



CMAP BOARD

AGENDA - FINAL

Wednesday, May 13, 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 until May 12, 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 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 and Introductions**2.0 Agenda Changes and Announcements****2.01 Executive Director's report****[26-109](#)**

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 April 8, 2026****[26-111](#)**

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: [4.8.26 CMAP Board meeting minutes draft](#)

4.0 Other Items for Approval**4.01 Report on Line of Credit (LOC) utilization****[26-110](#)**

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 Comprehensive Climate Action Plan (CCAP) update****[26-120](#)**

PURPOSE & ACTION: CMAP will provide a brief overview of the final Comprehensive Climate Action Plan for Greater Chicago, focusing on two areas that are central to implementation: the electric grid and building decarbonization.

ACTION REQUESTED: Information

Attachments: [Memo - CCAP update](#)

5.02 The Century Plan update**[26-118](#)**

PURPOSE & ACTION: The CMAP Board will hear from an expert panel on the future of grid modernization in northeastern Illinois.

ACTION REQUESTED: Information

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

5.03 Legislative update[26-117](#)

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 June 10, 2026.

9.0 Adjournment



Chicago Metropolitan
Agency for Planning

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: May 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

May Board meeting

At our May meeting, we will provide an update on the recently released [Comprehensive Climate Action Plan for Greater Chicago](#) (CCAP), developed in partnership with the Metropolitan Mayors Caucus and the Northwestern Indiana Regional Planning Commission.

As the next phase of work focuses on translating this roadmap into practical, near-term implementation priorities, we will focus on two areas that are central to implementation: the electric grid and building decarbonization.

We have invited experts from across the region to participate in a panel discussion on current grid modernization efforts, how different stakeholders are approaching long-range grid planning, and where regional collaboration can accelerate progress toward a more resilient and prosperous future.

We look forward to seeing you on May 13th.

The Century Plan Catalyst Series

In early April, CMAP hosted its third Catalyst Event — a series of conversations and convenings that are shaping The Century Plan.

Over 150 stakeholders from across the region joined us to celebrate the release of the Comprehensive Climate Action Plan for Greater Chicago.

The high energy, enthusiasm, and momentum to move from planning to action was truly inspiring.

Guests shared their hopes and aspirations for climate progress by leaving a message for their future selves. Watch a [video](#) here.

Our next event on Wednesday, May 6, focuses on how the region can work together to protect and strengthen our water. [You are welcome to join us.](#)

We have several more planned for this year.

In April, we also engaged with local governments around The Century Plan, holding workshops with the Northwest Municipal Conference, Barrington Area Council of Governments, Southwest Conference of Mayors, and West Central Municipal Conference. We have seven more events planned through June. The purpose is to listen and learn. These local insights will help us understand challenges and opportunities, to inform The Century Plan.

We will provide an update on our findings at your June meeting.

Engagements overview

April was a busy month with The Century Plan events and other engagements.

I recently attended the national conference of the Coalition for America's Gateways & Trade Corridors (CAGTC) in Washington D.C. I'm proud to serve as CAGTC's Board Chair. This is a special year as we are celebrating our 25th anniversary.

We heard from key leadership on transportation reauthorization. I was honored to introduce Michael Rutherford, U.S. Department of Transportation Assistant Secretary of the Office of Multimodal Freight Infrastructure, as our keynote dinner speaker. He shared the critical role CAGTC members played in supporting a new freight office and dedicated funding for national multimodal freight projects.

In northeastern Illinois, that funding has supported the CREATE Program and other investments, including rail crossing improvements. These help maintain our global freight hub status and keep our economy strong.

We also met with Illinois Senator Tammy Duckworth to talk about freight and transportation reauthorization.

We closed out the conference with a presentation from Jeff Davis, Senior Fellow for the Eno Center for Transportation, who shared insights from their recently published [paper on solving the Highway Trust Fund](#).

I recently provided a keynote address to the Illinois Association of Municipal Management Assistants — our state's next generation of city managers and policy makers — at their annual conference and provided insights on thinking regionally and leading locally.

I also joined the Midwest Leaders Tour to the Netherlands to explore how transportation design can build people-centered, connected communities. The tour, led by Global Philanthropy Partnership, is supported by the McKnight, TransitCenter, Mortenson Family, and Kresge foundations.

Valuable experiences like these help us maximize collective learning, build networks for future collaborations, and advance climate action opportunities for Greater Chicago and the Midwest — which impacts health, safety, economic mobility, and climate risk.

CMAP BOARD**MEETING MINUTES - DRAFT**

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 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.

