

MEMORANDUM

To: CMAP MPO Policy Committee

From: CMAP Intergovernmental Affairs Staff

Date: March 3, 2025

Subject: 2025-2026 Advocacy Agenda and legislative update

Action Requested: Information

2025-2026 Advocacy Agenda

One of CMAP's responsibilities is to develop an advocacy agenda that outlines policy positions and priorities that address challenges and seize opportunities across all levels of government. Updated biennially, the agenda is developed through the lens of ON TO 2050 and the strategic direction, ensuring that CMAP continuously strengthens and advances regional goals in transportation, climate, and economic competitiveness.

The advocacy agenda is a tool used to inform policymakers and elected officials with concrete and tangible actions that can be taken to effectuate change. While the theme of the 2023-2024 Advocacy Agenda focused on promoting a robust economic recovery from the pandemic, CMAP's 2025-2026 Advocacy Agenda acknowledges the economic uncertainties that lie ahead over the next several years.

The top priority in this agenda is securing a dedicated annual appropriation from the Illinois General Assembly. To broaden and expand support for local communities throughout the region, the Regional Planning Act (RPA) funding request is included at the beginning of the updated agenda to highlight the importance of this initiative.

In developing the 2025-2026 Advocacy Agenda, CMAP took into consideration the upcoming surface transportation reauthorization process and how the agenda's guiding principles can help shape the development of upcoming reauthorization legislation. Building on CMAP's recent policy research and regional policy priorities, CMAP identified key policy recommendations from the Plan of Action for Regional Transit (PART) report and Speed Management Report for inclusion in the Advocacy Agenda. These recommendations offer concrete steps for federal and state lawmakers to sustainably fund and advance regional transportation improvements, fostering a safe, reliable, and world-class system.

FEDERAL

Surface Transportation Reauthorization

The next surface transportation reauthorization process is currently underway. Congressional committees have begun reauthorization hearings to engage with transportation implementers and

stakeholders to discuss guiding principles and priorities for the next reauthorization bill. Several national advocacy organizations have also published legislative priority guides that outlined key recommendations to lawmakers.

CMAP staff is developing a shared principles guide for the region's next reauthorization bill. Throughout this process, they will collaborate with regional transportation implementers, stakeholders, and advocacy groups. Once completed, the guide will outline key policy priorities and be presented to the region's congressional delegation.

Federal Executive Orders

CMAP aims to keep partners informed about federal transportation funding, grant disbursements, regulatory information, transportation programming, other related transportation news and information in response to recent executive orders and federal directives. CMAP's most recent federal update is included with this memo's packet of materials.

One update as of the posting of this memo, FHWA Headquarters previously issued guidance to its field offices requiring all division offices to forward all STIP amendments to the Office of General Counsel (OGC) at USDOT for review and approval. On Friday, February 28, 2025, it was announced that USDOT will no longer require amendments to state transportation funding plans to be reviewed in Washington before they are approved, and new guidance is on the process of being drafted. Once published, CMAP will review USDOT's new guidance to evaluate its impact on CMAP TIP amendments to the STIP.

STATE

Strengthen Communities (HB3784) RPA funding initiative

CMAP staff is working with lead sponsor Representative Will Davis on the Strengthen Communities (HB3784) funding initiative that would appropriate \$2M to the agency to support the planning functions and programs required in the Illinois Regional Planning Act.

CMAP derives most of its funding from the federal government for the activities associated with being a federally designated metropolitan planning organization. These funds can only be used for eligible transportation related uses and our ongoing engagement has revealed that local governments' needs go beyond the limits of this federal funding.

Despite lack of funding from the General Assembly, the needs of local communities for this support continues to grow. Local municipalities need dynamic, responsive, and adaptive resources to address day-to-day and immediate needs, but CMAP's funding limits its ability to provide timely support.

Reliable funding from the Illinois General Assembly would empower CMAP to fulfill its obligations under the Regional Planning Act. It would also strengthen communities by expanding support for counties and municipalities and enhancing responsiveness to their evolving planning needs.

CMAP staff will continue engaging with members of the General Assembly on this important initiative and have already garnered bipartisan support from several legislators across the regional. Additionally, the Illinois Municipal League (IML) and the Illinois State Association of Counties (ISACo) are in support of the legislation.

Transit Legislation

Earlier this month, Senator Ram Villivalam and Representative Marcus Evans, Jr. filed a bill addressing the future of transit in northeastern Illinois in partnership with the Labor Alliance for Public Transit.

