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**MEMORANDUM**

**To:** CMAP Council of Mayors Executive Committee

**From:** CMAP Intergovernmental Affairs Staff

**Date:** June 8, 2026

**Subject:** Legislative update

**Action Requested:** Information

**FEDERAL**

**Surface transportation reauthorization**

In late May, the House Transportation and Infrastructure Committee passed bipartisan surface transportation reauthorization legislation (the BUILD America 250 Act) out of committee. This legislation would authorize \$580 billion for surface transportation programs over the next five fiscal years (FY27-31), covering funding for federal highways, bridges, and transit. The bill 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).

Separately, last week, the House Appropriations Committee passed the FY27 Transportation, Housing, and Urban Development (THUD) appropriations bill out of committee on a party-line vote. Both the THUD appropriations bill and surface transportation reauthorization legislation are expected to be considered by the full House in the coming weeks. Senate THUD appropriations text has not yet been released by the committee, and Senate appropriators have not yet agreed on a topline number.

Given that FY26 ends on September 30, it is increasingly likely Congress will pursue a continuing resolution (CR) while both chambers continue to debate reauthorization legislation and FY27 appropriations. 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 for FY26.

**STATE**

**FY27 budget, BIMP, and revenue omnibus**

On June 1, the General Assembly passed a \$55.9 billion FY27 budget ([HB111](#)) alongside budget implementation legislation ([HB2949](#)) and a revenue omnibus bill ([SB3019](#)). Key provisions from SB3019 include a Net Operating Loss (NOL) deduction cap, a new digital ad tax, new social media platform fees, and a 6-month suspension of the inflationary increase of the state motor fuel tax. Collectively, the revenue sources identified in SB3019 are expected to generate roughly \$800 million in funding for FY27. Included in this figure is also a one-time transfer of \$150 million to the General Revenue Fund (GRF) from motor fuel sales tax revenue.

### **Local Government Distributive Fund, housing development, and megaprojects**

The \$55.9 billion spending plan retains the 6.47 percent allocation to local governments through the Local Government Distributive Fund (LGDF). Compared to last year, this will yield more revenue for local governments due to natural income tax growth, but this falls short of requests from local governments to increase LGDF funding.

While the governor's BUILD initiative did not advance this session, the FY27 budget includes \$250 million in funding for new missing middle and affordable housing programs. The budget allocates \$100 million for the new Missing Middle Housing Infrastructure (M2I) Grant Program designed to help developers access the capital needed to build new attainable housing. It also provides \$100 million for affordable housing programs and \$50 million for down payment assistance.

In response to the megaprojects bill ([HB910](#)) passed by the House in April, the Senate introduced the Municipal Stadium Authority Act ([SB958](#)) during the final days of session. SB958 would allow local governments to create municipal stadium authorities and assume ownership of new stadium developments. SB958 passed out of the Senate chamber but was not taken up by the House. The legislative session concluded without either measure moving forward. However, legislators have indicated an openness to continuing discussions in an effort to support new stadium development projects in Illinois.

### **Northern Illinois Transit Authority Act clean-up**

The General Assembly passed [HB2335](#), the NITA trailer bill, which addresses technical errors, extends deadlines for required reports and the completion of reconstruction for certain transit stations. The legislation also ensures that board representation remains in place from June 1, 2026, when NITA takes effect, through September 1, 2026, when the terms of current RTA, CTA, Metra, and Pace board members expire.

### **Clean and Reliable Grid Act clean-up**

As follow up to the Clean and Reliable Grid Act (CRGA) ([Public Act 104-0458](#)), the General Assembly passed a CRGA clean-up omnibus ([HB1700](#)), which includes targeted improvements to battery storage incentives, protects funding for Illinois Solar for All, and clarifies energy efficiency provisions to expand consumer access and maintain agreements reached during CRGA negotiations.

CMAP staff will conduct a full analysis of the FY27 budget legislation, as well as other key legislative measures that advanced this session to assess their impact and determine how they align with regional priorities.