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

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1.0 Call to Order and Introductions

Present: Gerald Bennett, Frank Beal, Gary Grasso, Paul Hoefert, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Matthew Walsh and Jung Yoon

Absent: Matthew Brolley, Jada Curry, Nina Idemudia and Anne Sheahan

Non-Voting: Kouros Mohammadian

Staff present: Laurent Ahiablame, Erin Aleman, Vas Boykovskyy, Christopher Castaneda, Kama Dobbs, Phoebe Downey, Austen Edwards, Kate Evasic, Elizabeth Ginsberg, Ryan Gougis, Jane Grover, Kasia Hart, Craig Heither, Jaemi Jackson, Aimee Lee, Maren Lutterbach, Stephane Phifer, George Rivera, Charlie Rotering, Kyle Schulz, Jennie Vana, Blanca Vela-Schneider, Elizabeth Scott, Ismet Sulamc

Others present: Garland Armstrong, Eric Czarnota, Michael Collins, Rithvika Dara, Jane Hirt, Neil James, George Kandathil, Helen Kerr, Gretchen Klock, David Kovarik, Brian Larson, Heidi Lichtenberger, Ryan Peterson, Leslie Rauer, Nigel Smith, Vicky Smith, Joe Surdam, Daniel Thomas, Adalee Wasikonis

(CMAP Board Member John Noak and non-voting CMAP Board Member Kouros Mohammadian arrived at 9:40 a.m.)

2.0 Agenda Changes and Announcements

There were no changes to the agenda.

2.01 Executive Director's report

[26-084](#)

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

Executive Director Erin Aleman provided an update on recent notable CMAP activities. She reminded members that the call for projects for the Technical Assistance Program is open, with applications due April 17 at noon. The CMAP team is available to discuss project concepts with communities seeking support.

Aleman further reported that CMAP has published its annual State Budget Analysis, which identifies potential impacts of the proposed state budget on transportation, economic development, and climate priorities. The analysis will be updated once the enacted budget becomes available.

Executive Director Aleman then provided an update on Century Plan engagement, noting ongoing meetings with Councils of Government (COGs) across the region. She anticipates sharing insights with the Board before the summer break.

Aleman also highlighted two recent Catalyst Series events: one on housing in Lake County and one on industrial land use in Oswego. She thanked President Brolley for hosting and Mayor Noak for serving as a panelist. Discussions focused on industrial development needs, energy challenges, and opportunities for improved regional coordination.

Erin Aleman announced that next Wednesday CMAP will host the third Catalyst Series event at the Old Post Office to celebrate the completion of the Comprehensive Climate Action Plan. Board members, including Carolyn Schofield and Mayor Curry, plan to participate. Details will be shared following the meeting.

The Future Leaders in Planning (FLIP) program is now open for applications from high school students. Director Aleman noted the program’s long-term impact on building a talent pipeline in planning and public policy fields.

She concluded by previewing the agenda, which includes presentations on the newly published Transportation Resilience Improvement Plan (TRIP) and an update on strategic foresight work for the Century Plan.

The Executive Director's report was received and filed.

CONSENT AGENDA

A motion was made by Member Frank Beal, seconded by Member Nancy Rotering, 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, Gary Grasso, Paul Hoefert, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Matthew Walsh and Jung Yoon
- Absent:** Matthew Brolley, Jada Curry, Nina Idemudia and Anne Sheahan
- Non-Voting:** Kouros Mohammadian

3.0 Approval of Minutes

3.01 Minutes from March 11, 2026

[26-085](#)

Attachments: [3.11.26 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

[26-086](#)

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

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

REGULAR AGENDA

5.0 Information Items

5.01 Transportation Resilience Improvement Plan (TRIP) update

[26-093](#)

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

CMAP Program Lead Kata Evasic presented the Transportation Resilience Improvement Plan (TRIP), the region’s first comprehensive resilience roadmap. Published last month, TRIP was developed with partners across transportation, stormwater, and emergency management sectors.

Evasic described the growing frequency and cost of climate-related disasters in Illinois and the region, noting trends in flooding, extreme heat, and severe storms. In the past three years, federally declared flooding disasters in northeastern Illinois have resulted in more than \$500 million in federal assistance.

She explained that regional infrastructure has historically been designed for a stable climate, yet future climate conditions will diverge substantially from past norms. TRIP provides both analysis and actionable strategies to help transportation implementers prepare for these changes.

Evasic highlighted findings from CMAP's climate vulnerability assessment, which shows that 34 percent of non-local roads face high or very high flood risk. Transit rider vulnerability to extreme heat is also widespread, with more than half of bus stops and rail stations categorized as high or very high risk when considering exposure and socioeconomic factors.

TRIP includes a regional project list consisting of 64 partner-identified projects, more than half of which are already programmed in the regional Transportation Improvement Program (TIP). From that list, CMAP identified 20 highest-priority projects to guide near-term coordination and funding efforts.

Evasic also described 21 project strategies, both structural and nature-based, and 27 organizational strategies that can be applied across the region to strengthen infrastructure resilience.

During discussion, Board members raised topics including coordination with Wisconsin on flood mitigation; the importance of local control over land use and water management; the connection between resilience planning and housing policy; the need to address both heat and cold exposure at transit stops; increasing tornado frequency and power grid vulnerability; and the importance of native landscapes in stormwater management.

Kate Evasic welcomed invitations to present TRIP findings to local communities and encouraged Board members to connect CMAP staff with key partners.

The TRIP update was presented.

5.02 The Century Plan update

[26-095](#)

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

Helen Kerr of Kerr Smith Design presented an update on the strategic foresight component of the Century Plan. She emphasized that the purpose of foresight is to examine uncertainty, challenge assumptions, identify risks and opportunities, and strengthen long-term regional decision-making.

Kerr described the project's development of eight major drivers of change, including artificial intelligence, demographic shifts, economic fragility, geopolitical and domestic tensions, climate instability, and global migration. She explained how these drivers shape four possible scenarios for the region's future, ranging from collapse to accelerated growth.

