



**CMAP BOARD**

**AGENDA - FINAL**

Wednesday, April 8, 2026

9:30 AM

**Cook County Conference Room  
433 West Van Buren Street, Suite 450  
Chicago, IL 60607**

**Members of the public who attend in-person can pre-register for a visitor's pass at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) until April 7, 2026 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.**

**You can also join from your computer, tablet or smartphone.**

**<https://us06web.zoom.us/j/82917643166?pwd=T5D697gzTxXjvaPBrescB9BeRxuTB1.1>**

**Conference Call number: 312 626 6799 US (Chicago)**

**Meeting ID: 829 1764 3166      Passcode: 056489**

**CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.**

**The total cumulative time for public comment is limited to 15 minutes, unless determined otherwise by the Chair. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.**

**To review CMAP's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.**

**If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAP at least five days before the meeting by email ([info@cmap.illinois.gov](mailto:info@cmap.illinois.gov)) or phone (312-454-0400).**

**1.0 Call to Order and Introductions****2.0 Agenda Changes and Announcements****2.01 Executive Director's report** [26-084](#)

PURPOSE & ACTION: An update of notable activities of the agency and the Executive Director.

ACTION REQUESTED: Information

**Attachments:** [Memo - Executive Director Report](#)

**CONSENT AGENDA****3.0 Approval of Minutes****3.01 Minutes from March 11, 2026** [26-085](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

**Attachments:** [3.11.26 CMAP Board meeting minutes draft](#)

**4.0 Other Items for Approval****4.01 Report on Line of Credit (LOC) utilization** [26-086](#)

PURPOSE & ACTION: In accordance with the controls governing borrowing under the Line of Credit (LOC), a report on LOC utilization is provided.

ACTION REQUESTED: Approval

**Attachments:** [Memo - Report on Line of Credit \(LOC\) utilization](#)

**REGULAR AGENDA****5.0 Information Items****5.01 Transportation Resilience Improvement Plan (TRIP) update** [26-093](#)

PURPOSE & ACTION: The Board will receive an overview of the newly published TRIP, including the planning process and key recommendations of the plan.

ACTION REQUESTED: Information

**Attachments:** [Memo - Transportation Resilience Improvement Plan \(TRIP\)](#)

**5.02 The Century Plan update** [26-095](#)

PURPOSE & ACTION: The Board will receive an update from Helen Kerr of KerrSmith Design on the driving forces shaping the region and how these emerging indicators could lead to distinct future scenarios.

ACTION REQUESTED: Information

**Attachments:** [Memo - The Century Plan update](#)

**5.03 Legislative update**[26-094](#)

PURPOSE & ACTION: An update on recent state legislative activity by the CMAP intergovernmental affairs team.

ACTION REQUESTED: Information

**Attachments:** [Memo - Legislative update](#)

**6.0 Other Business****7.0 Public Comment**

This is an opportunity for comments from members of the audience.

**8.0 Next Meeting**

The next meeting is scheduled for May 13, 2026.

**9.0 Adjournment**



# Chicago Metropolitan Agency for Planning

## Agenda Item 2.01

433 West Van Buren Street  
Suite 450  
Chicago, IL 60607

312-454-0400  
cmap.illinois.gov

### MEMORANDUM

**To:** CMAP Board  
**From:** Erin Aleman, Executive Director  
**Date:** April 2026  
**Subject:** Executive Director's report  
**Action requested:** Information

---

---

Dear Board Members,

This report provides an update ahead of our April meeting with the goal of greater transparency to CMAP's work and to supplement the agenda.

Should you have questions regarding this report, please feel free to reach out to me.

Sincerely,

A handwritten signature in black ink, appearing to read "Erin Aleman".

Erin Aleman

## **April Board meeting**

We look forward to seeing you for our meeting on April 8<sup>th</sup>.

Most of our meeting will include an update and discussion around our work to shape The Century Plan, including hearing from KerrSmith Design, the consultants supporting our scenario planning. They will provide an update on recent work that identified the driving forces and shifts that could shape the region over time. The presentation will also demonstrate how these indicators of change can present themselves differently over time to result in distinct future scenarios.

## **Technical assistance call for projects accepting applications through April 17**

CMAP is pleased to again partner with the Regional Transportation Authority on the annual call for projects for the Technical Assistance program. Through this joint effort, communities can apply using a single, streamlined online application that offers a range of planning assistance.

Applications are being accepted now through noon on Friday, April 17. Interested communities are encouraged to learn more and apply at [cmap.is/callforprojects](http://cmap.is/callforprojects).

Awards are expected to be announced in early summer. This year, the program will include a new category of assistance focused on node-oriented development.

These projects help build local capacity and advance implementation of ON TO 2050 priorities across the region.

## **Comprehensive Climate Action Plan for Greater Chicago released**

We are excited to release the first-ever [Comprehensive Climate Action Plan for Greater Chicago](#), in partnership with the Metropolitan Mayors Caucus and the Northwestern Indiana Regional Planning Commission.

As the first regional framework to address all major sources of greenhouse gas emissions across a 13-county area spanning Illinois, Indiana, and Wisconsin, the plan charts a clear and ambitious path forward. Grounded in rigorous data and shaped by community and partner voices, it offers a coordinated roadmap to reduce emissions, improve public health, and strengthen the economy.

A presentation on the *Comprehensive Climate Action Plan* will be provided for Board members at our next meeting in May.

## **New resources chart path to tackle congestion**

CMAP recently published resources to provide local governments, transportation agencies, and planning partners with practical strategies to evaluate, prioritize, and implement congestion solutions including: the [Congestion Management Strategy Guidebook](#) and [Comprehensive Corridor Study Template](#).

The guidebook outlines a range of strategies to [manage congestion](#), guided by the [Mobility Solution Ladder](#) — a tiered framework that emphasizes cost-effective approaches

like preserving the system, reducing vehicle miles traveled, and encouraging mode shift — reserving roadway capacity expansions as a last step when other options are insufficient.

What's next? CMAP will launch a pilot corridor plan for congestion management on one of the identified corridors. This pilot study will apply the guidebook and template to the unique context of one of the region's longstanding congestion corridors.

### **Early takeaways from Governor Pritzker's FY2027 state budget proposal**

CMAP's [early analysis of the FY2027 Illinois budget](#) shows potentially tighter conditions for local governments, even as transit and energy investments move forward.

What we're watching:

- **New transit funding realized:** New revenues for transit are slightly below projections, highlighting the need for long-term, sustainable resources to support future investment needs.
- **Clean energy implementation:** Increased funding for state agencies will help carry out new energy laws, with implications for local planning and infrastructure.

CMAP will release a deeper analysis this spring to help local leaders further understand the impacts on transportation, housing, and fiscal health.

### **Q3 FY2026 Communications and Engagement metrics and media**

The CMAP Communications and Engagement team informs and influences through various platforms — meeting our partners where they are — and the quarterly metrics below capture the agency's extensive work engaging with our many stakeholders.

