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MEMORANDUM

To: CMAP Board

From: CMAP Intergovernmental Affairs team

Date: March 24, 2026

Subject: Legislative update

Action Requested: Information

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.

To support the governor's Building Up Illinois Developments (BUILD) plan, which aims to increase housing supply and affordability with a suite of housing reforms, the FY27 budget proposal includes \$250 million in new capital appropriations to the Department of Commerce and Economic Opportunity (DCEO) and the Illinois Housing Development Authority (IHDA) for site prep, housing development and homebuyer assistance.

Additionally, the governor's budget proposes increased appropriations to the Illinois Power Authority (IPA) and the Illinois Commerce Commission (ICC) to provide operational funding and staff capacity for

the implementation of CRGA, which intends to create a statewide roadmap to secure adequate, efficient, and affordable energy resources.

CMAAP staff will continue analyzing the budget over the coming months as the governor's proposals are contemplated by the Illinois General Assembly. CMAAP intends for these efforts to support stakeholders and lawmakers as they review the proposed and final budgets. Subsequent analysis later this spring will 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.

General legislative activity

The General Assembly's 2026 regular session is currently underway and scheduled through May 31, 2026. April 17 is the next key legislative deadline for both Senate and House bills to advance to 3rd Reading.

CMAAP 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 CMAAP staff as key pieces of legislation being considered before the Illinois General Assembly that may be of interest to the CMAAP Board.

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

Bike and Pedestrian

HB4220 – VEH CD-GEN SPEED RESTRICTIONS (Rep. Stuart)

Description: Provides that the maximum speed limit on bicycle paths for bicycles, low-speed electric bicycles, low-speed gas bicycles, motor driven cycles, and mopeds is 15 miles per hour.

Status: Referred to Rules Committee on 1/14/2026

HB4660 – VEH CD-BICYCLE OPERATION (Rep. Buckner)

Description: Provides that an individual operating a bicycle approaching a stop sign may proceed through the intersection without stopping if the individual slows to a reasonable speed and the individual yields the right-of-way to pedestrians and traffic. Sets forth exemptions.

Status: Assigned to House Transportation: Vehicles & Safety on 3/4/2026

HB4742 – VEH-ELECTRIC MOBILE DEVICE DEF (Rep. Cochran)

Description: Changes the definition of "electric personal assistive mobility device" to mean a self-balancing 2 non-tandem wheeled device lacking pedals designed to transport only one person that is battery-powered or has an electric propulsion system that limits the maximum speed of the device to 15 miles per hour or less. Includes in the definition of "electric personal assistive mobility device" a device that is currently out-of-class. Excludes from the definition of "electric personal assistive mobility device" a low-speed electric bicycle, low-speed scooter, motorcycle, or motor vehicle.

Status: Assigned to House Transportation: Vehicles & Safety on 2/24/2026

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 assigned to House Transportation: Vehicles & Safety on 3/18/2026; SB3595 re-referred to Senate Assignments on 3/13/2026

HB4840 – VEH-PERSONAL MOBILITY DEVICES (Rep. Canty)

Description: Creates a comprehensive, speed-based regulatory framework for motorized personal mobility devices by defining four device classes (low-speed micromobility, low-speed personal mobility, moderate-speed, and high-speed). Low-speed micromobility devices may use bicycle paths unless local authorities provide for restrictions. Moderate- and low-speed devices are prohibited on highways posted over 35 mph. Moderate- and high-speed devices are barred from bicycle-specific facilities. Retailers and manufacturers are prohibited from marketing faster devices as low-speed and allows municipalities to install signage to regulate devices.

Status: Assigned to House Transportation: Vehicles & Safety on 3/12/2026

HB4925/SB3336 – LOW-SPEED ELECTRIC BICYCLE (Rep. B. Hernandez/Sen. Villivalam)

Description: Provides that a person who is less than 16 years of age may ride as a passenger on a Class 3 low-speed electric bicycle that is designed to accommodate passengers if the operator is 18 years of age or older.

Status: HB4925 assigned to House Transportation: Vehicles & Safety on 2/24/2026; SB3336 committee deadline established as 3/27/2026

SB2966 – SCH CD-ACTIVE TRANSPORT SAFETY (Sen. Guzman)

Description: Requires each school district maintaining any elementary grades to provide its public-school pupils enrolled in kindergarten through grade 8 with age-appropriate, active-transportation safety training. Requires the Secretary of Transportation to maintain a comprehensive collection of active-transportation safety training materials.