Kerr facilitated interactive exercises using real-time polling to explore how technological change and shifting social dynamics may influence jobs, governance, and community life. Board members reflected on the implications for workforce development, industry attraction, housing affordability, the skills gap, youth mental health, and local government responsibility for public trust and engagement.

She noted that CMAP will finalize the scenarios and begin identifying "grand challenges" to anchor the Century Plan's long-term strategies. A full draft of scenario materials will be shared later this year.

Elizabeth Scott provided an overview of upcoming milestones. She described how the State of the Region report and strategic foresight work are informing the development of the plan's priorities. CMAP is conducting small-group discussions across the region, including in the City of Chicago, and will host additional topical events throughout 2026.

Scott said that in June the Board will receive a synthesis of regional feedback and emerging directions to guide CMAP’s transition from listening to plan formulation.

(CMAP Board Member Gary Grasso left the meeting at 10:46 a.m.)

The Century Plan update was presented.

5.03 Legislative update

[26-094](#)

Attachments: [Memo - Legislative update](#)

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

The legislative update was received and filed.

6.0 Other Business

There was no other business before the CMAP Board.

7.0 Public Comment

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

Garland Armstrong provided virtual public comment. Armstrong emphasized the need for improved ADA compliance, including sidewalk clearance during snow events, enhanced communication for individuals with limited English proficiency, and stronger flood preparedness in areas vulnerable to viaduct flooding.

8.0 Next Meeting

The next meeting is scheduled for May 13, 2026.

9.0 Adjournment

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

Aye: Gerald Bennett, Frank Beal, Gary Grasso, Paul Hoefert, John Noak, Richard Reinbold, Nancy Rotering, Joanna Ruiz, Carolyn Schofield, Matthew Walsh and Jung Yoon

Absent: Matthew Brolley, Jada Curry, Nina Idemudia and Anne Sheahan

Non-Voting: Kouros Mohammadian

The meeting was adjourned at 11:02 a.m.

Minutes prepared by Maren Lutterbach using Microsoft Copilot M365.



MEMORANDUM

To: CMAP Board

From: Vas Boykovskyy, Deputy of Finance

Date: May 13, 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, May 13, 2026.

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Board

From: Nora Beck, Principal, Regional Policy and Implementation (RPI)

Date: April 29, 2026

Subject: Comprehensive Climate Action Plan (CCAP) update

Action Requested: Information

In November, the CCAP project team briefed the Board on the development of the [Comprehensive Climate Action Plan for Greater Chicago](#). Since then, CMAP and its partners have finalized and publicly released the plan, marking an important milestone for the region.

The CCAP provides a data-driven, economy-wide roadmap to reduce greenhouse gas emissions by 48 percent by 2035 and 86 percent by 2050. It models more than 30 strategies across major sectors and identifies the combinations of actions needed to achieve these reductions.

The next phase of work focuses on translating this roadmap into practical, near-term implementation priorities. At the upcoming meeting, CMAP will provide a brief overview of the final plan and focus on two areas that are central to implementation: the electric grid and building decarbonization.

1. The electric grid as the backbone of the transition

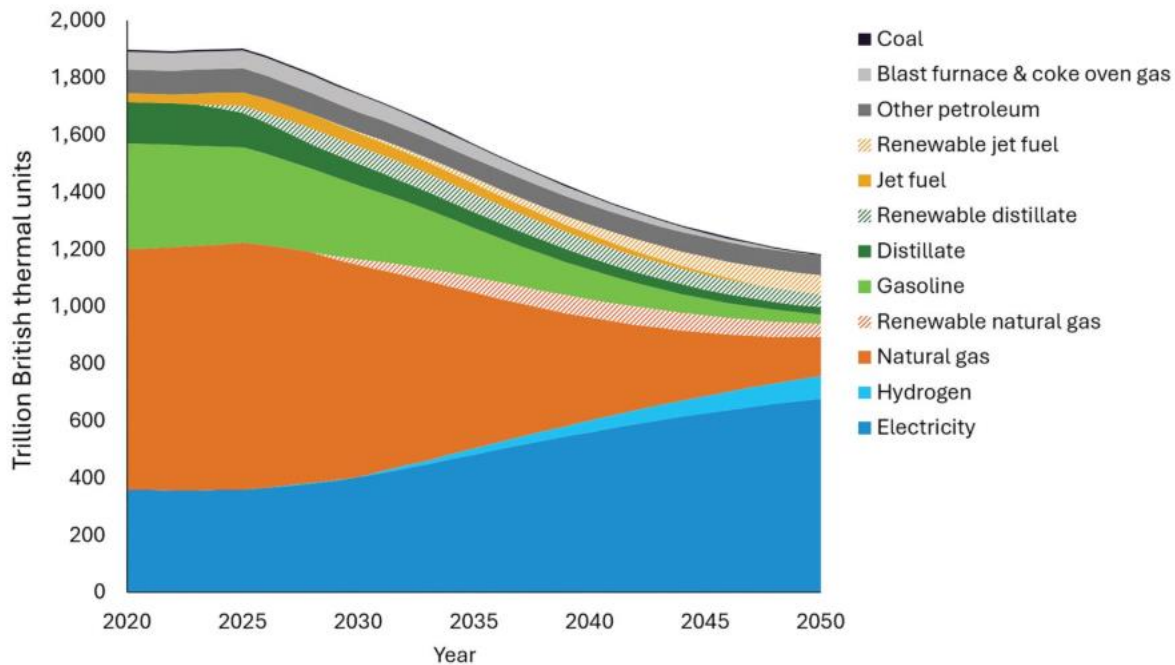
The CCAP makes clear that a clean and modernized electricity system underpins nearly every major emissions-reduction strategy. As buildings, vehicles, and industry shift from fossil fuels to electricity, the grid must both become significantly cleaner and expand capacity to reliably serve growing demand.