# CMAP Communications & Engagement

## Social/newsletters metrics

### Q3 FY2026: January-March

	<h3>11 newsletters</h3> <p>Topics including climate, regional economy, planning, transportation, and more</p>
	<h3>20,974</h3> <p>Total unique newsletter opens</p>
	<h3>162,200 social media impressions</h3> <p>Across Instagram, LinkedIn, Facebook, and Threads</p>
	<h3>48 mentions</h3> <p>Media coverage on topics including housing, climate, safety, and more <i>(see below for links)</i></p>
	<h3>20,200</h3> <p>Engagement HQ site visits</p> <h3>579</h3> <p>Contributions, with 3% of visitors contributing to projects</p>

## CMAP Q3 FY2026 media mentions

[Chicago Prepares Development Plan For Industrial Zone With Priority For Water And Wetland](#)

Block Club Chicago

[South Side Showdown Over Calumet: City's Wetlands Makeover Meets Resistance](#)

Hoodline

[Chicago from the Air](#)

WTTW (PBS)

[2026 Predictions](#)

Illinois Delivered

[Celebrating 25 years of leadership in freight advocacy](#)

American Journal of Transportation

[CAGTC celebrates 25 years in 2026](#)

The Trucker

[2025 biking highlights in Illinois: Trikes as bikes, e-bikes, new laws and path plans](#)

Daily Herald

[Collaborators behind new "Black Perspectives on Public Transit" website discuss their analysis](#)

StreetsBlog Chicago

[Statewide parking reform sparks mixed reactions](#)

The Daily Northwestern

[Plight of Mama Africa's Marketplace highlights South Shore's increasing appeal ahead of Obama Center opening](#)

Chicago Tribune

[McHenry County's \\$2.25M Safe Streets grant to address 'high-injury' area with roundabout](#)

Shaw Local

[Critics warn rail merger would give Union Pacific unprecedented role in Chicago and more control of industry](#)

Chicago Tribune

[La Grange Eyes Updates For South La Grange Road](#)

Patch

[Ecopia AI and Nearmap Launch Off-the-Shelf Advanced Transportation Feature Data Across North America](#)

Cision

[Grant will help Kenilworth build capital plan](#)

The Record North Shore

[Daily Herald opinion: Tough goal, easy response: As pedestrian traffic deaths climb, one solution for drivers is obvious](#)

Daily Herald

[Evanston residents offer suggestions for city's 2026 Bike Plan Update](#)

The Daily Northwestern

[Celebrating 25 Years of Leadership in Freight Advocacy – CAGTC Anniversary Year to Highlight Historic Achievements and Road Ahead](#)

Movin' Out

[Residents express concerns over bike safety and enforcement at joint ward meeting](#)

Evanston Round Table

[Quantum leap or community crossroads?](#)

Chicago Reader

[Ascension Illinois opens free pharmacies in Hoffman Estates, Elk Grove Village](#)

Daily Herald

<a href="#">2026 Election Questionnaire: Guido Nardini, DuPage County Board</a>	Shaw Local
<a href="#">2026 Election Questionnaire: Bushra Amiwala, U.S. House of Representatives, 9th District</a>	Shaw Local
<a href="#">Referendum question sets \$275 million price tag for addressing rapid growth of Yorkville schools</a>	Kendall Chronicle
<a href="#">New Toledo Lucas County Public Library Board Officers Announced</a>	The Sojourner's Truth
<a href="#">Shop local campaign boosts Brighton Park after immigration raids hurt local businesses</a>	Chicago Sun-Times
<a href="#">Semaphore Café coffee shop opens in East Garfield Park</a>	Austin Weekly News
<a href="#">Neighbors call for North Ave. streetscape work with new petition</a>	Wednesday Journal of Oak Park and River Forest
<a href="#">Plan Scrapped to Turn Edgewater Parking Lot into Apartment Building</a>	The Loyola Phoenix
<a href="#">Diverging Approach: A Regional Road Map</a>	The Yard Social Club
<a href="#">Operation Midway Blitz fallout still being felt in Chicago's Latino neighborhoods</a>	Chicago Sun-Times
<a href="#">'Affordable, Attainable Housing Is Not Optional': Lake County Board Chair</a>	Patch
<a href="#">Letter to the Editor: Selected redevelopment project doesn't meet Homewood's needs</a>	Homewood-Flossmoor Chronicle
<a href="#">Public transit has a chance to re-invent how people connect and get around</a>	Illinois Delivered
<a href="#">This Booming Chicago Suburb Full Of Parks And Shopping Is 'One Of The Best Places To Live In Illinois'</a>	Islands
<a href="#">Two West Side organizations receive \$15 million to help develop new youth community centers</a>	The Tribe
<a href="#">Friday's CMAP meeting could lock in a lakefront walled off by an 8-lane highway. Here's how to comment</a>	StreetsBlog Chicago
<a href="#">Enhancing Transit Signal Priority Implementation Through a Multi-Perspective Analysis</a>	MDPI
<a href="#">Chicago Transit Shake-Up Looms as Lawmakers Eye Mega-Agency</a>	Hoodline Chicago
<a href="#">Lake County takes unique approach in face of housing shortage: 'We need to think big'</a>	Lake County News-Sun
<a href="#">Lake County Health and Community Services Committee met March 3</a>	Lake County Gazette
<a href="#">Take a ride to check out these Bicycle Friendly Communities</a>	Daily Herald

[Groundwater governance research sparks proposed changes to Illinois water use law](#)

[City of Wilmington City Council met Feb. 17](#)

[Mapping For Justice: Population & Households Data – Cook County, IL](#)

[Commentary: Lake Michigan’s abundance isn’t a guarantee. A plan for the future is imperative.](#)

[Could Congestion Pricing Pay Off for Chicago?](#)

[Onward Neighborhood House breaks ground on Belmont Cragin community center](#)

Freshwater

Will County Gazette

Mapping For Justice

Crain's Chicago Business

Bloomberg

Chicago Sun-Times

**CMAP BOARD**

**MEETING MINUTES - DRAFT**

Wednesday, March 11, 2026

9:30 AM

**Cook County Conference Room  
433 West Van Buren Street, Suite 450  
Chicago, IL 60607**

Members of the public who attend in-person can pre-register for a visitor's pass at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) until March 10, 2026 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

You can also join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/82917643166?pwd=T5D697gzTxXjvaPBrescB9BeRxuTB1.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 829 1764 3166      Passcode: 056489

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.

The total cumulative time for public comment is limited to 15 minutes, unless determined otherwise by the Chair. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.

To review CMAP's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.

If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAP at least five days before the meeting by email ([info@cmap.illinois.gov](mailto:info@cmap.illinois.gov)) or phone (312-454-0400).

**1.0 Call to Order and Introductions**

Chair Bennett called the meeting to order at 9:33 a.m.

