monthly grade crossing protection amount is calculated. Effective immediately.

Status: Referred to Assignments on 2/5/2026

Transportation Technology & AVs

[HB4663/SB3392](#) – **AUTONOMOUS VEHICLE PILOT PROJ** (Rep. Buckner/Sen. Hastings)

Description: Creates the Autonomous Vehicle Pilot Project Act. Provides that in order to commence an autonomous vehicle pilot project, a person must provide to the Department of Transportation a statement that sets forth the operational design domain for an autonomous vehicle pilot project. Provides that the operational design domain for an autonomous vehicle pilot project must be confined to counties having or exceeding a population of 1,000,000 individuals. Allows the Department to authorize the statewide deployment of autonomous vehicles beyond the operational design domain after a period of 3 years following the effective date of the Act, as long as the Department determines the pilot projects conducted have demonstrated safety and operational readiness. Requires a person to obtain authorization from the Department to operate an autonomous vehicle on the public roads of the State. Repeals the Act on January 1, 2029.

Status: Referred to Rules on 2/3/2026

[HB4789/SB3308](#) – **AUTOMATED DRIVING SYSTEMS** (Rep. Kelly/Sen. Joyce)

Description: Creates the Automated Driving Systems Development Act. Provides that the operation of highly automated vehicles participating in an automated vehicle pilot project is subject to all applicable federal and State laws. Sets forth eligibility requirements for participation in an automated vehicle pilot project. Establishes the application process for participation in an automated vehicle pilot project. Creates a review committee within the Department of Transportation. Requires the Secretary of State to develop a driving test to evaluate the capability of highly automated vehicles to safely operate on State roads. Sets forth permit requirements and requirements concerning the suspension, revocation, and reinstatement of a permit. Creates reporting and data sharing requirements. Contains other provisions. Effective immediately.

Status: HB478 referred to Rules on 2/6/2026; SB3308 referred to Assignments on 2/3/2026

[HB4789](#) – **AUTONOMOUS VEHICLES** (Rep. Gonzalez, Jr.)

Description: Amends the Equipment of Vehicles Chapter of the Illinois Vehicle Code to create the Autonomous Vehicles Article. Establishes requirements for the operation of autonomous vehicles on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated. Allows the Secretary of State Vehicle Services Department to adopt various rules regarding the operation and manufacture of autonomous vehicles. Includes requirements for manufacturers of autonomous vehicles. Requires a notice of autonomous vehicle noncompliance for violations of the Code or local traffic ordinances.

Status: Referred to Rules on 2/10/2026

Freight & Rail

HB4279/SB3085 – PASSENGER RAIL PLANNING ACT (Rep. Mayfield/Sen. Villivalam)

Description: Creates the Passenger Rail Planning Act. Sets forth intercity passenger rail routes serving or originating in the State. Requires the Department of Transportation to incorporate the aspirational frequencies into the Illinois State Rail Plan and the Long-Range Statewide Transportation Plan. Authorizes the Department to nominate corridors for inclusion in the Federal Railroad Administration's Corridor Identification and Development Program and enter into memoranda of understanding or other cooperative agreements for each identified interstate corridor to provide for shared data, joint investment prioritization, and aligned performance measures and planning schedules. Requires the Department to include a recurring section titled Progress Toward High-Speed and Intercity Passenger Rail within each update to the Illinois State Rail Plan and Statewide Transportation Improvement Program. Outlines certain requirements for Metropolitan Planning Organization in the State. Also requires the Department and each Metropolitan Planning Organization to consider progress toward the target passenger rail frequencies when developing project prioritization criteria for multimodal investments.

Status: HB4279 assigned to House Transportation: Regulation, Roads, & Bridges on 2/11/2026; SB3085 referred to Assignments on 1/29/2026

HB4442/SB2825 – HIGH SPEED RAIL COMM REPEAL (Rep. Cochran/Sen. Stadelman)

Description: Amends the High Speed Rail Commission Act. Provides that the Act is repealed on January 1, 2030 (rather than January 1, 2027). Effective immediately.

Status: HB4442 Assigned to House Transportation: Regulation, Roads, & Bridges on 2/11/2026; SB2825 Assigned to Senate Transportation on 2/3/2026

HB4543 – RAIL CROSSING NEAR SCHOOLS (Rep. Syed)

Description: Requires every rail carrier operating within the State to install, operate, and maintain pedestrian crossing gates at every grade crossing located within 1.5 miles of a school. Provides that the Illinois Commerce Commission shall have the authority to (i) determine the number, type, and location of the signs, signals, gates, or other protective devices and (ii) prescribe the division of the cost of the installation and subsequent maintenance of the signs, signals, gates, or other protective devices between the rail carrier or carriers, the public highway authority or other public authority in interest, and, in instances involving the use of the Grade Crossing Protection Fund, the Department of Transportation.

Status: Referred to Rules Committee on 1/30/2026

HB4703/SB3765 – RAILROAD MOD CREDIT (Rep. Vella/Sen. Halpin)

Description: Creates the Short Line Railroad Modernization Act. Creates an income tax credit for taxpayers that incur qualified railroad expenditures or qualified new rail infrastructure expenditures. Sets forth the amount of the credit and limitations on the amount of the credit that may be awarded. Amends the Illinois Income Tax Act to make conforming changes. Effective immediately.

Status: HB4703 referred to Rules Committee on 2/6/2026; SB3765 referred to Assignments on 2/5/2026

SB3635 – MOTOR FUEL-GRADE CROSSING (Sen. Murphy)

Description: Provides that the monthly amount transferred from the Motor Fuel Tax Fund to the Grade Crossing Protection Fund shall be increased in each fiscal year by the percentage increase, if any, in the Consumer Price Index for All Urban Consumers for the most recent 12-month period for which data is available on July 1 of the fiscal year for which the monthly grade crossing protection amount is calculated. Effective immediately.

Status: Referred to Assignments on 2/5/2026

SB3836 – IL RAILWAY SAFETY ACT (Sen. Sims, Jr.)

Description: Creates the Illinois Railway Safety Act of 2026. Requires a locomotive engineer to be present in the locomotive cab of every train operating on a line and to be capable of taking control of the operation of the train in the event of a safety issue occurring. Requires a locomotive engineer to take full control of the train when a safety issue occurs in order to mitigate the safety issue and any safety risks. Requires the Illinois Commerce Commission to work with each railroad company to ensure that wayside detector systems are installed and operating along railroad tracks on which the railroad operates and to ensure that specified standards are met. Sets forth investigation and reporting requirements for the Commission and the Department of Transportation if a railroad company refuses to work or otherwise cooperate with the Commission. Prohibits a railroad from operating on any main line or any other line any train which exceeds 8,500 feet in length.

Status: Referred to Assignments on 2/6/2026