The electric system has three main components -- generation, transmission, and distribution -- each planned, governed and operated by different entities and on different timelines. Generation produces electricity (i.e. nuclear, wind, solar, natural gas), transmission moves it long distances, and distribution delivers it to homes and businesses. Together, these systems must evolve in coordination to support the region's transition.

As highlighted in the chart below, current energy use in the region has occurred outside this system, through gasoline, diesel, and natural gas. The CCAP calls for shifting much of that

demand onto electricity – making the grid the backbone of the region’s energy system, not just one part of it.

The climate action plan projects dramatic decreases in fossil fuels like gasoline and natural gas, and an increase in electricity.



Note: Projected electricity demand reflects electrification associated with modeled plan strategies and does not include additional load growth from data centers or other economic changes.

Source: CMAP and E3, 2025.

This transition presents both opportunity and complexity. Grid infrastructure investments take years to plan and build, utility planning and regulatory processes operate on fixed timelines, and demand is expected to grow unevenly across the region. At the same time, clean energy resources must keep pace with demand to ensure electrification delivers emissions reduction.

While utilities and regulators lead many grid decisions, local and regional actions play an important role in shaping outcomes. Land use, development patterns, and infrastructure siting all influence how and where the grid must grow. These same local decisions can also help reduce pressure on the grid by encouraging energy efficiency, flexible energy use, and on-site clean energy production and storage – helping lower costs and support a faster, more reliable transition. Coordination across state agencies, utilities, and local governments will be critical to ensure the system can meet future demand reliably, affordably, and in alignment with the region’s climate goals.

2. Buildings as a near-term implementation opportunity

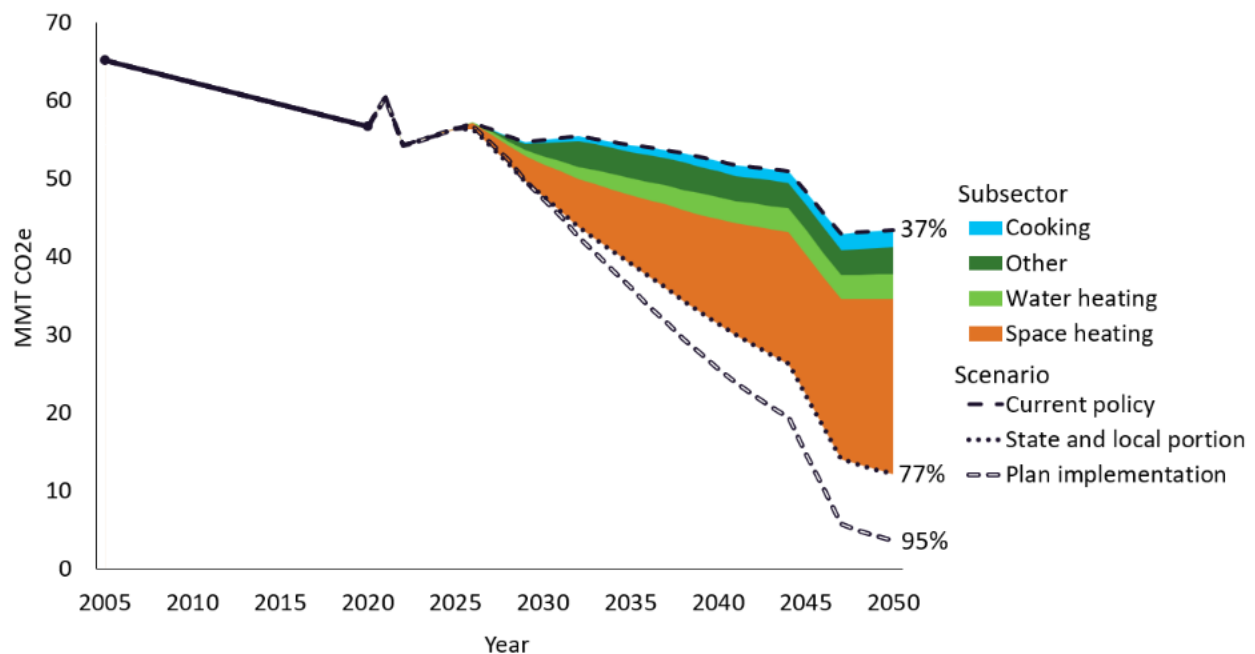
The building sector represents one of the most immediate opportunities for action. Commercial and residential buildings account for roughly 35 percent of regional emissions and must achieve deep reductions – on the order of 95 percent by 2050 across the plan’s 13-county geography – to meet overall targets.