**Present:** Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Anne Sheahan, Matthew Walsh, Jung Yoon and Kouros Mohammadian

**Absent:** Gary Grasso and Paul Hoefert

Noting a physical quorum of the Board, Chair Bennett reported requests were received from Members Nina Idemudia, John Noak, Anne Sheahan and Jung Yoon to attend the meeting virtually in compliance with the Open Meets Act. A vote is needed to approve their virtual attendance.

*A motion was made by Member Nancy Rotering, seconded by Member Carolyn Schofield, to permit Members Nina Idemudia, John Noak, Anne Sheahan and Jung Yoon to participate in the meeting in accordance with Open Meetings Act requirements. The motion carried by the following vote:*

**Aye:** Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield and Matthew Walsh

**Absent:** Gary Grasso and Paul Hoefert

**Non-Voting:** Kouros Mohammadian

**Not Present:** Nina Idemudia, John Noak, Anne Sheahan and Jung Yoon

**Staff present:** Erin Aleman, Bill Barnes, Vas Boykovskyy, John Carpenter, Austen Edwards, Elizabeth Ginsberg, Ryan Gougis, Kasia Hart, Aimee Lee, Maren Lutterbach, George Rivera, Kyle Schulz, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider, Elizabeth Scott, Ismet Sulamc, Claire Williams

**Others present:** Garland Armstrong, Eric Czarnota, Heidi Files, Neil James, George Kandathil, Gretchen Klock, David Kovarik, Brian Larson, Heidi Lichtenberger, Megan Miller, Leslie Rauer, Vicky Smith, Joe Surdam, Adalee Wasikonis

(Non-voting CMAP Board Member Kouros Mohammadian arrived at 9:39 a.m. CMAP Board Member Nina Idemudia arrived at 9:40 a.m. CMAP Board Member Matt Walsh arrived at 9:46 a.m.)

**2.0 Agenda Changes and Announcements**

There were no changes to the agenda.

**2.01 Executive Director’s report**

[26-050](#)

**Attachments:** [Memo - Executive Director report](#)

Executive Director Erin Aleman provided several agency updates. She reminded the Board that CMAP’s Technical Assistance Program will open its annual call for projects on March 30, closing April 17. This year includes a new node-oriented development assistance category focused on strengthening activity centers - such as recreation areas, healthcare districts, higher education campuses, and downtowns - through improved walkability and coordinated land use and transportation planning. CMAP will host virtual open houses on April 2 and April 8 for interested communities.

Aleman reported on ongoing regional housing work, including a recent Housing Lake County Summit, thanking local leaders for their participation. She noted the strong engagement and the development of a pro-housing toolkit to help reduce barriers to affordable housing. Similar work is underway in

McHenry County in partnership with the Urban Land Institute, including an assessment of local housing readiness. CMAP also released a housing rehabilitation toolkit to support reinvestment in existing homes as a strategy to increase housing supply and affordability.

She also highlighted CMAP’s new Transportation Resiliency Improvement Plan (TRIP), developed to strengthen the region’s infrastructure against extreme weather. Once approved by the Federal Highway Administration, the plan will make CMAP and local partners eligible for higher federal match ratios. Recommendations are already being incorporated into the 2026 Regional Transportation Plan.

Erin Aleman then summarized recent legislative activities and provided an update on HB 4689, a bill proposing that CMAP lead a regional water governance assessment. She clarified that while CMAP has substantial experience in water supply planning, the agency would require dedicated funding for any additional responsibilities. Aleman also referenced the Governor’s BUILD proposal, which includes housing, zoning, and permitting reforms intended to support missing middle housing production. She noted that CMAP is monitoring the proposal while recognizing the challenges presented by diverse local land use authority across the region.

Chair Gerald Bennett addressed the state’s proposed zoning and housing reforms, stressing that while additional housing is needed, he strongly opposes any legislation that removes or overrides local zoning authority. Bennett noted that CMAP and local governments have spent decades planning for housing, encouraging infill development, and aligning land use with community goals. He stated that housing challenges stem primarily from costs, including construction and property taxes, rather than zoning barriers. He shared that the Metropolitan Mayors Caucus is seeking a task force to discuss the potential impacts of the Governor’s proposal and ensure local voices are included as bills move forward.

Erin Aleman concluded by previewing the meeting agenda, including an update on the 2026 Regional Transportation Plan, and a panel discussion on economic trends, workforce and site readiness, and regional strategies to strengthen long-term competitiveness. She also highlighted an upcoming Century Plan event on the future of industrial development in Oswego.

*The Executive Director's report was presented.*

**CONSENT AGENDA**

**Approval of the Group Vote**

*A motion was made by Member Matt Brolley, seconded by Member Jada Curry, to approve agenda items 3.01 through 4.01 under the Consent Agenda. The motion carried by the following vote:*

**Aye:** Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Anne Sheahan and Matthew Walsh

**Absent:** Gary Grasso and Paul Hoefert

**Non-Voting:** Kouros Mohammadian

**Not Present:** Jung Yoon

### 3.0 Approval of Minutes

#### 3.01 Minutes from February 11, 2026

[26-051](#)

**Attachments:** [2.11.26 CMAP Board meeting minutes draft](#)

*Agenda items 3.01 through 4.01 were approved under the Consent Agenda.*

### 4.0 Other Items for Approval

#### 4.01 Report on Line of Credit (LOC) utilization

[26-065](#)

**Attachments:** [Memo - LOC report - March 2026](#)

*Agenda items 3.01 through 4.01 were approved under the Consent Agenda.*

## REGULAR AGENDA

### 5.0 Executive Session

#### 5.01 Executive Session to review closed session minutes pursuant to 5 ILCS 120/2 (c)(21)

[26-052](#)

The Board did not enter into Executive Session.

*The agenda item was withdrawn.*

#### 5.02 Action on the recommendation regarding closed session minutes

[26-053](#)

*A motion was made by Member Frank Beal, seconded by Member Nancy Rotering, to approve the staff's recommendation to release the closed session minutes. The motion carried by the following roll call vote:*

**Aye:** Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Anne Sheahan and Matthew Walsh

**Absent:** Gary Grasso and Paul Hoefert

**Non-Voting:** Kouros Mohammadian

**Not Present:** Jung Yoon

### 6.0 Information Items

#### 6.01 Regional Transportation Plan (RTP) update

[26-057](#)

**Attachments:** [Memo - RTP update](#)  
[Draft RTP priority investments](#)  
[Draft RTP constraint list](#)  
[Draft RTP objectives and strategies](#)

Ryan Thompto, Principal Policy Analyst, provided an update on the development of the 2026 Regional Transportation Plan (RTP), the region's long-range blueprint guiding transportation investments for the next 25 years. He noted that CMAP is in an intensive phase of work as it prepares to release the draft plan for public comment in June. Thompto highlighted progress on strategy development, project prioritization, and the financial plan. Draft RTP strategies were included in the Board packet, and CMAP continues extensive engagement with regional partners. He noted that discussions with implementing agencies have been highly collaborative, particularly regarding rising transportation costs and the need to phase or refine projects to meet fiscal constraints.

