



COUNCIL OF MAYORS EXECUTIVE COMMITTEE

AGENDA

Tuesday, March 3, 2026

9:30 AM

WORKSHOP - virtual or in-person

**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 until March 2, 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/88087026153?pwd=LTLZmtvSdQ7Og3mANbTNpueMBOhXE0.1>

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to 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) or phone (312-454-0400).

1.0 Call To Order**2.0 Chair Report****3.0 CMAP Announcements****4.0 New Business****4.01 The Century Plan: Local Voices, Regional Vision**[26-060](#)

PURPOSE & ACTION: Staff will present CMAP's preliminary findings for The Century Plan on regional trends and discuss how they align (or diverge) from local experience.

ACTION REQUESTED: Discussion

Attachments: [The Century Plan - Local Voices, Regional Vision CoM EC 030326](#)

4.02 Legislative update[26-061](#)

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

ACTION REQUESTED: Information

Attachments: [Legislative Update CoM EC 030326](#)

5.0 Other Business**6.0 Public Comment**

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

7.0 Next Meeting

The next meeting is scheduled for June 16, 2026 at 9:30 a.m.



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cmap.illinois.gov | 312-454-0400

MEMORANDUM

To: Council of Mayors Executive Committee
From: CMAP Staff
Date: March 3, 2026
Subject: The Century Plan: Local Voices, Regional Vision
Action Requested: Discussion

On behalf of northeastern Illinois, The Chicago Metropolitan Agency for Planning (CMAP) is leading development of [The Century Plan](#), a long-term vision for a better, stronger future for northeastern Illinois. As part of this process, voices across government, civic spheres, business, and communities are coming together to prioritize what the region will need to thrive decades into the future.

Local governments are central to this effort and CMAP is working closely with local and regional partners to understand how communities experience regional challenges and opportunities.

The plans and investments that municipalities make everyday shape how the region meets future challenges. Understanding local perspectives and building on the strong planning initiatives already underway across the region will align The Century Plan to the realities and ambitions of our region's communities.

Staff will offer you a preview of its [preliminary findings](#) for regional trends and invite discussion on whether they align (or diverge) from members' local experiences. CMAP staff will continue the conversation in subsequent meetings with members of the region's councils of government.



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MEMORANDUM

To: CMAP Council of Mayors Executive Committee

From: CMAP Intergovernmental Affairs Staff

Date: February 23, 2026

Subject: Legislative update

Action Requested: Information

FEDERAL

FY26 appropriations

The FY26 Transportation, Housing, and Urban Development (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.

STATE

FY27 budget proposal

On Wednesday, February 18, Governor Pritzker delivered the annual Budget and State of the State address to the Illinois General Assembly. The governor’s FY27 proposed budget anticipates \$56.055 billion in total revenues, reflecting an increase of \$830 million, or 1.5%, from the current fiscal year. Expenditures are expected to total \$56.032 billion, an \$878 million or 1.6%, from the current fiscal year. The proposal does not include any new income or sales tax increases but introduces a new state tax on social media companies, which is scaled according to their number of Illinois users.

Additionally, the governor’s FY27 capital budget proposal includes \$57.4 billion in funding for the Rebuild Illinois program. The proposal includes an additional \$3.2 billion in bonding authority to expand site readiness opportunities, support affordable housing initiatives, and enhance the appearance and safety of state-owned properties.

The governor also outlined his policy priorities for this legislative session, which includes addressing the growing housing shortage in Illinois by spurring new housing construction and development. The governor is proposing the Building Up Illinois Developments (BUILD) initiative (HB5626), an omnibus bill that includes statewide zoning regulations, standardized construction processes, and grants for housing and infrastructure development.

CMAP staff are in the process of analyzing the governor's FY27 operating and capital budget proposals to understand how it aligns with regional priorities.

General legislative activity

The General Assembly's 2026 regular session is currently underway and scheduled through May 31, 2026. Key legislative deadlines include March 13 for Senate bills to advance out of committee and March 27 for House bills.

CMAP staff tracks legislation before the 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 Council of Mayors Executive 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; SB3585 assigned to Senate Transportation on 2/17/2026

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 assigned to Senate Transportation on 2/17/2026

[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: Assigned to Senate Approps.-Public Safety & Infrastructure on 2/17/2026

Housing, Zoning, and Land Use

[HB5223](#) – **MUNI CD-ZONING** (Rep. Delgado)

Description: Provides that, if a municipality adopts zoning regulations, then the zoning regulations adopted by the municipality must include a minimum of 5 of 14 specified housing strategies, applicable to the majority of the area where residential development is permitted in the municipality.

Status: Referred to Rules Committee on 2/10/2026

[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: Referred to Rules Committee on 2/13/2026

[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

Local Government

HB4294 – INC TX-LGDF TRANSFERS (Rep. Moore)

Description: Amends the Illinois Income Tax Act. Increases the amount transferred from the General Revenue Fund to the Local Government Distributive Fund. Effective immediately.

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

HB4800 – LOC GOV BUILDING PERMIT ACT (Rep. Vella)

Description: Creates the Local Government Building Permit Act. Provides that the Act only applies to units of local government that require a person to obtain a permit from the unit of local government before the person may construct a building within the unit of local government. Requires a unit of local government to comply with specified timelines for issuing building permits. Provides that, if a unit of local government fails to comply with the timelines, then the building permit is automatically approved by operation of law, unless the proposed building project violates published building or zoning codes.

Status: Assigned to House Executive Committee on 2/17/2026

HB5040 – LOCAL GOV-RESTRICTED FUNDS (Rep. DeLuca)

Description: Prohibits the State Comptroller from withholding, offsetting, or otherwise applying against any debt any funds payable to a unit of local government if those funds are restricted for a specific purpose by federal or State law, county ordinance, or grant agreement. Amends the Code of Civil Procedure. Exempts all funds, revenues, or accounts that are restricted by federal law, State, law, county ordinance, or grant agreement for a specific public purpose from garnishment, attachment, or any other legal process to satisfy a judgment or debt.

Status: Referred to Rules Committee on 2/10/2026

SB2740 – MUNI CD-HOME RULE POWERS (Sen. Holmes)

Description: Provides that, upon adoption of an enacting ordinance by a majority vote of the corporate authorities then holding office, a municipality with a population of more than 5,000 may exercise the powers and authorities provided to home rule units under Section 6 of Article VII of the Illinois Constitution. Effective January 1, 2027.

Status: Referred to Assignments on 1/13/2026

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: Assignment to Senate Transportation on 2/17/2026

SB3780 – INC TX-LGDF (Sen. DeWitte)

Description: Provides that an amount equal to 10% of the net revenue realized from the State income tax during the preceding month shall be transferred from the General Revenue Fund to the Local Government Distributive Fund.

Status: Referred to Assignments on 2/5/2026

SB4018 – ENTERPRISE ZONE-STAR BONDS (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: Referred to Assignments on 2/6/2026

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 as it relates to fixed route and paratransit service.

Status: HB5092 referred to Rules on 2/10/2026; SB3419 assigned to Senate Transportation on 2/17/2026

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

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 assigned to House Education Policy Committee on 2/17/2026; 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: 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 referred to Rules Committee on 2/10/2026; SB3374 assigned to Senate Executive on 2/17/2026

[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