In addition to certain governance reforms and improvements to the region's transit system, the bill also calls for the creation of a Road User Charge (RUC) Advisory Committee to devise a structure for a RUC pilot in Illinois. The bill includes one seat for CMAP on this committee.

CMAP staff will continue reviewing the bill for its alignment to the Plan of Action for Regional Transit and will provide feedback to legislators as requested.

General legislative activity

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

HB2675 – VEH CD-BIKE TRAIL SIGNAGE (Rep. Moylan)

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

Status: Referred to Rules Committee on 2/6/25

HB3225/SB2285 – VEH CD-BICYCLE DEFINITION (Rep. Jimenez/Sen. Simmons)

Description: Amends the Illinois Vehicle Code. Provides that a person operating a bicycle on the roadways of this State shall not be prohibited from side-by-side riding, riding contraflow on one-way streets, and rolling through stop signs at clear intersections.

Status: HB3225 referred to Rules Committee on 2/18/2025; SB2285 referred to Assignments Committee on 2/7/2025

SB2111 – VEH CD-BICYCLES-EXEMPTIONS (Sen. Simmons)

Description: Amends the Illinois Vehicle Code. Provides that a person operating a bicycle on the roadways of this State shall not be prohibited from side-by-side riding, riding contraflow on one-way streets, and rolling through stop signs at clear intersections.

Status: Assigned to Senate Transportation on 2/25/2025

Transit Improvement

HB1833/SB5 – METROPOLITAN MOBILITY AUTH ACT (Rep. Delgado/Sen. Villivalam)

Description: Creates the Metropolitan Mobility Authority Act. Establishes the Metropolitan Mobility Authority. Provides that the Chicago Transit Authority, the Commuter Rail Division and the Suburban Bus Division of the Regional Transportation Authority, and the Regional Transportation Authority are

consolidated into the Metropolitan Mobility Authority and the Service Boards are abolished. Creates the Suburban Bus Operating Division, Commuter Rail Operating Division, and the Chicago Transit Operating Division. Reinserts, reorganizes, and changes some provisions from the Metropolitan Transit Authority Act and the Regional Transportation Authority Act into the new Act. Includes provisions concerning the operation of the Metropolitan Mobility Authority. Repeals the Metropolitan Transit Authority Act and the Regional Transportation Authority Act.

Status: HB1833 assigned to House Transportation: Regulation, Roads, & Bridges Committee on 2/25/2025; SB5 referred to Assignments Committee on 1/13/2025

[HB2963/SB1938](#) – **METRO & REGIONAL TRANSIT AUTH** (Rep. Evans, Jr./Sen. Villivalam)

Description: Creates the Road Usage Charge Act. Establishes the Road Usage Charge Advisory Committee to guide the development and evaluation of the road usage charge pilot program and to assess the potential for mileage-based revenue as an alternative to the current system of taxing highway use through motor fuel taxes. Sets forth the membership and duties of the committee. Requires the Department of Transportation, in consultation with the Secretary of State and based on the recommendations of the Committee, to implement a statewide pilot program by January 1, 2026 to assess a user fee on owners of motor vehicles that is based on the number of miles traveled on public roadways in this State by those vehicles. Amends the Metropolitan Transit Authority Act. Provides that, on and after February 1, 2026, the Chicago Transit Board shall have 8 members (currently 7 members). Makes changes to the number of affirmative votes by Directors required to issue bonds. Amends the Regional Transportation Authority Act. Provides that the Annual Budget and 2-Year Financial Plan must show that the aggregate of all projected fare revenues from fares and charges for mass transportation provided by, or under grant or purchase of service contracts of, the Service Boards received in fiscal years 2026 and 2027 shall equal at least 25%, and in fiscal years 2028 and 2029 and every year thereafter at least 15%, of the aggregate cost of providing such public transportation in those fiscal years. Provides that, beginning July 1, 2026, the Regional Transportation Authority shall be the sole agency responsible for the management and oversight of the fare collection systems used on all public transportation provided by the Service Boards.