Status: Assigned to Senate Mandates; committee deadline established as 3/27/2026

SB3478 – IDOT-BICYCLE GRID NETWORK (Sen. Simmons)

Description: Provides that the Department of transportation shall develop a statewide bicycle grid network of State bicycle routes to include greenspace and protected bicycle routes connecting major cities, suburbs, and townships across the State. Allows the Department to adopt rules on how best to accomplish the development of a bicycle grid network and the necessary steps to develop a bicycle grid network.

Status: Assigned to Senate Approps. – Public Safety & Infrastructure on 2/17/2026; committee deadline established as 4/24/2026

Climate Mitigation & Resiliency

HB2629 – TRANSPORTATION-GREENHOUSE GAS (Rep. Canty)

Description: Provides that the amendatory Act may be referred to as the Transportation Choices Act. Requires, by January 1, 2027, the Environmental Protection Agency, after consultation with the Department of Transportation and Metropolitan Planning Organizations (MPOs), to establish a schedule of greenhouse gas targets for greenhouse gas emissions from the transportation sector in the State. Requires the Department and MPOs to conduct a greenhouse gas emissions analysis and determine if their applicable planning document will result in meeting their greenhouse gas targets. Requires the Department and MPOs to perform a greenhouse gas emissions analysis prior to including a roadway capacity expansion project in an applicable planning document. Requires, by January 1, 2029 and every 3 years thereafter, the Department to prepare a comprehensive report on statewide transportation greenhouse gas reduction accomplishments and challenges and to make recommendations for any legislative action that would assist the Department and MPOs in meeting their greenhouse gas targets. Requires the Department and MPOs to calculate a climate equity accessibility score prior to including any project that has an anticipated cost of \$30,000,000 or more in an applicable planning document or

as a greenhouse gas mitigation measure. Requires the Department and MPOs to provide early and continuous opportunities for public participation in the transportation planning process. Requires, beginning June 30, 2026, the Department and MPOs to establish a social cost of carbon and use the social cost of carbon in their planning documents and planning activities. Establishes the Greenhouse Gas in Transportation Working Group. Provides that the specified requirements of the provisions shall commence with projects included in applicable planning documents filed on or after January 1, 2028.
Status: Assigned to House Energy & Environment Committee on 2/11/2026

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 deadline established as 4/24/2026

HB5366 – EPA-APPLIANCE STANDARDS (Rep. Canty)

Description: Creates the Illinois Appliance Standards Act. Directs the Illinois Environmental Protection Agency to adopt minimum efficiency standards for covered products. Provides for testing, certification, and labeling of covered products. Contains provisions concerning enforcement of the Act's requirements. Provides for administrative rulemaking by the Agency.

Status: Assigned to House Energy & Environment on 3/12/2026

HB5482/SB3980 – ZERO EMISSION VEHICLE ACT (Rep. B. Hernandez/Sen. Porfirio)

Description: Requires bidders that respond to solicitations issued on or after January 1, 2027 for master contracts for the purchase of vehicles to submit an Illinois Jobs Plan that meets certain requirements. Provides that, beginning July 1, 2027, changes electric vehicle rebates and requires Illinois residency and changes the luxury and low efficiency vehicle fee. Requires the Toll Highway Authority to build at least 4 150 kW fast charging ports by 2027, expand to 8 ports by 2029 and 16 ports by 2031. Requires the Illinois Commerce Commission to establish biennial reporting for large fleets beginning in 2027. Provides that units of local government may grant exceptions if utility upgrades would materially increase construction costs, but EV capable spaces cannot fall below certain levels. Provides that Tenants and condominium owners may install Level 1, Low Power Level 2, or Level 2 charging systems at their own expense, subject to reasonable restrictions.

Status: HB5482 assigned to House Transportation: Vehicles & Safety on 3/4/2026; SB3980 assigned to Senate Executive on 3/10/2026

HB5600/SB3732 – WAREHOUSE POLLUTION REDUCTION (Rep. Ortiz/Sen. Ventura)

Description: Creates the Warehouse Pollution Reduction Act. Requires the Environmental Protection Agency to propose and the Pollution Control Board to adopt rules establishing a qualifying warehouse review program. Provides for reporting, recordkeeping, and notice requirements; annual emissions-reduction targets; and a system of points for air-pollution mitigation measures. Requires construction permits for new or modified qualifying warehouses and sets conditions for permit issuance, including zero-emission readiness and buffer requirements near sensitive receptors. Establishes a qualifying warehouse registry and requires public access to reports, notices, and permitting records. Provides for mitigation fees and directs their use in the same geographic area as the site of the qualifying warehouse.