The current draft fiscally constrained project list - which identifies projects eligible for federal funding and approvals - was shared with the Board. Required air quality conformity analysis will begin later this month.

Thompto then focused on a new feature of the RTP: a proposed list of priority investments. This list responds to federal certification review recommendations, stakeholder input, and feedback from civic and community groups. It aims to sharpen regional priorities, elevate multimodal investments, and better position the region for federal discretionary funding. The list includes 15 priority investments spanning major corridors as well as programmatic categories such as transit station accessibility and connected bicycle/pedestrian networks.

Thompto noted that the list has been well received by the Regional Capital Projects Resource Group but acknowledged that CMAP has also received significant public comment on one project in particular - the North DuSable Lake Shore Drive reconstruction - which has been included as a constrained project in the two previous regional plans. He emphasized that while projects on the priority list represent regional priorities, specific design and implementation decisions remain with the responsible agencies.

He concluded by outlining next steps. Following feedback from the Board and the MPO Policy Committee, CMAP will complete the required conformity analyses and incorporate results into the draft RTP, which will be presented to the Board in June for release to public comment. Final adoption of the RTP is planned for October 2026.

*The RTP update was presented.*

## 6.02 The Century Plan update

[26-066](#)

**Attachments:** [Memo - The Century Plan update](#)

Deputy for Strategic Advancement Kyle Schulz facilitated a panel discussion examining the region's competitive position, economic opportunities, and challenges that will shape CMAP's Century Plan. Panelists included Cathriona Fey (Illinois EDC), Rachel Barker (Brookings Institution), and Doug Pryor (Will County Center for Economic Development and Vice Chair of the Greater Chicagoland Economic Partnership).

Panelists discussed the region's core strengths, including diversified industry sectors, extensive logistics and transportation assets, access to water, climate stability relative to peer states, and continued improvements in state-level business incentives. They noted growing interest in the region from water-intensive industries such as data centers, food and beverage production, and advanced battery manufacturing, while emphasizing that power availability and utility timelines have become major constraints for projects.

The region is also seeing growing investment in emerging sectors, including quantum technologies, battery and clean energy storage, pharmaceuticals, and electronics manufacturing. Panelists noted that Chicagoland's recent designation as a national quantum hub reflects years of regional investment rather than a single recruitment effort.

Turning to workforce trends, Barker highlighted artificial intelligence (AI) as a major unknown that will reshape labor markets. She emphasized that regional competitiveness will depend on embracing AI innovation rather than avoiding it, and on stronger coordination across workforce development,

---

higher education, and economic development systems to respond quickly to future disruptions.

Board members engaged in an extended dialogue with panelists, focusing on the region's deficits, barriers, and structural challenges. Members asked the panel to identify the region's vulnerabilities alongside its strengths. Pryor noted that population stagnation and an aging workforce pose long-term competitiveness challenges, particularly if the region cannot supply enough housing for younger workers. Both Pryor and Barker emphasized that the region's longstanding economic inequities also limit economic potential and workforce participation. Fey highlighted power availability, aging industrial infrastructure, and limited shovel ready sites as major barriers to business attraction. She explained that extended timelines to secure adequate electric capacity are causing Illinois to lose projects. She also emphasized that communities often struggle to provide the needed building stock or utility infrastructure for modern industrial investments.

Board members raised concerns about utility costs, grid capacity, and affordability, noting that rising electricity costs impact both residents and businesses. They asked whether the pace of data center development is outstripping infrastructure and questioned who bears the cost of new substations and grid improvements. Panelists acknowledged the challenges, noting that utilities are attempting to adjust, but that national demand growth is unprecedented and will require coordinated planning.

Multiple Board members raised concerns about housing supply and affordability, citing compelling evidence that limited housing stock is hindering economic growth. Members noted that employers evaluate housing availability in their site selection decisions, and the region is increasingly losing opportunities because housing construction is not keeping pace with job growth. Several members highlighted the direct connection between zoning, land use, and housing supply, and urged CMAP to continue elevating housing as a core economic competitiveness issue.

Panelists echoed these concerns, confirming that companies regularly inquire about housing availability during recruitment processes. Fey shared that Illinois EDC increasingly encounters communities that feel unable to accommodate workforce demands due to insufficient local housing. Several Board members referenced studies showing that the region has already lost substantial economic output due to housing shortages.

Members also discussed the need for more inclusive approaches to development, the importance of community voices, and the need to consider equity in economic planning. They raised the question of whether corporate-led workforce housing could become part of future projects; panelists noted this concept is discussed nationally but has not yet materialized at meaningful scale.

Questions also addressed opportunities in Southland communities, with mayors emphasizing the availability of land and interest in capturing industrial growth. Fey encouraged continued coordination with regional economic development organizations to ensure such opportunities are visible in state level site marketing.

In response to inquiries about future power capacity, Fey noted recent state action to lift the moratorium on next generation nuclear development, though timelines remain long. She stated that interim solutions, including energy-storage technologies and private onsite power generation by large industrial users, are becoming increasingly common.

Board members concluded by emphasizing the need for balanced planning - addressing

infrastructure, regulations, incentives, and long-term community impacts - to avoid repeating past cycles of overbuilding or policy-driven distortions. They stressed that the Century Plan should guide the region toward smart, equitable, and strategically competitive growth.

*The Century Plan update was discussed.*

**6.03 Legislative update**

[26-062](#)

**Attachments:** [Memo - Legislative update](#)

A substantial legislative update was provided in the Board’s agenda packet; no verbal presentation was given during the meeting.

(CMAP Board Member Frank Beal left the meeting at 10:51 a.m.)

*The Legislative update was presented.*

**7.0 Other Business**

There was no other business before the CMAP Board.

**8.0 Public Comment**

This is an opportunity for comments from members of the audience.

Garland Armstrong commented on the need for greater attention to the housing challenges faced by people with disabilities. He urged CMAP and panel participants to engage directly with disability communities and organizations (such as Access Living) to understand the barriers individuals face in securing accessible, independent housing rather than institutional placements. Armstrong emphasized that ADA considerations must remain central to planning discussions and highlighted the broader national need for accessible, affordable housing.

**9.0 Next Meeting**

The next meeting is scheduled for April 8, 2026.

**10.0 Adjournment**

*A motion was made by Member Nancy Rotering, seconded by Member Matt Walsh, to adjourn the meeting. The motion carried by the following vote:*

**Aye:** Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Anne Sheahan and Matthew Walsh

**Absent:** Gary Grasso and Paul Hoefert

**Non-Voting:** Kouros Mohammadian

**Not Present:** Jung Yoon

The meeting was adjourned at 11:04 a.m.

Minutes prepared by Maren Lutterbach using Microsoft Copilot M365.



**MEMORANDUM**

**To:** CMAP Board  
**From:** Vas Boykovskyy, Deputy of Finance  
**Date:** April 8, 2026  
**Subject:** Report on Line of Credit (LOC) utilization  
**Action Requested:** Approval

---

---

**Purpose**

In accordance with the controls governing borrowing under the Line of Credit (LOC), a report on LOC utilization is provided.