Unlike some sectors that rely heavily on federal policy or long-term technology development, building decarbonization is strongly influenced by state and local decisions, including:

- Updated building codes and energy standards
- Streamlined permitting and retrofit processes
- Targeted public building investments
- Thoughtful land use and development patterns

The CCAP determines that state and local action alone could deliver the overwhelming majority (77%) of building sector reductions needed to reach its 2050 goals. As reflected in the chart below, the greatest savings can be found in reducing emissions from efforts to heat indoor commercial and residential space.

State and local action can substantially reduce commercial and residential building emissions



Note: The “other” subsector includes activities such as commercial and residential lighting, refrigeration, and air conditioning.

Source: CMAP and E3, 2025.

Near term actions and leadership opportunities

The CCAP identifies a range of strategies to reduce emission from buildings, many of which can begin immediately. While some actions are most effective at the state level, local governments play a critical role in advancing implementation, shaping demand, and supporting market transformation. The following actions highlight where regional and local leadership can be most impactful:

Lead locally. Local governments can take immediate steps to reduce energy use and support electrification by:

- Improving building efficiency and weatherization, particularly for existing homes and businesses
- Modernizing permitting and inspection processes to support energy upgrades and electric equipment
- Leading by example in public buildings through retrofits, electrification, and energy management
- Encouraging compact, transit-served development, which reduces both building and transportation energy use.

Shape and support. Local governments also influence how quickly and cost-effectively the transition occurs by:

- Updating local development codes to enable on-site solar, storage, and EV charging
- Expanding transparency around building energy use through benchmarking and disclosure policies
- Supporting adoption of heat pumps and electric appliances through outreach, incentives, and partnerships
- Coordinating with utilities and regional partners to align building upgrades with grid readiness

These actions help reduce strain on the grid and create conditions for broader system change.

Advocate for state-led actions that unlock scale. Many of the most impactful building strategies are more effective when implemented at the state level, where consistent standards and broader market signals can reduce costs and administrative burden. Regional leaders can play an important role in advancing:

- Statewide building energy codes and all-electric new construction standards
- Clean heat standards
- Building performance standards for large buildings
- Appliance standards and electrification incentives
- Large-scale weatherization and retrofit programs
- Policies to support low-carbon materials and construction practices

State-level action can create a more level playing field, accelerate market adoption, and reduce the need for individual municipalities to develop separate programs and policies.

Why this matters

Taken together, local action can make building decarbonization a near-term opportunity that will lead to a longer-term systems transition. Progress will depend on coordinated action across levels of government, with both local leadership playing a critical implementation role and state policy establishing broader scale and consistency.

Next steps

CMAP will continue working with regional partners to identify implementation priorities, support local and state action, and integrate CCAP strategies into ongoing planning and investment decisions.

ACTION REQUESTED: Information

MEMORANDUM

To: CMAP Board

From: The Century Plan project team

Date: April 29, 2026

Subject: The Century Plan update

Action Requested: Information

CMAP continues to make progress in developing our next regional plan — The Century Plan — a long-term vision for a better, stronger future for northeastern Illinois.

Recent discussions with the CMAP Board make clear that northeastern Illinois is entering the future from a position of strength. The region benefits from a diversified economy, extensive infrastructure, and natural assets that support long-term prosperity. Yet current trends also signal emerging challenges that could limit our ability to fully realize that potential. One critical factor consistently rising to the forefront is the need for a resilient, modernized electric grid. A clean, reliable grid is foundational infrastructure that touches nearly every aspect of regional success. It underpins economic development by making the region more competitive for businesses and high-quality jobs. It shapes the future of housing by influencing where and how communities can grow. It enables modern transportation systems, supports climate resilience, and facilitates the transition to cleaner energy, a priority reflected in CMAP’s Comprehensive Climate Action Plan.

The importance of this infrastructure has been underscored repeatedly in recent Board conversations, as well as through The Century Plan engagement process with Councils of Government and the Catalyst Series policy forums. Across all these settings, one common theme has emerged: the region’s ability to thrive depends on a grid prepared to meet future demand and future opportunities.

To deepen this understanding, the CMAP Board will hear from an expert panel on the future of grid modernization. **Stacey Paradis**, Commissioner of the Illinois Commerce Commission; **Mark Pruitt**, Principal of The Power Bureau and adjunct professor in Northwestern University’s Master of Science in Energy and Sustainability program; **Desislava Dikova**, Policy and Grant Manager at Pure Lithium; and a representative from ComEd will share perspectives on current modernization efforts, how different stakeholders are approaching long-range grid planning,

and where regional collaboration can accelerate progress toward a more resilient and prosperous future.

ACTION REQUESTED: Information



MEMORANDUM

To: CMAP Board

From: CMAP Intergovernmental Affairs Team

Date: April 29, 2026

Subject: Legislative update

Action Requested: Information

FEDERAL

Surface transportation reauthorization

Draft surface transportation reauthorization language is expected to be released by the House in the coming weeks. CMAP staff have been in conversation with members of the region’s congressional delegation, who believe that topline funding will likely land in the \$550-600 billion range (equal to \$110-120 billion annually over the five-year horizon the bill will cover). For context, the surface transportation reauthorization component of the Infrastructure Investment and Jobs Act (IIJA) had a topline of roughly \$475 billion but supplemental advance appropriations added roughly an additional \$300 billion.