Status: HB2963 referred to Rules Committees on 2/6/2025; SB1938 referred to Assignments Committee on 2/6/2025

[HB3630/SB1791](#) – **TRANSIT-TO-TRAILS PROGRAM** (Rep. Slaughter/Sen. Ellman)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Secretary of Transportation to establish a program through which the Secretary shall award grants to eligible entities for projects that facilitate travel by public transportation to public outdoor recreation sites for outdoor activities, including hiking, biking, boating, picnicking, hunting, fishing, wildlife observation, or other nature-based activities. Provides that the Secretary shall offer grants through the Transit-to-Trails program on an annual basis. Requires the Department of Transportation to adopt rules necessary to implement and administer the program. Provides that, in considering grant applications, the Department shall prioritize projects with demonstrated intent to enhance access to outdoor recreation opportunities for populations in greatest need of improved access to outdoor nature-based recreation. Requires the Department to provide technical assistance in preparing grant applications to applicants upon request. Provides that implementation of the grant program is subject to appropriation by the General Assembly.

Status: HB3630 referred to Rules Committees on 2/18/2025; SB1791 referred to Assignments Committee on 2/6/2025

[SB1388](#) – **RTA ACT-REDUCED FARES** (Sen. Simmons)

Description: Amends the Regional Transportation Authority Act. Provides that, by December 31, 2025, the Regional Transportation Authority, the Board of the Commuter Rail Division of the Authority, the Board of the Suburban Bus Division of the Authority, and the Board of the Chicago Transit Authority shall

create a program to provide free rides to persons earning under 138% of the U.S. Department of Health and Human Services' poverty guidelines. Effective July 1, 2025.

Status: Assigned to Senate Appropriations- Public Safety and Infrastructure on 2/4/2025

[SB2486](#) – CLEAN&EQUITABLE TRANSPORTATION (Sen. Villivalam)

Description: Creates the Metropolitan Mobility Authority Act, and establishes the Metropolitan Mobility Authority. Provides that the Chicago Transit Authority, the Commuter Rail Division and the Suburban Bus Division of the Regional Transportation Authority, and the Regional Transportation Authority are consolidated into the Metropolitan Mobility Authority and the Service Boards are abolished, instead creating the Suburban Bus Operating Division, Commuter Rail Operating Division, and the Chicago Transit Operating Division. Reinserts, reorganizes, and changes some provisions from the Metropolitan Transit Authority Act and the Regional Transportation Authority Act into the new Act and repeals those Acts. Includes provisions about the operation of the Metropolitan Mobility Authority. Creates the Equitable Transit-Supportive Development Act. Establishes the Office of Transit-Oriented Development. Provides that the Office and the Fund are to aid transit-supportive development near high-quality transit by providing specified funding to municipalities that have adopted the standards in the transit support overlay district for that area or that have adopted zoning and other changes that the Office determines have benefits greater than or equal to such a District, including transit support overlay districts. Includes provisions relating to Office standards, procedures, and reports.

Status: Referred to Assignments Committee on 2/7/2025

Transportation Infrastructure

[HB2403/SB1415](#) – REVENUE-MEGAPROJECTS (Rep. Hoffman/Sen. Walker)

Description: Amends the Department of Commerce and Economic Opportunity Law of the Civil Administrative Code of Illinois. Provides that the Department of Commerce and Economic Opportunity may certify a taxpayer for an exemption from any State or local use tax or retailers' occupation tax on building materials that will be incorporated into real estate at a megaproject site. Amends the Use Tax Act, the Service Use Tax Act, the Service Occupation Tax Act, and the Retailers' Occupation Tax Act. Provides that a retailer that makes a qualified sale of building materials to be incorporated into real estate at a megaproject site may deduct the receipts from such sales when calculating the taxes imposed by those Acts. Amends the Property Tax Code. Creates the Megaproject Assessment Freeze and Payment Law. Provides that a "megaproject" is a project that meets certain investment and job creation specifications. Provides that the megaproject property is eligible for an assessment freeze. Provides that megaproject property may be granted an abatement. Provides that a company that operates a megaproject shall enter into an agreement with the municipality in which the project is located and other local taxing districts to make certain special payments. Effective July 1, 2025.

Status: HB2403 assigned to House Revenue and Finance Committee on 2/25/2025; SB1415 referred to Senate Assignments on 2/4/2025

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

Description: Amends the Property Tax Code. 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. Effective June 1, 2025.

