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Agency for Planning

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Intergovernmental Affairs Staff

Date: May 18, 2026

Subject: Legislative update

Action Requested: Information

FEDERAL

Surface transportation reauthorization

Bipartisan surface transportation reauthorization legislation was recently introduced in the House (the BUILD America 250 Act). This legislation would authorize \$580 billion for surface transportation programs over the next five fiscal years (FY27-31), covering funding for federal highways, bridges, transit. This legislation would serve as the successor to the Infrastructure Investment and Jobs Act (IIJA), which is set to expire at the end of FY26 (September 30).

The bill includes guaranteed funding for crucial programs like Safe Streets for All and provides a significant increase in funding for bridge repair and replacement. However, other significant grant programs like Capital Investment Grants (CIG) and INFRA Grants are authorized but not funded in this legislation (at \$3 billion and \$1.2 billion annually, respectively). It would be up to the Appropriations Committee to set funding levels for these programs, and it is unlikely they will be funded at their authorized levels. The House THUD bill, for example, only appropriates \$737m for CIG in FY27 – less than a third of the authorized amount currently proposed.

As currently proposed, CMAP would be eligible to become a direct recipient of Metropolitan Planning (PL) funding. The federal share of PL funds would increase to 90%, and PL eligibility would expand to include preliminary design, local technical assistance, fiscal administration of local projects, transportation studies, and critical data procurement.

It is still very early in the process, and staff are in communication with the delegation to share CMAP's perspective on the bill. The Senate must also draft and consider reauthorization legislation, and the appropriations committees in both chambers must debate and pass funding bills. As IIJA funds are set to expire on September 30, it is increasingly likely Congress will pursue a continuing resolution (CR) while both chambers continue to debate reauthorization legislation. If a CR is passed, then the increased resources available under IIJA via advance appropriations will no longer be available, and funding levels will fall to the level appropriated specifically for FY26.

STATE

FY27 budget analysis

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

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

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

Following the General Assembly's passage of the FY27 budget, CMAP staff will conduct a subsequent analysis to provide a more in-depth assessment of how state decisions could impact the region and priorities identified by the Regional Transportation Plan, the Comprehensive Climate Action Plan, and The Century Plan.

BUILD initiative

As part of the State of the State and Budget address, the governor presented the Building Up Illinois Developments or BUILD initiative, which proposes a series of regulatory changes to enable greater middle housing production through statewide zoning regulations, standardized construction processes, and grants for housing and infrastructure development.

On April 23, the Senate Executive Committee held a subject matter hearing on the Governor's BUILD proposal where opponents spoke to the importance of accelerating housing production to support economic mobility and zoning as an important tool for enabling greater housing production. 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.

CMAP staff will continue monitoring legislative activity on the BUILD and REAL Housing Act proposals as the General Assembly approaches adjournment on May 31.

General legislative activity

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 Transportation Committee.

It should be noted this is not an exhaustive list of legislation tracked by CMAP staff. For more information on other tracked legislation of interest, please contact Ryan Gougis, IGA Specialist at rgougis@cmaphillinois.gov.

Bike and Pedestrian

SB3336 HA2 – LOW-SPEED ELECTRIC BICYCLE (Sen. Villivalam/Rep. B. Hernandez)

Description: 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. Makes other changes. Makes a conforming change in the Consumer Fraud and Deceptive Business Practices Act. Effective July 1, 2027. HA2 establishes titling and registration requirements and exemptions for electric-powered motor driven cycles or gas-powered bicycles; with regard to toy vehicles, provides that the parent of any child and the guardian of any ward shall not authorize or knowingly permit any such child or ward that is operating a toy vehicle to violate any of the provisions of the Code; removes language providing that motor driven cycles shall not be operated upon public highways divided by a grass or concrete median; allows park districts, forest preserve districts, conservation districts, and transit districts to regulate the use of toy vehicles, electric micromobility devices, and low-speed electric bicycles by ordinance or resolution; provides that the Bicycle Article of the Rules of the Road Chapter applies to adaptive electric bicycles when operated by a person with a mobility disability; with regard to low-speed gas bicycles, prohibits a low-speed gas bicycle that is manufactured to accommodate passengers from being 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 and allows a person to operate a low-speed gas bicycle upon any highway, street, or roadway authorized for use by bicycles, unless it is a bicycle path a State agency has prohibited the use of low-speed gas bicycles upon; and makes other changes. Amends the Micromobility Fire Safety Act. Provides that "personal e-mobility device" includes an electric micromobility device (rather than a low-speed electric scooter). Effective January 1, 2027 (previously July 1, 2027).

