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Agency for Planning

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MEMORANDUM

To: CMAP MPO Policy Committee

From: CMAP Intergovernmental Affairs division

Date: June 11, 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. The bill also repeals several discretionary funding programs, including the Carbon Reduction Program and PROTECT. However, expanded CMAQ eligibilities may provide funding for some of these projects.

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, BIMP, and revenue omnibus

Early in the morning on June 1st, the General Assembly passed a \$55.9 billion FY27 budget ([HB111](#)) alongside the budget implementation bill ([HB2949](#)). The General Assembly also passed a revenue omnibus bill ([SB3019](#)) that includes a new digital ad tax, a new social media platform fee, and a 6-month suspension of the state motor fuel tax collection. Staff are continuing to review these bills for their impacts to the region.

Several priority bills, including the megaprojects legislation and the Governor's BUILD initiative, did not advance prior to adjournment. The General Assembly is next expected to convene during veto session, following elections in November.

NITA clean-up

The General Assembly passed [HB2335](#), the NITA trailer bill, which addresses technical errors, extends deadlines for required reports and the completion of reconsecration 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.

General legislative activity

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 are still active in the legislative process and may be of interest to the CMAP MPO Policy Committee.

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

Bike and Pedestrian

[SB3336 HA2 & 3](#) – LOW-SPEED ELECTRIC BICYCLE (Rep. B. Hernandez/Sen. Villivalam)

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. HA2 establishes titling and registration requirements and exemptions for electric-powered motor driven cycles or gas-powered bicycles. 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. HA3 Provides that the requirements of driving while under the influence of alcohol, other drug or drugs, intoxicating compound or compounds, or any combination thereof do not apply to low-speed electric bicycles and low-speed gas bicycles. Provides that to the extent that a low-speed electric bicycle or low-speed gas bicycle is capable of and operating in excess of 28 miles per hour, that vehicle is considered a motor driven cycle under the Code, and is subject to the requirements of this provision. Effective July 1, 2027.

Status: Placed on Senate Calendar Order of Concurrence on 5/28/2026

SB3484 HA1 – MICROMOBILITY/E-BIKE SAFETY (Sen. Villivalam/Rep. B. Hernandez)

Description: HA1 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: Held on 2nd Reading in House

Climate Mitigation & Resilience

SB41 SA2 – CLEAN TRANSPORTATION STANDARD (Sen. Koehler)

Description: SA2 creates the Clean Transportation Standard Act. Establishes the clean transportation standard to reduce life cycle carbon intensity of fuels for the ground transportation sector by specified amounts. Provides for related rulemaking and calculations. Provides that the clean transportation standard shall take the form of a credit marketplace monitored by the Environmental Protection Agency. Provides for verification and data privacy requirements for the Agency. Provides for penalties for failing to offset deficits in certain situations, and for penalties for submitting false information. Exempts airline, rail, ocean-going, and military fuel. Provides that the Agency must develop a periodic fuel supply forecast. Establishes findings. Defines terms. Contains other provisions. Effective January 1, 2027.

Status: Assigned to Senate Energy and Public Utilities; committee/3rd reading deadline established as 5/31/2026

Freight & Rail

HB4442– 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: Passed both Houses on 5/19/2026

Transit Improvement

HB2335 SA3 & 4 – NITA CLEAN-UP (Rep. Delgado/Sen. Villivalam)

Description: SA3 amends the State Officials and Employees Ethics Act. Deletes a provision that prohibits a Regional Transit Board or Regional Development Authority from creating or retaining an investigative body that investigates matters under the Executive Inspector General's jurisdiction. Authorizes complaints or allegations of violations of the Act to be received and reviewed by a Regional Transit Board. Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Provides that the Department of Transportation's statewide multi-modal transportation improvement

program shall evaluate project potential for mode shift away from single-occupancy vehicles and commercial motor vehicles. Specifies that the Transit Integration Policy Development Committee shall also coordinate with local transit authorities, intercity bus operators, and local governments on the delivery of bus rapid transit. Requires the Department of Transportation to complete its planning study on improvements to the Joliet train station by January 1, 2028. Amends the State Finance Act. In provisions concerning the State Construction Account Fund and Road Fund, specifies that 90% (rather than 85%) of the investment income in those funds shall be deposited into the Northern Illinois Transit Authority Capital Improvement Fund and 10% (rather than 15%) shall be deposited into the Downstate Mass Transportation Capital Improvement Fund. Amends the Downstate Public Transportation Act. Makes changes in provisions concerning residual fund balances and definitions. Amends the Regional Transportation Authority Act. Provides that the Regional Transportation Authority shall remodel, renovate, or construct a new station at or near the Central Avenue Station and the western entrance at the Lavergne Avenue location on the Blue Line. Provides that the renovated or newly constructed station shall be completed and open for public operation no later than January 1, 2029. Amends the Illinois Procurement Code, the Downstate Public Transportation Act, the People Over Parking Act, the Metropolitan Transit Authority Act, the Local Mass Transit District Act, and the Regional Transportation Authority Act. Makes changes in provisions concerning the installation of bus shields on fixed-route buses; the threshold at which employment contracts must be approved by the authority and the compensation paid to members for service on the Commuter Rail Board, the Chicago Transit Board, or the Suburban Bus Board; renovations to terminals; transit-related taxes; the management of contracts entered into on or before January 1, 2027; the Board of the Northern Illinois Transit Authority and the terms of its members; and other matters. Makes various technical changes. Further amends the Metropolitan Transit Authority Act and the Regional Transportation Authority Act to repeal provisions concerning visitor paratransit service. Effective June 1, 2026. SA4 provides that in the Downstate Public Transportation Act, with regard to quarterly reports and annual audits, provides that: beginning July 1, 2026, the participant's appropriation shall increase by an amount equal to the year-over-year percentage increase in revenue deposited into the Downstate Public Transportation Fund; and beginning July 1, 2032, and every fiscal year thereafter, if the participant's expenditures in the immediately preceding fiscal year are equal to or greater than 85% of the amounts appropriated to the participant in the immediately preceding fiscal year, then the participant's appropriation shall increase by an amount equal to the year-over-year percentage increase in revenue deposited into the Downstate Public Transportation Fund. Further amends the Regional Transportation Authority Act. With regard to renovations and terminals, provides that the renovated or newly constructed station along the Green Line within the Englewood community area shall be completed and open for public operation no later than January 1, 2031 (rather than 2029). With regard to the Suburban Bus Board, provides that the director appointed by the County Executive of the Will County Board shall have an initial term of 3 (rather than 5) years. With regard to the Commuter Rail Board, provides that the director appointed by the County Executive of Will County shall have an initial term of 5 (rather than 3) years. With regard to the Board of Directors, provides that, until September 1, 2030: the Chair of the Board must be confirmed by the Senate; if the Directors elect a Chair of the Board, then the elected Chair of the Board may serve as the acting Chair of the Board until confirmation; and if the Senate votes against confirming the acting Chair of the Board, then the acting Chair of the Board must resign and the Directors must elect a new Chair of Board.

Status: Placed on House Calendar Order of Concurrence on 5/29/2029

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

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

ACTION REQUESTED: Information