There was no utilization of the LOC.

By approving this item, the Board acknowledges the LOC utilization status as of today, April 8, 2026.

**ACTION REQUESTED:** Approval

## MEMORANDUM

**To:** CMAP Board

**From:** Kate Evasic, Program Lead, Regional Policy and Implementation

**Date:** March 25, 2026

**Subject:** Transportation Resilience Improvement Plan (TRIP)

**Action Requested:** Information

---

---

The Board will receive an overview of the [Transportation Resilience Improvement Plan](#) (TRIP) for northeastern Illinois. Published in March, TRIP identifies where the regional transportation system is vulnerable to extreme weather and climate change and how to make it more resilient.

TRIP provides a roadmap to inform and prioritize transportation planning and decision making throughout the region. It meets the Federal Highway Administration's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program requirements for a resilience improvement plan — and will help position northeastern Illinois to compete for PROTECT funds as well as other resilience funds.

At the April meeting, the project team will provide an overview of the planning process, highlight key plan recommendations, and discuss opportunities for implementation.

### How was TRIP developed?

Through data analysis and flood modeling, literature reviews, partner interviews, workshops, and other approaches, CMAP first sought to understand the region's risks and to determine ways to reduce those risks. The [TRIP vulnerability assessment](#) found that flooding is the biggest climate-related risk to the transportation system. It impacts all transportation modes and can damage physical assets, disrupt operations, and threaten user safety. Extreme heat is also a major climate concern for not only infrastructure, electrical services, and backup power, but especially for transportation users and outdoor workers. Both flooding and extreme heat events are expected to worsen in the future, making it essential for our region to prepare.

Over a three year period, CMAP engaged a wide range of state, county, and municipal partners and stakeholders through a project steering committee, workshops, focus groups, interviews, and CMAP's public bodies. These engagement efforts helped verify findings and ensure that the plan aligns with the resilience needs and priorities of regional partners and stakeholders.

## How can we make the system more resilient?

TRIP identifies **21 project resilience strategies** — a collection of structural, nature-based, and hybrid tactics that can increase flood or heat resilience. Many strategies can also improve air and water quality, support habitat and biodiversity, deliver cost savings, foster economic development, and improve quality of life. This is particularly true for nature-based solutions, like green infrastructure.

Additionally, TRIP highlights **25 organizational resilience** strategies that CMAP, partner agencies, and stakeholders can adopt to facilitate the implementation of resilience strategies, consideration of climate projections and resilience concepts into both long range plans and project development/design and informing the update of design and development standards.

## Where can we make the system more resilient?

TRIP highlights **64 projects** identified by partner agencies and evaluated by CMAP where prioritized investments can increase the transportation system's resilience. Through TRIP identification, these projects are more competitive for national [PROTECT grants](#) and eligible for a reduced cost-share. CMAP further refined the project list to identify the **20 highest priority projects** to help the agency and the region focus their support for potential funding and coordination.

## Implementation and next steps

CMAP will present TRIP to the MPO Policy Committee in June 2026. Additionally, CMAP is seeking determination from the Federal Highway Administration that TRIP meets the requirements of a resilience improvement plan under the PROTECT program. Upon receiving final determination, the resilience projects included in TRIP's priority project list will become more competitive for PROTECT grants and eligible for benefits such as a reduced cost-share.

CMAP plays a lead role in coordinating plan implementation, along with key partners in the transportation, stormwater, and emergency management sectors. In the near-term, CMAP will continue to collaborate with implementers to identify priority strategies, improve access to TRIP's vulnerability assessment data, and assess opportunities to integrate resilience strategies into the agency's work. Currently, CMAP is incorporating TRIP's recommendations into the 2026 Regional Transportation Plan.

**ACTION REQUESTED:** Information

**MEMORANDUM**

**To:** CMAP Board

**From:** The Century Plan project team

**Date:** March 27, 2026

**Subject:** The Century Plan update

**Action Requested:** Information

---

---

Through The Century Plan, CMAP will continue to facilitate conversations across the region to develop a collective understanding of the challenges northeastern Illinois is facing and the shared commitments needed to orient ourselves toward a shared vision for the future.

To support these efforts, CMAP is conducting a foresight-driven scenario planning exercise that will explore the possible futures of northeastern Illinois. Ultimately, by developing a greater understanding of both present-day and future shifts — as well as the potential implications of change — this effort will help to identify the areas of uncertainty and opportunity that may face the region over the coming decades. This will inform The Century Plan so that it is forward-looking, actionable, and relevant over the long-term.

Following up on their previous presentation to the CMAP Board and MPO Policy Committee in October 2025, the Board will hear from Helen Kerr from KerrSmith Design. Ms. Kerr will provide an update on recent work that identified the driving forces and shifts that could shape the region over time. The presentation will also demonstrate how these indicators of change can present themselves differently over time to result in distinct future scenarios.

**ACTION REQUESTED:** Information



433 West Van Buren Street, Suite 450  
 Chicago, IL 60607  
 cmap.illinois.gov | 312-454-0400

**MEMORANDUM**

**To:** CMAP Board

**From:** CMAP Intergovernmental Affairs team

**Date:** March 24, 2026

**Subject:** Legislative update

**Action Requested:** Information

**STATE**

**FY27 budget analysis**

Following the Governor’s FY27 budget proposal, CMAP staff completed an [analysis](#) that offers early highlights and potential impacts on transportation, climate, and the regional economy in northeastern Illinois. Importantly, the budget advances transformational investments in transit and clean energy, in line with the [Northern Illinois Transit Authority \(NITA\) Act](#) and the [Clean and Reliable Grid Affordability \(CRGA\) Act](#) that were both passed last year. Below is a summary of some of the early takeaways.

Included in the governor’s proposed \$56 billion FY27 operating budget is \$670 million for transit operations and \$165 million in capital investments to support implementation of the NITA Act. Due to continued refinement by state forecasters and recent trends in factors like fuel prices, these revenues — the state share of sales tax on motor fuel and interest income from two large state funds — are now projected to perform slightly below initial estimates of \$731 million in operating funding and \$180 million in capital funding.

The Road Fund balance declines for the second year in a row in the proposed budget. This reflects the impact of the NITA Act, which redirected some transportation revenues from the Road Fund to transit operations. Declines can also be attributed to increased construction expenditures compared to FY2025 and prior years.

To support the governor’s Building Up Illinois Developments (BUILD) plan, which aims to increase housing supply and affordability with a suite of housing reforms, the FY27 budget proposal includes \$250 million in new capital appropriations to the Department of Commerce and Economic Opportunity (DCEO) and the Illinois Housing Development Authority (IHDA) for site prep, housing development and homebuyer assistance.

Additionally, the governor’s budget proposes increased appropriations to the Illinois Power Authority (IPA) and the Illinois Commerce Commission (ICC) to provide operational funding and staff capacity for

the implementation of CRGA, which intends to create a statewide roadmap to secure adequate, efficient, and affordable energy resources.