As IIJA funds are set to expire on September 30, it is increasingly likely Congress will pursue a continuing resolution. A continuing resolution does not enable the extension of advance appropriations. If transportation funding is provided through a CR, then the increased resources available under IIJA via advance appropriations will no longer be available. CMAP staff are continuing to engage with our congressional delegation to elevate the importance of sustaining IIJA topline funding levels to meet the region’s infrastructure needs.

STATE

BUILD subject matter hearing

On April 23, the Senate Executive Committee held a subject matter hearing on the Governor’s BUILD proposal, which proposes a series of regulatory changes to enable greater middle housing production. Proponents spoke to the importance of accelerating housing production to support economic mobility and zoning as an important tool for enabling greater housing production, while opponents raised challenges around the universal applicability of the legislation as drafted, infrastructure constraints, anti-displacement concerns, and technical implementation challenges. The Governor’s Office stated their commitment to continue working with stakeholders to further refine the proposal.

On Wednesday, April 30, the Illinois Municipal League published a proposal titled the REAL Housing Act in response to the Governor’s BUILD proposal. The proposal is wide-ranging, addressing areas including property taxes, construction costs, and regulatory changes.

Megaprojects legislation

On April 22, the House passed HA3 to HB910, known as megaprojects legislation. This bill would allow developers to negotiate a payment in lieu of taxes (PILOT), with local taxing bodies. To qualify for megaproject status developments of at least \$100 million are required. The level of investment determines how many years a developer can lock in a PILOT agreement, with a maximum term of 40 years for investments of at least \$1 billion.

The bill also aims to provide property tax relief for homeowners and requires that of the 50% collected from the PILOT, 60% would go to property tax rebates for residential homeowners in taxing districts with a megaproject and 40% would be deposited into the state's existing property tax relief fund.

Notably, the bill creates megaproject incentives for redeveloping blighted or underused rail yards, railroad tracks, train maintenance, storage facilities, and other rail infrastructure in Chicago through the "Railroad Rehabilitation and Economic Development for Yards megaproject" or "RREDY megaproject" provisions. The timeline for Senate action on this bill remains uncertain.

Northeastern Illinois Water Governance report

In partnership with advocacy organizations, Representative Katz Muhl filed [HB4689](#), directing CMAP to develop a report of legislative recommendations to address the sufficiency, management, and governance of water resources in northeastern Illinois. Following the introduction of House Amendment 1, which reflects feedback from CMAP and stakeholders, HB4689 passed out of the House chamber. The bill is now being sponsored by Sen. Bill Cunningham in the Senate. At the time of this writing, bill proponents are pausing advancement of the legislation pending conversations with the state.

CMAP staff will continue to monitor this measure and will engage with the bill sponsors, advocates, and stakeholders should legislative activity resume.

General legislative activity

The General Assembly's 2026 regular session is currently underway and scheduled through May 31, 2026. May 8 is the next key legislative deadline for Senate and House bills to advance out of committee in the opposite chamber, followed by May 22, the deadline for those bills to be placed on 3rd 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@cmapp.illinois.gov.

Bike and Pedestrian

[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 arrived in Senate on 4/10/2026; SB3595 re-referred to Senate Assignments on 3/13/2026

[HB4925/SB3336 SA2](#) – **LOW-SPEED ELECTRIC BICYCLE** (Rep. B. Hernandez/Sen. Villivalam)

Description: SA2 amends the Illinois Vehicle Code. Provides for the operation of toy vehicles, motor driven cycles, and electric micromobility devices within the State, including provisions regarding certificate of title requirements, prohibition signage, licensing requirements, age requirements, equipment requirements, sale requirements, violations, and home rule limitations. Authorizes the Department of Natural Resources to adopt administrative rules for the regulation of low-speed electric bicycles on any and all properties owned, managed, or leased by the Department of Natural Resources. Allows a person to operate a Class 1 or Class 2 low-speed electric bicycle only if he or she is 15 years of age or older. Provides that a low-speed electric bicycle that is manufactured to accommodate passengers may not be operated by a person under the age of 18 with a passenger unless the passenger is a sibling, stepsibling, child, or stepchild of the operator. Repeals a provision regarding low-speed electric scooters. Effective July 1, 2027.

Status: HB4925 re-referred to Rules Committee on 4/17/2026; SB3336 committee assigned to House Transportation: Vehicles & Safety on 4/27/2026

[SB3478 SA1](#) – **IDOT-BICYCLE GRID NETWORK** (Sen. Simmons)

Description: SA1 provides that by June 1, 2027, the Chicago Metropolitan Agency for Planning, in coordination with the Chicago Department of Transportation, the Cook County Department of Transportation and Highways, and cycling advocacy groups in Chicago, shall develop and submit to the General Assembly a Safe Cycling Network Plan for the implementation of transportation improvements designed to increase the safety of cyclists. Establishes a point system for each street segment in the Plan. Authorizes the Chicago Metropolitan Agency for Planning to determine which safe street treatments are to be installed on each street segment, designate additional safe street treatments with assigned point values, and assign point values to safe street treatments for the installation of a safe street treatment on a per block basis or 660 feet, whichever is greater. Provides that any safe cycling streets completed before June 1, 2027 that meet the technical requirements may be applied as credit toward the yearly mileage goal in 2028 or 2029. Provides that repairs may be made to street segments not included in the Plan that currently have on-street protections for bicyclists may be exchanged for credit. Requires all infrastructure installations and street design modifications to meet the Department of Transportation's Bureau of Local Road and Streets Manual and, in Chicago, the Chicago Department of Transportation's Street and Site Plan Design Standards.