Requires the Agency to develop an air-quality modeling program and publish results annually. Creates the Warehouse Pollution Management Fund and provides for fee collection and deposit. Prohibits certain acts, provides civil penalties, authorizes enforcement and citizen suits, and allows recovery of attorney's fees. Limits home rule powers.

Status: HB5600 assigned to House Energy & Environment on 3/4/2026; SB3732 referred to Assignments on 2/5/2026

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

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 deadline established as 4/24/2026

SB3693 – CLEAN TRANSPORTATION STANDARD (Sen. Koehler)

Description: Creates the Clean Transportation Standard Act. Establishes a 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.

Status: Re-referred to Senate Assignments on 3/13/2026

Freight & Rail

HB4279/SB3085 – PASSENGER RAIL PLANNING ACT (Rep. Mayfield/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. Outlines certain requirements for Metropolitan Planning Organization in the State. Also 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.

Status: HB4279 assigned to House Transportation: Regulation, Roads, & Bridges on 2/11/2026; SB3085 referred to Assignments on 1/29/2026

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 Assigned to Senate Transportation on 2/3/2026; committee deadline established as 3/27/2026

HB4543 – RAIL CROSSING NEAR SCHOOLS (Rep. Syed)

Description: Requires every rail carrier operating within the State to install, operate, and maintain pedestrian crossing gates at every grade crossing located within 1.5 miles of a school. Provides that the Illinois Commerce Commission shall have the authority to (i) determine the number, type, and location of the signs, signals, gates, or other protective devices and (ii) prescribe the division of the cost of the installation and subsequent maintenance of the signs, signals, gates, or other protective devices between the rail carrier or carriers, the public highway authority or other public authority in interest, and, in instances involving the use of the Grade Crossing Protection Fund, the Department of Transportation.

Status: Assigned to House Transportation: Vehicles & Safety on 3/18/2026

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

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 deadline established as 4/24/2026

SB3836 – IL RAILWAY SAFETY ACT (Sen. Sims, Jr.)

Description: Creates the Illinois Railway Safety Act of 2026. Requires a locomotive engineer to be present in the locomotive cab of every train operating on a line and to be capable of taking control of the operation of the train in the event of a safety issue occurring. Requires a locomotive engineer to take full control of the train when a safety issue occurs in order to mitigate the safety issue and any safety risks. Requires the Illinois Commerce Commission to work with each railroad company to ensure that wayside detector systems are installed and operating along railroad tracks on which the railroad operates and to ensure that specified standards are met. Sets forth investigation and reporting requirements for the Commission and the Department of Transportation if a railroad company refuses

to work or otherwise cooperate with the Commission. Prohibits a railroad from operating on any main line or any other line any train which exceeds 8,500 feet in length.

Status: Referred to Assignments on 2/6/2026

Housing, Zoning, and Land Use

HB5424 – 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.

Status: Placed on 2nd Reading on 3/19/2026

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

HB2789 – PROP TX-MEGA PROJECT (Rep. Canty)

Description: Provides that property certified by the Department of Revenue as mega project property is eligible for an assessment freeze. Provides that, if property is certified as mega project property, then, during the incentive period, the value added to the property by the project shall not be considered for assessment purposes, and the total valuation of the property during the incentive period shall be limited to the base year valuation. Provides that "mega project" means a project that satisfies certain minimum investment, investment period, and other requirements. Contains provisions concerning incentive agreements between a company that plans to undertake a mega project and a local municipality obligating the company to make special payments in addition to property taxes.