CMAP staff will continue analyzing the budget over the coming months as the governor's proposals are contemplated by the Illinois General Assembly. CMAP intends for these efforts to support stakeholders and lawmakers as they review the proposed and final budgets. Subsequent analysis later this spring will provide a more in-depth assessment of how state decisions could impact the region and priorities identified by the Regional Transportation Plan, the comprehensive climate action plan, and The Century Plan.

### **General legislative activity**

The General Assembly's 2026 regular session is currently underway and scheduled through May 31, 2026. April 17 is the next key legislative deadline for both Senate and House bills to advance to 3<sup>rd</sup> Reading.

CMAP staff tracks legislation before the General Assembly that impacts the region and is relevant to the agency'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 CMAP Board.

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](mailto: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:** Assigned to House Transportation: Vehicles & Safety on 3/4/2026

#### **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:** Assigned to House Transportation: Vehicles & Safety on 2/24/2026

#### **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 assigned to House Transportation: Vehicles & Safety on 3/18/2026; SB3595 re-referred to Senate Assignments on 3/13/2026

**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:** Assigned to House Transportation: Vehicles & Safety on 3/12/2026

**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 assigned to House Transportation: Vehicles & Safety on 2/24/2026; SB3336 committee deadline established as 3/27/2026

**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 Mandates; committee deadline established as 3/27/2026

**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:** Assigned to Senate Approps. – Public Safety & Infrastructure on 2/17/2026; committee deadline established as 4/24/2026

**Climate Mitigation & Resiliency**

**HB2629 – TRANSPORTATION-GREENHOUSE GAS** (Rep. Canty)

**Description:** Provides that the amendatory Act may be referred to as the Transportation Choices Act. Requires, by January 1, 2027, the Environmental Protection Agency, after consultation with the Department of Transportation and Metropolitan Planning Organizations (MPOs), to establish a schedule of greenhouse gas targets for greenhouse gas emissions from the transportation sector in the State. Requires the Department and MPOs to conduct a greenhouse gas emissions analysis and determine if their applicable planning document will result in meeting their greenhouse gas targets. Requires the Department and MPOs to perform a greenhouse gas emissions analysis prior to including a roadway capacity expansion project in an applicable planning document. Requires, by January 1, 2029 and every 3 years thereafter, the Department to prepare a comprehensive report on statewide transportation greenhouse gas reduction accomplishments and challenges and to make recommendations for any legislative action that would assist the Department and MPOs in meeting their greenhouse gas targets. Requires the Department and MPOs to calculate a climate equity accessibility score prior to including any project that has an anticipated cost of \$30,000,000 or more in an applicable planning document or

as a greenhouse gas mitigation measure. Requires the Department and MPOs to provide early and continuous opportunities for public participation in the transportation planning process. Requires, beginning June 30, 2026, the Department and MPOs to establish a social cost of carbon and use the social cost of carbon in their planning documents and planning activities. Establishes the Greenhouse Gas in Transportation Working Group. Provides that the specified requirements of the provisions shall commence with projects included in applicable planning documents filed on or after January 1, 2028.  
**Status:** Assigned to House Energy & Environment Committee on 2/11/2026

#### **HB4838/SB2965 – RENEWABLE FUELS PROGRAM** (Rep. Johnson/Sen. Halpin)

**Description:** Establishes the Renewable Fuels Infrastructure Program, administered by the Department of Agriculture. Allows grants to be awarded from the Renewable Fuels Infrastructure Fund, which is created as a special fund in the State treasury, for the installation of equipment for the storage and dispensing of fuels with higher blends of ethanol or biodiesel feedstock, according to the application and eligibility requirements established by rule by the Department of Agriculture. Requires the Comptroller and Treasurer to transfer, from June 1, 2026, to June 30, 2027, \$3,000,000 each calendar quarter from the Underground Storage Tank Fund to the Renewable Fuels Infrastructure Fund. Provides for eligibility for grant funding and eligible expenditures from the fund.

**Status:** HB4838 assigned to House Energy & Environment on 3/12/2026; SB2965 assigned to Senate Approps. – Public Safety & Infrastructure on 2/3/2026; committee deadline established as 4/24/2026

#### **HB5366 – EPA-APPLIANCE STANDARDS** (Rep. Canty)

**Description:** Creates the Illinois Appliance Standards Act. Directs the Illinois Environmental Protection Agency to adopt minimum efficiency standards for covered products. Provides for testing, certification, and labeling of covered products. Contains provisions concerning enforcement of the Act's requirements. Provides for administrative rulemaking by the Agency.

**Status:** Assigned to House Energy & Environment on 3/12/2026

#### **HB5482/SB3980 – ZERO EMISSION VEHICLE ACT** (Rep. B. Hernandez/Sen. Porfirio)

**Description:** Requires bidders that respond to solicitations issued on or after January 1, 2027 for master contracts for the purchase of vehicles to submit an Illinois Jobs Plan that meets certain requirements. Provides that, beginning July 1, 2027, changes electric vehicle rebates and requires Illinois residency and changes the luxury and low efficiency vehicle fee. Requires the Toll Highway Authority to build at least 4 150 kW fast charging ports by 2027, expand to 8 ports by 2029 and 16 ports by 2031. Requires the Illinois Commerce Commission to establish biennial reporting for large fleets beginning in 2027. Provides that units of local government may grant exceptions if utility upgrades would materially increase construction costs, but EV capable spaces cannot fall below certain levels. Provides that Tenants and condominium owners may install Level 1, Low Power Level 2, or Level 2 charging systems at their own expense, subject to reasonable restrictions.

**Status:** HB5482 assigned to House Transportation: Vehicles & Safety on 3/4/2026; SB3980 assigned to Senate Executive on 3/10/2026

#### **HB5600/SB3732 – WAREHOUSE POLLUTION REDUCTION** (Rep. Ortiz/Sen. Ventura)

**Description:** Creates the Warehouse Pollution Reduction Act. Requires the Environmental Protection Agency to propose and the Pollution Control Board to adopt rules establishing a qualifying warehouse review program. Provides for reporting, recordkeeping, and notice requirements; annual emissions-reduction targets; and a system of points for air-pollution mitigation measures. Requires construction permits for new or modified qualifying warehouses and sets conditions for permit issuance, including zero-emission readiness and buffer requirements near sensitive receptors. Establishes a qualifying warehouse registry and requires public access to reports, notices, and permitting records. Provides for mitigation fees and directs their use in the same geographic area as the site of the qualifying warehouse.

Requires the Agency to develop an air-quality modeling program and publish results annually. Creates the Warehouse Pollution Management Fund and provides for fee collection and deposit. Prohibits certain acts, provides civil penalties, authorizes enforcement and citizen suits, and allows recovery of attorney's fees. Limits home rule powers.

