



MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Intergovernmental Affairs Staff

Date: November 13, 2025

Subject: State legislative update

Action Requested: Information

The General Assembly concluded its fall veto session early in the morning on Friday, October 31st. Legislators took action on several significant bills, including a comprehensive transit funding and reform package ([SB2111](#)).

The bill includes largely the same governance provisions as what was included in the House and Senate's spring proposals. For revenues, the bill increases the RTA sales tax by 0.25%, estimated to yield about \$478 million annually. The bill redirects motor vehicle fuel sales tax revenues (approximately \$860 million) to transit operations, with 85% going to the northeastern Illinois region and 15% downstate. Interest on the Road Fund (approximately \$200 million) is redirected to support public transit capital costs, with 90% going to the northeastern Illinois region and 10% going downstate. The bill also increases tolls 45 cents for passenger vehicles and 30% for commercial vehicles and directs these revenues towards Tollway's 2026 capital plan. Toll increases are indexed to the Consumer Price Index and capped at 4% biennially.

In advance of veto session deliberations, CMAP put forward a [policy update](#) that considered a possible short- and long-term revenue package that would yield a transformational investment in transit. CMAP will continue to provide analysis and policy insights as work continues to strengthen the northeastern Illinois transit system.

The General Assembly is next scheduled to convene for its regular session starting the second week of January 2026.