Status: Assigned to Senate Approps. – Public Safety & Infrastructure on 2/17/2026; committee/3rd reading deadline established as 5/15/2026

Climate Mitigation & Resiliency

[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/3rd reading deadline established as 5/15/2026

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; committee/3rd reading deadline established as 5/15/2026

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/3rd reading deadline established as 5/15/2026

Data Centers

HB5513/SB4016 – HYPERSCALE DATA CENTERS (Rep. Gabel/Sen. Villivalam)

Description: Amends the Environmental Protection Act, Energy Efficient Building Act, Illinois Power Agency Act, Public Utilities Act, and related statutes to establish comprehensive environmental, water, and energy regulations for hyperscale data centers. In the Environmental Protection Act, requires cumulative impact assessments, public notice, and community benefits agreements for data centers; prohibits nondisclosure agreements; and creates the Data Center Community Intervenor Compensation Fund and Hyperscale Data Center Public Benefits and Affordability Fund funded by annual fees based on peak demand. Mandates water resource planning, quarterly water usage reporting, water scarcity plans, and Water Impact Permits with public hearings and renewal every 5 years. Requires compliance with stringent energy codes and annual energy and water reporting to the Illinois Commerce Commission. Expands renewable energy procurement programs, establishes a hyperscale data center self-direct program, and strengthens equity, transparency, and labor standards in clean energy initiatives. Creates the Residential Automated Solar Permitting Platform Act to require municipalities and counties to adopt a residential automated solar permitting platform on or before July 1, 2027, and authorizes persons to file a civil action against a municipality or county in violation.

Status: Re-referred to Rules Committee on 3/27/2026; SB4016 assigned to Senate AI and Media and committee/3rd reading deadline established as 5/15/2026

Freight & Rail

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 2nd Reading on 3/19/2026; SB2825 re-referred to Assignments

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

SB3285 – PASSENGER RAIL PLANNING ACT (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. Requires each Metropolitan Planning Organization in the State to: (1) recognize the target intercity and long-distance passenger rail frequencies; (2) identify relevant rail corridors within or adjacent to the Metropolitan Planning Organization planning area; and (3) include a narrative discussion of how regional transportation investments can support achievement of those frequency targets. 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. Contains other provisions. Effective immediately.

Status: Placed on 3rd Reading on 4/14/2026; 3rd reading deadline established as 5/8/2026

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/3rd reading deadline established as 5/15/2026

Housing, Zoning, and Land Use

HB5424 HA1 – 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. HA1 adds a definition for "area median household income". Expands the purpose of the Act to include: (i) creating housing to avoid displacement of existing residents in areas with rapidly escalating housing costs; (ii) promoting housing investment in communities with vacant and abandoned properties; and (iii) supporting innovative models of homeownership, including, but not limited to, community land trusts and other shared equity models

Status: Assigned to Senate Executive on 4/28/2026

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

HB910 HA3 – MEGAPROJECT (Speaker Welch)

Description: HB910 HA3 Creates the Megaproject Assessment Freeze and Payment Law within the Code. Provides that the Department of Commerce and Economic Opportunity may issue megaproject certificates in connection with projects that satisfy certain minimum investment requirements and other requirements. Provides that property that receives a megaproject certificate from the Department of Commerce and Economic Opportunity is eligible for an assessment freeze. Provides that sales of building materials that will be incorporated into a megaproject and that are purchased during the incentive period are eligible for the same building materials exemption available to High Impact Businesses under the Retailers' Occupation Tax Act. Provides that, to be eligible for megaproject incentives, the company and the local municipality must enter into an incentive agreement. Provides that, in addition to other requirements, the incentive agreement must require the company to pay, or be responsible for the payment of, an annual special payment to the local municipality. Provides that no person who participates personally and substantially in the negotiation of a megaproject agreement on behalf of a local municipality or taxing district may, within a period of one year after the effective date of the agreement, knowingly accept employment or receive compensation or fees from a company that is a party to the agreement.