Status: Referred to Rules Committee on 2/6/2025

[HB3177/SB2248](#) – **TRANSPORT INFRASTRUCTURE-DELIVERY** (Rep. Olickal/Sen. Villivalam)

Description: Amends the Innovations for Transportation Infrastructure Act. Provides that the Department of Transportation or the Illinois State Toll Highway Authority may use the design-build project delivery method for transportation facilities if the capital costs for transportation facilities delivered utilizing the design-build project delivery method or Construction Manager/General Contractor project delivery method or Alternative Technical Concepts in a design-bid-build project delivery method do not for transportation facilities delivered by the Department, exceed the value of 20% of the projects annually programmed in (rather than \$400 million of contracts awarded during) the Department's multi-year highway improvement program on an annual basis (rather than for any 5-year period). Removes language that provides that notwithstanding any other law, and as authority supplemental to its existing powers, the Department may use the Construction Manager/General Contractor project delivery method for up to 2 transportation facilities per year. Effective immediately.

Status: HB3177 referred to Rules Committee on 2/18/2025; SB2248 assigned to Senate Executive Committee on 2/25/2025

[HB3839](#) – **IDOT-REST STOP EV CHARGING** (Rep. B. Hernandez)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to install level II electric vehicle charging stations at each rest stop along each interstate highway in the State. Provides that, subject to approval by the United States Secretary of Transportation, the Department may install direct current fast-charging stations at each rest stop along each interstate highway in the State, which charge an electric vehicle charging fee in an amount no greater than what is necessary to offset the cost to the State in constructing and maintaining the charging infrastructure and procuring electricity. Allows the Department to adopt rules to implement the provisions. Amends the State Finance Act. Creates the EV Charging Station Fund for expenses directly related to the installation, maintenance, procuring electricity, and other costs associated with electric vehicle charging stations at highway rest stops. Amends the Illinois Vehicle Code. Increases the additional fee for registration of an electric vehicle to \$150 (currently \$100), with \$50 being deposited into the EV Charging Station Fund.

Status: Referred to Rules Committee on 2/18/2025

[SB1999](#) – **TRANSPORTATION-VARIOUS** (Sen. Porfirio)

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

Status: Assigned to Senate Transportation Committee on 2/25/2025

Transportation Safety

[HB1389](#) – **VEH CD-SPEED ENFORCE SYSTEMS** (Rep. Rita)

Description: Amends the Illinois Vehicle Code. Expands the provisions regarding automated speed enforcement systems in safety zones to include municipalities in the counties of Cook, DuPage, Kane,

Lake, Madison, McHenry, St. Clair, and Will (instead of just the City of Chicago). Provides that the net proceeds a municipality receives from civil penalties imposed under an automated speed enforcement system shall be expended or obligated by the municipality for, among other purposes, the remission of \$5 from each civil penalty to the State Treasurer for deposit into the General Revenue Fund, which shall be remitted to the State Treasurer as determined by the State Treasurer. Provides that if an automated speed enforcement system is removed or rendered inoperable due to construction, then the Department of Transportation shall authorize the reinstallation or use of the automated speed enforcement system within 30 days after the construction is complete.

Status: Assigned to House Executive Committee on 2/11/2025

[HB2461](#) – **VEH CD-SPEED CAMERA REVENUE** (Rep. Andrade, Jr.)

Description: Amends the Illinois Vehicle Code. Establishes that a municipality that operates an automated speed enforcement system shall set aside 10% of the net proceeds from each system that generates more than \$500,000 in revenue for the respective school district or park district in the safety zone in which the automated speed enforcement system is located. Provides that the set aside proceeds may be allocated for any purpose designated by the school district or park district. Set forth home rule provisions.

Status: Referred to House Rules Committee on 2/4/2025

[HB2934/SB2070](#) – **VEH CD-CHANGE TO SPEED LIMIT** (Rep. Hirschauer/Sen. Porfirio)

Description: Amends the Illinois Vehicle Code. Provides that, on and after October 1, 2025, the default speed limit is 20 (instead of 30) miles per hour within an urban district, and 10 (instead of 15) miles per hour in an alley within an urban district. Requires, by September 1, 2025, the Secretary of State to communicate the speed limit change to every licensed driver in the State via direct postal mail and a broad statewide communications campaign. Provides that a county, municipality, or township with speed enforcement authority may only issue warnings for violations during the first 60 days after the change of the speed limit is enacted. Effective immediately.

Status: HB2934 referred to House Rules Committee on 2/6/2025; SB2070 referred to Senate Assignments on 2/6/2025

[SB1507](#) – **VEH CD-SAFETY ZONES** (Sen. Feigenholtz)

Description: Amends the Illinois Vehicle Code. In a provision regarding automated speed enforcement systems in safety zones, provides a safety zone may, upon completion of a crash study, include a portion of Lake Shore Drive if the Chicago Department of Transportation designates an area of it as a high crash corridor.