### **General legislative activity**

The General Assembly concluded its spring session on June 1 and is scheduled to convene for veto session on November 17-19 and December 1-3.

In addition to the measures identified above, 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 that advanced during the spring legislative session and may be of interest to the CMAP Council of Mayors Executive Committee.

It should be noted this is not an exhaustive list of legislation tracked by CMAP staff. For more information on other tracked legislation of interest, please contact Ryan Gougis, IGA Specialist at [rgougis@cmapp.illinois.gov](mailto:rgougis@cmapp.illinois.gov).

## **Bike and Pedestrian**

### **SB3484 – MICROMOBILITY/E-BIKE SAFETY** (Sen. Villivalam/Rep. B. Hernandez)

**Description:** Amends the Illinois Vehicle Code. Sets forth titling requirements for (i) a motor driven cycle that is powered by an electric motor with a nominal power rating of greater than 750 watts but less than or equal to 8,000 watts and (ii) a gas-powered bicycle capable of operating at speeds greater than 28 miles per hour. Excludes electric micromobility devices from titling, registration, license or permit, and liability insurance policy requirements. Establishes signage requirements notifying users of areas where the operation of motor driven cycles is strictly prohibited. Sets forth the operation of toy vehicles, motor driven cycles, and electric micromobility devices in the State. Prohibits low-speed gas bicycles and low-speed electric bicycles 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. Establishes where a low-speed gas bicycle may be operated. Allows the Department of Natural Resources and park districts, forest preserve districts, conservation districts, and transit districts to regulate the use of low-speed electric bicycles on their properties. Defines terms. Makes other changes. Makes conforming changes in the Micromobility Fire Safety Act and the Consumer Fraud and Deceptive Business Practices Act. Effective January 1, 2027.

**Status:** Passed both Houses on 6/1/2026

## **Climate Mitigation & Resilience**

### **SB3772 – EPA-ENVIRONMENTAL JUSTICE** (Sen. Villanueva/Rep. Jimenez)

**Description:** Amends the Environmental Protection Act. Makes findings about the imposition of disproportionate and adverse effects on communities in areas of environmental justice concern. Defines terms. Applies to the following permits for which an owner or operator applies on or after January 1, 2026: (1) a construction permit for a new source that is to be located in an area of environmental justice concern and that is required to obtain from the Agency a CAAPP permit or a Federally Enforceable State Operating Permit; (2) a construction permit for any existing source that is located in an area of environmental justice concern, that possesses a CAAPP permit or a Federally Enforceable State Operating Permit issued by the Agency, and that seeks an increase in annual permitted emissions; or (3) a construction permit for any existing source that is located in an area of environmental justice concern, that seeks an increase in annual permitted emissions, and that will for the first time require a new CAAPP permit or a Federally Enforceable State Operating Permit issued by the Agency. Requires the Environmental Protection Agency to evaluate the application for affects on environmental justice and may suggest additional testing or changes in the application. Requires that the Agency to conduct an evaluation of the prospective owner's or operator's prior experience in owning and operating sources of air pollution before it may issue a construction permit. Makes other changes. Creates the Office of Environmental Justice within the Environmental Protection Agency. Effective immediately.

**Status:** Passed both Houses on 5/30/2026

## **Transportation Safety**

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

**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:** Passed both Houses on 5/20/2026

#### **HB5081 – 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. 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:** Passed both Houses on 5/20/2026

#### **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:** Passed both Houses on 5/21/2026

### **Water Resources Management**

#### **HB4418 – EPA-STORMWATER-PLASTIC PELLETS** (Rep. Mason/Sen. Morrison)

**Description:** Amends the Environmental Protection Act. Provides that one year after the effective date of the amendatory Act, the Agency shall develop and begin implementation of requirements for a Stormwater Pollution Prevention Plan or other similar best management practice requirements, to be included in National Pollutant Discharge Elimination System (NPDES) permits issued to facilities regulated under certain federal regulations. Provides that these requirements apply to the control of plastic pellets or other preproduction plastic materials, in stormwater runoff from these facilities.

**Status:** Passed both Houses on 5/28/2026