Status: Arrived in Senate on 4/28/2026

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 re-referred to Rules Committee on 3/27/2026; SB4018 assigned to Senate Revenue on 2/24/2026; committee/3rd reading deadline established as 5/15/2026

Transit Improvement

[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

[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; committee/3rd reading deadline established as 5/15/2026

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 re-referred to Rules Committee on 4/17/2026; SB2997 assigned to Senate Procurement on 2/18/2026; committee/3rd reading deadline established as 5/15/2026

[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 arrived in Senate on 4/15/2026; SB3520 referred to Assignments on 2/5/2026

[HB4950 HA1/SB3634 SA1](#) – **IDOT Project Delivery Omnibus** (Rep. Hoffman/Sen. Villivalam)

Description: HB4950 HA1 amends the Public Contract Fraud Act. In provisions concerning spending money without obtaining title to land, provides that the Department of Transportation may proceed with bidding or awarding a contract or any construction activities once it has complied with specified federal requirements. Amends the Real Estate Appraiser Licensing Act of 2002. Makes a change in the definition of "appraiser panel" and defines "waiver valuation". Provides that waiver valuations are not appraisals and a license or certification under the Act is not required if the valuations are created in

specified manners. Provides that any person who is certified or licensed under the Act and performs a waiver valuation in accordance with specified requirements under the Act and specified federal law and regulations shall be exempt from adherence to all relevant provisions of the Uniform Standards of Professional Appraisal Practice while conducting those waiver valuations. Provides that nothing in the Act shall be construed to exempt any person who is certified or licensed under the Act from adhering to the Uniform Standards of Professional Appraisal Practice while conducting appraisals in accordance with the Act. Amends the Illinois Highway Code. 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. Makes other changes. Effective immediately.
Status: HB4950 arrived in Senate on 4/21/2026; SB3634 assigned to Senate Procurement on 2/18/2026; committee/3rd reading deadline extension established as 5/15/2026

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 re-referred to Rules Committee on 4/17/2026; SB3287 assigned to Senate Executive on 3/3/2026; committee/3rd reading deadline established as 5/15/2026

SB3627 SA2 – DOT-QUICK-BUILD INFRASTRUCTURE (Sen. Feingenholtz)

Description: SA2 authorizes the Department to use quick-build infrastructure as a temporary alternative for permanent infrastructure improvements if the Department deems it appropriate. Provides that nothing shall be construed as requiring the Department to deviate from standards set out by the Manual on Uniform Traffic Control Devices or other nationally accepted standards.

Status: Assigned to Senate Appropriations- Public Safety and Infrastructure on 3/5/2026; committee/3rd reading deadline established as 5/15/2026

Transportation Safety

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. HA2 allows the ILSOS to offer the ISA program to first-time super speeders (26 mph in excess) for a total of 6 months to terminate a 12-month license suspension. It requires individuals with a second violation to enroll in the program for 12 months, and those with additional violations to enroll for 24 months.

Status: Assigned to Senate Transportation on 4/28/2026

HB5081 SA1/SB3374 – VEH CD-ALTER SPEED LIMITS (Rep. Hanson/Sen. Porfirio)

Description: HB5081 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. SA1 Provides that where any highway under the Department of Transportation's jurisdiction lies within the jurisdictional boundary of a local authority, the Department may, at the local authority's request, set a reduced maximum speed limit upon the basis of an engineering and traffic investigation. Allows a county, municipality, or township to request that the Department perform an engineering and traffic investigation concerning any portion of highway for which the Department has jurisdiction, which lies within the geographic boundary of the requesting local authority, to determine a reasonable or safe absolute maximum speed limit for that portion of highway. Defines "target speed". Effective immediately, except for provisions allowing the Department to set a reduced maximum speed limit upon the basis of an engineering and traffic investigation which take effect January 1, 2027.

Status: HB5081 placed on 2nd Reading on Senate calendar on 4/28/2026; SB3374 placed on 3rd Reading on 3/12/2026 and 3rd reading deadline established as 5/8/2026

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/3rd reading deadline established as 5/15/2026

SB3275 SA1 – IDOT-INTERSECTION REVIEW (Sen. Joyce)

Description: SA1 amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to conduct a road safety assessment for the 10 most hazardous intersections under State jurisdiction in Will County south of Interstate 80. Provides that the Department shall submit the road safety assessment to the General Assembly by January 1, 2028. Repeals the provision on July 1, 2028.

Status: Assigned to House: Transportation, Regulation, Roads & Bridges on 4/27/2026

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/3rd reading deadline established as 5/15/2026

Water Resources Management

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

Description: HA1 provides that the Chicago Metropolitan Agency for Planning (CMAP), in consultation with the Northeastern Illinois Water Governance Advisory Committee (rather than in consultation with the Northeastern Illinois Water Governance Advisory Committee and the Metropolitan Planning Organization) shall develop and submit to the Governor and the General Assembly a regional planning-level assessment of the sufficiency, management, and governance of water resources and drinking water systems in Illinois (rather than a report of legislative recommendations) within 24 months of funds being appropriated to the Chicago Metropolitan Agency for Planning (rather than by May 31, 2027). Provides that, to facilitate the development of the assessment, relevant State agencies, including the Environmental Protection Agency, the Department of Natural Resources, the Department of Public Health, and the Illinois State Water Survey, shall provide relevant data sets, documentation, and information to the Chicago Metropolitan Agency for Planning as soon as practicable, subject to applicable confidentiality requirements. Provides that the Northeastern Illinois Water Governance Advisory Committee shall be dissolved on the day after the report is submitted to the Governor and the General Assembly (rather than July 1, 2027). Provides that the provisions added by the amendatory Act shall be repealed on December 31, 2030. Makes other changes. Provides for the repeal of these provisions on December 31, 2030.

Status: Arrived in Senate on 4/15/2026

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/3rd reading deadline established as 5/15/2026