Status: Assigned to Senate Executive Committee on 2/25/2025

[SB1559](#) – **IDOT-TRAFFIC STUDIES** (Sen. Feigenholtz)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to conduct a traffic study following the occurrence of any crash involving a pedestrian fatality that occurs at an intersection of a federal or municipal highway.

Status: Assigned to Senate Transportation Committee on 2/11/2025

Transportation Funding

[HB1283](#) – **MUNI CD-MOTOR FUEL REVENUE** (Rep. DeLuca)

Description: Amends the Illinois Municipal Code. Provides that all municipalities (currently, only municipalities in a county with a population of over 3,000,000 inhabitants) may impose a motor fuel tax. Effective immediately.

Status: Assigned to House Tax Policy: Other Taxes Subcommittee on 2/25/2025

[HB1291](#) – REVENUE-ELECTRIC VEHICLES (Rep. Vella)

Description: Creates the Electric Vehicle Motor Fuel Tax Replacement Fee Act. Provides that, for State fiscal years beginning on or after July 1, 2025, each person that is an owner of an electric vehicle registered with the Secretary of State as of July 1 of that fiscal year shall pay an annual fee for each electric vehicle owned by that person. Sets forth the amount of the fee. Requires the Secretary of State and the Department of Transportation to certify certain information to the Department of Revenue for the purpose of calculating the amount of the fee. Effective immediately.

Status: Assigned to House Tax Policy: Other Taxes Subcommittee on 2/25/2025

[SB1319](#) – MOTOR FUEL TX-PROCEEDS (Sen. Villivalam)

Description: Amends the Motor Fuel Tax Law. Provides that, of the proceeds that are deposited into the Road Fund, \$27,000,000 shall be transferred each month to the Department of Transportation to be distributed to municipalities of the State, counties of the State, and road districts of the State according to a specified formula.

Status: Assigned to Senate Appropriations- Public Safety and Infrastructure on 2/4/2025

[SB1382](#) – MOTOR FUEL-PUBLIC HIGHWAYS (Sen. Feigenholtz)

Description: Amends the Motor Fuel Tax Law. Provides that "motor fuel" means all volatile and inflammable substances, whether in liquid or gaseous form (currently, volatile and inflammable liquids). Provides that incidental use of motor fuel on private roads or private highways in the operation of a motor vehicle does not constitute a "purpose other than operating a motor vehicle upon the public highways" and does not form a basis for a claim for refund. Effective immediately, except that certain provisions take effect January 1, 2026.

Status: Assigned to Senate Revenue Committee on 2/4/2025

[SB1608](#) – CARGO TRANSPORT ACT (Sen. Ventura)

Description: Creates the Cargo Transportation Fee Act. Provides that the corporate authorities of a municipality or a county may impose a fee upon interstate carriers and intrastate carriers that (i) transport by common carrier tangible personal property in the State, (ii) transport that tangible personal property for the purpose of selling that tangible personal property at retail, and (iii) receive tangible personal property directly from an intermodal facility that is located in the municipality or county that enacts the ordinance. Sets forth the amount of the fee. Provides that 95% of the proceeds from the fee shall be deposited into the Cargo Transportation Fee Fund and 5% of the proceeds shall be deposited into the Motor Carrier Safety Inspection Fund. Amends the State Finance Act to create the Cargo Transportation Fee Fund and sets forth the uses for that Fund.

Status: Assigned to Senate Revenue on 2/11/2025

[SB1805](#) – REVENUE-ELECTRIC VEHICLES (Sen. Villivalam)

Description: Creates the Electric Vehicle Charging Fee Act. Provides that a fee is imposed on the privilege of engaging in business as an electric vehicle power provider in this State. Provides that, from January 1, 2026 through January 1, 2027, the rate of fee shall be \$0.06 per kilowatt hour of electric vehicle power. Provides that the rate of fee shall be increased on January 1 of each year by the percentage increase, if any, in the Consumer Price Index. Amends the Public-Private Partnerships for Transportation Act. Creates a dynamic wireless electric vehicle charging pilot program. Amends the Illinois Administrative Procedure Act to provide for emergency rulemaking. Effective January 1, 2026.

Status: Referred to Senate Assignments on 2/6/2025

Attachment 1: CMAP Advocacy Agency 2025-2026

Attachment 2: 2025 Regional Planning Act fact sheet

Attachment 3: 2.26.25 CMAP Update