**Status:** HB5600 assigned to House Energy & Environment on 3/4/2026; SB3732 referred to Assignments on 2/5/2026

#### **SB3307 – IDOT-SUSTAINABILITY STANDARDS** (Sen. Halpin)

**Description:** Requires the Department of Transportation, in consultation and collaboration with the Department of Central Management Services and the Capital Development Board, to develop one or more standards for State purchases of appliances, concrete, asphalt, steel, and other building materials, subject to appropriation or the award of grant funding for this purpose. Provides that in developing these standards, the establishment of a maximum acceptable Global Warming Potential standard, as well as ways to promote and facilitate the use of life cycle assessments and environmental product declarations, shall be considered when considering bids for State-funded infrastructure projects.

**Status:** Assignment to Senate Procurement on 2/18/2026

#### **SB3633 – SOIL CARBON SEQUESTRATION** (Sen. Faraci)

**Description:** Provides that the (b) The Department of Agriculture and the Environmental Protection Agency shall conduct a joint study and publish the findings of such study to evaluate the extent to which carbon could be stored through widespread adoption of practices promoting soil carbon sequestration in the State, and what soil management practices that can be utilized to promote soil carbon sequestration. Provides that the joint study shall consider how changes in seasonality and weather patterns, driven by climate change, may impact the efficacy of soil carbon sequestration. Provides that the joint study shall be published on a publicly available website no later than January 1, 2028, and suitable copies shall be delivered to the Governor and members of the General Assembly.

**Status:** Assignment to Senate Appropriations on 2/17/2026; committee deadline established as 4/24/2026

#### **SB3693 – CLEAN TRANSPORTATION STANDARD** (Sen. Koehler)

**Description:** Creates the Clean Transportation Standard Act. Establishes a clean transportation standard to reduce life cycle carbon intensity of fuels for the ground transportation sector by specified amounts. Provides for related rulemaking and calculations. Provides that the clean transportation standard shall take the form of a credit marketplace monitored by the Environmental Protection Agency. Provides for verification and data privacy requirements for the Agency. Provides for penalties for failing to offset deficits in certain situations, and for penalties for submitting false information. Exempts airline, rail, ocean-going, and military fuel.

**Status:** Re-referred to Senate Assignments on 3/13/2026

### **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. Extends the duration of the Commission to January 1, 2030 (rather than January 1, 2027). Effective immediately.

**Status:** HB4442 placed on 2<sup>nd</sup> Reading on 3/19/2026; SB2825 Assigned to Senate Transportation on 2/3/2026; committee deadline established as 3/27/2026

**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:** Assigned to House Transportation: Vehicles & Safety on 3/18/2026

**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 assigned to House Tax Policy: Other Taxes Subcommittee on 2/26/2026; SB3765 assigned to Senate Revenue on 2/5/2026; committee deadline established as 4/24/2026

**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:** Assigned to Senate Revenue on 2/17/2026; committee deadline established as 4/24/2026

**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

### **Housing, Zoning, and Land Use**

#### **HB5424 – IHDA-HOUSING PLANNING** (Rep. Tarver, II)

**Description:** Requires the State to prepare and be guided by a 3-year Comprehensive Housing Plan, that is consistent with the affirmative fair housing provisions of the Illinois Human Rights Act and specifically addresses specified underserved populations. Requires the Comprehensive Housing Plan to reflect the State's commitment to an affordable housing approach for priority populations that promotes access to opportunity and resources for low-income households through certain priority initiatives. Expands the membership on the State Housing Task Force to include the Directors or Secretaries of several State departments and agencies.

**Status:** Placed on 2<sup>nd</sup> Reading on 3/19/2026

#### **HB5626 – BUILD Initiative** (Rep. Buckner)

**Description:** Provides for the Governor's Building Up Illinois Developments (BUILD) initiative and requires municipalities to update their residential zoning districts to allow a certain number of dwelling units depending on the square footage of the lot. Requires municipalities to allow or accessory dwelling units in all zoning districts that permit single-family dwellings without additional requirements beyond those required for single-family dwelling units. Allows an applicant to retain a qualified third-party plan reviewer and inspector if a municipality fails to complete its plan review and inspection within the specified deadline. Requires municipalities authorized to levy impact fees to calculate fees using the statewide formula structure issued by the Department of Commerce and Economic Opportunity. Beginning January 1, 2027, municipalities are limited from establishing minimum parking requirements from certain housing types that include accessory dwelling units, affordable housing projects, assisted living facilities, mixed-use buildings, and buildings being converted from non-residential to residential use. Beginning January 1, 2027, no building code adopted by a county or municipality may prohibit residential buildings from having a single stairway serving as an exit for all units if the building satisfies specified requirements.

**Status:** Referred to Rules Committee on 2/19/2026

### **Regional Economy**

#### **HB2789 – PROP TX-MEGA PROJECT** (Rep. Canty)

**Description:** Provides that property certified by the Department of Revenue as mega project property is eligible for an assessment freeze. Provides that, if property is certified as mega project property, then, during the incentive period, the value added to the property by the project shall not be considered for assessment purposes, and the total valuation of the property during the incentive period shall be limited to the base year valuation. Provides that "mega project" means a project that satisfies certain minimum investment, investment period, and other requirements. Contains provisions concerning incentive agreements between a company that plans to undertake a mega project and a local municipality obligating the company to make special payments in addition to property taxes.

**Status:** Assigned to House Tax Credit and Incentives Subcommittee on 2/26/2026

#### **HB5500/SB4018 – ENTERPRISE ZONE-STAR BONDS** (Rep. Hoffman/Sen. Cunningham)

**Description:** Provides that, if a municipality has adopted an enterprise zone pursuant to the Act and subsequently establishes a redevelopment project area pursuant to the Tax Increment Allocation Redevelopment Act, the municipality may provide for a partial abatement of taxes for property located

within both the enterprise zone and the redevelopment project area. Provides that, if a municipality has established a redevelopment project area pursuant to Tax Increment Allocation Redevelopment Act and subsequently adopts an enterprise zone that includes property within the redevelopment project area, the municipality may provide for a partial abatement of taxes for property located within both the enterprise zone and the redevelopment project area.

**Status:** HB5500 assigned House Revenue & Finance on 3/18/2026; SB4018 assigned to Senate Revenue on 2/24/2026; committee deadline established as 4/24/2026

#### **SB3773 – REVENUE-COMMUNITY DEVELOP** (Sen. Preston)

**Description:** Creates the Community Revitalization Zone Act. Provides that a county or municipality may designate an area within its jurisdiction as a community redevelopment zone, subject to the certification of the Department of Commerce and Economic Opportunity. Sets forth the criteria for designation as a community redevelopment zone. Amends the Use Tax Act, the Service Use Tax Act, the Service Occupation Tax Act, and the Retailers' Occupation Tax Act. Provides that, with respect to tangible personal property that is purchased from a retailer located in a community revitalization zone, the taxes under those Acts are imposed at the rate of 3.25%.