Status: Held on 2nd Reading in the House on 5/19/2026

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: Committee/3rd Reading deadline established as 5/22/2026

Transit Improvement

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: Committee/3rd Reading deadline established as 5/22/2026

Transportation Infrastructure

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

Description: SA2 amends the Department of Transportation Law of the Civil Administrative Code of Illinois. 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: Committee/3rd Reading deadline established as 5/22/2026

SB3634 SA1 – REAL ESTATE-VARIOUS (Sen. Villivalam)

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

Status: Committee/3rd Reading deadline established as 5/22/2026

Transportation Safety

HB4948 – INTELL SPEED ASSIST PROGRAM (Rep. Deuter/Sen. Morrison)

Description: Requires the Secretary of State to administer the Intelligent Speed Assistance Program. Provides that a driver who commits 2 qualifying offenses within a 12-month period is required to enroll in the Program, and the Secretary shall suspend the driver's license or driving privileges which shall remain suspended until the driver participates in the Program for 365 days for a driver's first Program enrollment, 730 days for a driver's second Program enrollment, or 1,095 days for a driver's third or subsequent Program enrollment. Sets forth requirements for notification, application for an Intelligent Speed Assistance Permit, and installation and proof of installation of an intelligent speed assistance device. Requires a participant in the Program to pay the Secretary a Permit administration fee in an amount not to exceed \$30 per month. Creates the Indigent Intelligent Speed Assistance Device Fund and the Intelligent Speed Assistance Permit Fee Fund. Establishes provisions regarding Permit cancellation, data collection for the driver record, use of employer-owned vehicles while enrolled in the Program, intelligent speed assistance device service providers, violation of the Program, Program participation for

persons from a participating jurisdiction who establish legal residence in the State, Program participation termination for a Program participant relocating to a nonparticipating jurisdiction, information exchange for participating jurisdictions, and data collection by service providers. Allows the Secretary to adopt rules to implement the Program. With regard to the period of suspension and application after revocation of a driver's license, provides that any person whose license has been revoked for the offense of reckless driving, aggravated reckless driving, or violating a special speed limit while traveling through a highway construction or maintenance zone when that offense was the proximate cause of the death of any person may not make application for a license until the person has first been issued a restricted driving permit requiring the use of an intelligent speed assistance device by the Secretary of State and (i) if the person has not previously been enrolled in the Intelligent Speed Assistance Program, the expiration of not less than 365 days following the issuance of a restricted driving permit requiring the use of an intelligent speed assistance device during which the person's restricted driving permit is not suspended, cancelled, or revoked, (ii) if the person has previously been enrolled in the Intelligent Speed Assistance Program one time, the expiration of not less than 730 days following the issuance of a restricted driving permit requiring the use of an intelligent speed assistance device during which the person's restricted driving permit is not suspended, cancelled, or revoked, or (iii) if the person has previously been enrolled in the Intelligent Speed Assistance Program 2 or more times, the expiration of 1,095 days following the issuance of a restricted driving permit requiring the use of an intelligent speed assistance device during which the person's restricted driving permit is not suspended, cancelled, or revoked. Effective January 1, 2028.

Status: Placed on 3rd Reading in Senate on 5/14/2026

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

Description: With regard to automated speed enforcement systems in safety zones, provides that "safety zone" does not include any roadway in which the 30 mile per hour speed limit is decreased by local ordinance without an engineering or traffic investigation. Provides that a local authority or park district shall determine and declare by ordinance a reasonable and safe absolute maximum speed which: decreases the limit within an urban district which shall not require an engineering or traffic investigation to a maximum speed limit of 25 miles per hour, but not less than 20 miles per hour and a maximum speed limit of 10 miles per hour in an alley; increases the limit within an urban district, but not to more than 55 miles per hour, if after increasing the limit within an urban district an engineering or traffic investigation is required to decrease the limit; or decreases the limit within a residence district which shall not require an engineering or traffic investigation to a maximum speed limit of 20 (rather than not to less than 25) miles per hour. Requires a park district, city, village, incorporated town, or county board to post a sign designating the new speed limit. 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: Placed on 3rd Reading in Senate on 4/30/2026

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: Committee/3rd Reading deadline established as 5/22/2026

SB3275 – IDOT-INTERSECTION REVIEW (Sen. Joyce/Rep. DeLuca)

Description: 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: Placed on 3rd Reading in House on 5/19/2026

Transportation Funding

HB5445 – LOCAL ROAD USE FUND (Rep. Deering)

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

Status: Referred to Rules on 2/13/2026

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: Committee/3rd Reading deadline established as 5/22/2026

Freight & Rail

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

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

Status: Passed both Houses on 5/19/2026

SB3765 – RAILROAD MOD CREDIT (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: Committee/3rd Reading deadline established as 5/22/2026

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: Committee/3rd Reading deadline established as 5/22/2026