**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:** Passed out of House Transportation: Regulation, Roads, & Bridges on 3/24/2026

#### **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 as it relates to fixed route and paratransit service.

**Status:** HB5092 referred to Rules on 2/10/2026; SB3419 re-referred to Senate Assignments on 3/13/2026

**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:** Passed out of House Transportation: Regulation, Roads & Bridges on 3/24/2206

**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:** Assigned to Senate Approps. – Public Safety & Infrastructure on 2/17/2026

**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

**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

### **Transportation Infrastructure**

[HB4651/SB2997](#) – **IDOT Procurement Modernization** (Rep. Avelar/Sen. Porfirio)

**Description:** Provides that the Code does not apply to contracts arising from a grant award if the contract is with a partner whose specific experience and expertise was used as a condition of securing the grant and followed the selection provisions outlined in the grant application. Provides that the chief procurement officer appointed by the Secretary of Transportation is the chief procurement officer for procurements related to construction support and the purchase of rolling stock under the jurisdiction of the Department of Transportation. Amends the Governmental Joint Purchasing Act. Provides for the use of joint purchasing for contracts procured by agencies of other states.

**Status:** HB4651 placed on 2<sup>nd</sup> Reading on 3/20/2026; SB2997 assigned to Senate Procurement on 2/18/2026; committee deadline established as 3/27/2026

[HB4776/SB3520](#) – **IDOT NEPA Process** (Rep. Delgado/Sen. Ellman)

**Description:** Allows for IDOT to take responsibility for the NEPA Assignment from the federal government and manage environmental review of major projects. The bill provides that sovereign immunity from civil suit in federal court is waived consistent with specified provisions of Title 23 of the United States Code and limited to the compliance, discharge, or enforcement of a responsibility assumed by the Department of Transportation under the Law.

**Status:** HB4776 placed on 2<sup>nd</sup> Reading on 3/19/2026; SB3520 referred to Assignments on 2/5/2026

[HB4950/SB3634](#) – **IDOT Project Delivery Omnibus** (Rep. Hoffman/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. 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:** HB4950 assigned to House State Government Administration on 3/18/2026; SB3634 assigned to Senate Procurement on 2/18/2026

[HB5283/SB3287](#) – **IDOT Adopt the SBA Definition of “Small Business”** (Rep. Slaughter/Sen. Villivalam)

**Description:** In provisions concerning small business set-asides, provides that (i) no manufacturing business is a small business if it employs more than the number of persons set forth in the small business size standard for its specific industry, as established by the United States Small Business Administration (currently, 250 persons); and (ii) no construction business is a small business if its annual

sales and receipts exceed the small business size standard for its specific industry, as established by the United States Small Business Administration (currently, \$14,000,000).

**Status:** HB5283 assigned to House State Government Administration on 3/12/2026; SB3287 assigned to Senate Executive on 3/3/2026; committee deadline established as 3/27/2026

#### **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:** Placed on 3<sup>rd</sup> Reading on 3/25/2026

#### **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:** Re-referred to Senate Assignment on 3/13/2026

#### **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

#### **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:** Assigned to House Executive on 3/12/2026

**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 assigned to House Education Policy Committee on 2/17/2026; SB2966 assigned to Senate Mandates on 2/24/2026; committee deadline established as 3/27/2026

**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:** Assigned to House Jud. – Criminal Committee on 2/17/2026

**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 placed on 2<sup>nd</sup> Reading on 3/19/2026; SB3374 placed on 3<sup>rd</sup> Reading on 3/12/2026

**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 Special Issues on 2/4/2026; committee deadline established as 3/27/2026

**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 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:** HB4663 assigned to House Transportation: Vehicles & Safety on 3/24/2026; SB3392 assigned to Senate Executive on 2/17/2026; committee deadline established as 3/27/2026

### **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:** HB4789 assigned House Transportation: Vehicles & Safety on 3/18/2026; SB3308 assigned to Senate Executive on 2/17/2026

### **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:** Assigned to House Transportation: Vehicles & Safety on 3/18/2026

## **Water Resources Management**

### **HB4689 – NE IL WATER GOVERNANCE REPORT** (Rep. Katz Muhl)

**Description:** Creates the Northeastern Illinois Water Governance Advisory Committee within the Chicago Metropolitan Agency for Planning. Provides that, no later than May 31, 2027, the Chicago Metropolitan Agency for Planning, the Metropolitan Planning Organization, and the Northeastern Illinois

Water Governance Advisory Committee shall develop and submit a report of legislative recommendations to the Governor and General Assembly regarding the sufficiency, management, and governance of water in Northeastern Illinois. Provides that appointments to the Northeastern Illinois Water Governance Advisory Committee shall be made within 90 days after the effective date of the amendatory Act.

**Status:** Assigned to House Energy & Environment on 2/24/2026

**SB3026 – GROUNDWATER MANAGEMENT** (Sen. Simmons)

**Description:** Provides that the findings concerning a proposed point of withdrawal's effects upon other users of water shall be published on a publicly available website. Provides that each District within any county in Illinois with a population in excess of 10,000 is authorized to recommend to the Department of Agriculture restrictions on groundwater withdrawals. Provides that the restrictions may be lifted or modified as soon as justified by changed conditions. Provides that when a District determines that restriction of the withdrawal of water at a particular point within the District is necessary to preserve an adequate water supply for all residents in the District, the District shall (rather than may) recommend to the Department of Agriculture that the Department restrict the quantity of water that may be extracted from any point of withdrawal within the District which is a high-capacity well.

**Status:** Re-referred to Senate Assignments on 3/13/2026

**SB3162 – GROUNDWATER WITHDRAWALS** (Sen. Ellman)

**Description:** Amends the Water Use Act of 1983. Provides that the Department of Agriculture shall consider water quantity in its procedures for restricting groundwater withdrawal under the Act and rules adopted under the Act. Requires the Department to adopt rules. Amends the Illinois Groundwater Protection Act to direct the Interagency Coordinating Committee on Groundwater to submit a report to the Governor and the General Assembly on or before January 1, 2028, on the unsustainable depletion of aquifers in the State with a legislative proposal to remedy the problem.

**Status:** Assigned to Senate Environment and Conservation on 2/10/2026; committee deadline established as 3/27/2026

**SB3681 – PROTECT THE GREAT LAKES ACT** (Sen. Simmons)

**Description:** Creates the Protect the Great Lakes Act. Provides that, at the start of each month, the Metropolitan Water Reclamation District of Greater Chicago shall test for the presence of microplastics and PFAS in Lake Michigan and the Environmental Protection Agency shall test for the presence of microplastics and PFAS in the Illinois drinking water system. Provides that, at the end of each month, the District shall submit a report to the Environmental Protection Agency containing the test results taken at the start of the month. Provides that, after one year of testing and reporting, the District and Environmental Protection Agency shall submit a report to the General Assembly. Provides that the Environmental Protection Agency and the Department of Public Health shall establish an intergovernmental working group.

**Status:** Assigned to Senate Approps. – Public Safety & Infrastructure on 2/17/2026; committee deadline established as 4/24/2026

**ACTION REQUESTED:** Information