Status: Assigned to House Tax Credit and Incentives Subcommittee on 2/26/2026

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 assigned House Revenue & Finance on 3/18/2026; SB4018 assigned to Senate Revenue on 2/24/2026; committee deadline established as 4/24/2026

SB3773 – REVENUE-COMMUNITY DEVELOP (Sen. Preston)

Description: Creates the Community Revitalization Zone Act. Provides that a county or municipality may designate an area within its jurisdiction as a community redevelopment zone, subject to the certification of the Department of Commerce and Economic Opportunity. Sets forth the criteria for designation as a community redevelopment zone. Amends the Use Tax Act, the Service Use Tax Act, the Service Occupation Tax Act, and the Retailers' Occupation Tax Act. Provides that, with respect to tangible personal property that is purchased from a retailer located in a community revitalization zone, the taxes under those Acts are imposed at the rate of 3.25%.

Status: Referred to Assignments on 2/5/2026

Transit Improvement

HB4588 – PARKING-HIGH POPULATION CITIES (Rep. Hirschauer)

Description: Amends the People Over Parking Act. Provides that the Act applies to municipalities with a population of more than 2,000,000 (rather than all units of local government). Effective June 1, 2026.

Status: Assigned to House Executive Committee on 2/11/2026

HB4638 – LOC GOV-MICROTRANSIT PAYMENTS (Rep. Scherer)

Description: Provides that, if a county, township, or municipality offers microtransit services, then the county must provide riders with a method to prepay for the microtransit service with a smartphone application.

Status: Referred to Rules on 2/3/2026

HB4759 – GREEN LIGHT FOR BUSES (Rep. Mah)

Description: Creates the Green Light for Buses Act. Establishes the Committee on Efficient Arterial Signal Infrastructure to make recommendations to improve public transit efficiency via improvements to traffic signal infrastructure. Publishes a report to the Department of Transportation for inclusion in the Public Transportation Plan.

Status: Passed out of House Transportation: Regulation, Roads, & Bridges on 3/24/2026

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

HB5576 – NITA-PARATRANSIT SERVICES (Rep. Harper)

Description: Provides that the Northern Illinois Transit Authority may not withdraw moneys from the Authority's ADA Paratransit Fund unless the Authority: (1) implements a program to collect data about the reliability of paratransit services that evaluates each driver's performance; (2) requires regular training sessions, including training to assist visually impaired and deaf riders traveling door-to-door, for drivers who received poor evaluations; and (3) requires all reservation methods to permit caregivers to book rides for visually impaired and deaf riders.

Status: Passed out of House Transportation: Regulation, Roads & Bridges on 3/24/2206

SB2941 – RTA-COUNTY LAW ENFORCEMENT (Sen. Johnson)

Description: Amends the Regional Transportation Authority Act. In provisions concerning taxes collected in DuPage, Kane, Lake, McHenry, and Will Counties and paid directly to the counties, provides that the county board of each county shall use those amounts to fund operating and capital costs of, among other things, facilities of county law enforcement. Provides that the funds shall be divided equally among all entities. Deletes provisions requiring that the funding the counties receive under the provisions shall not be used as the basis for reducing any funds that the counties would otherwise have received from the State, the Regional Transit Authority, the Commuter Rail Division, the Suburban Bus Division, or the Chicago Transit Authority. Makes other changes.

Status: Referred to Assignments on 1/27/2026

SB3212 – TRANSIT OPPORTUNITY ZONE ACT (Sen. Jones)

Description: Creates the Transit-Oriented Overlay and Opportunity Retail Integration Zoning Act. Provides that the area located within a one-mile radius of a transit-oriented development is an ORI zone. Provides that the ORI zone is created automatically by operation of law. Provides that, if a conflict exists between the provisions of the ORI zone and a county or municipality, then the provisions of the ORI zone shall control. The ORI zones permit uses for retail, restaurant, and personal service establishments, residential uses of all types, light manufacturing, and lodging and hospitality uses.

Status: Referred to Assignments on 2/2/2026

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

Transportation Funding

HB4439 – COUNTIES-MOTOR FUEL (Rep. Guzzardi)

Description: Provides that any county (currently, DuPage, Kane, Lake, Will, and McHenry counties only) may impose a tax upon all persons engaged in the business of selling motor fuel. Provides that, in addition to other uses currently allowed by law, the proceeds from the tax shall be used for the purpose of maintaining and constructing essential transportation-related infrastructure.

Status: Referred to Rules on 1/20/2026

SB3566 – VEH CD-ELECTRIC VEHICLES (Sen. Villivalam)

Description: Provides that, beginning July 1, 2027, an electric vehicle owner may register an electric vehicle with any qualifying registration, and an additional \$320 surcharge shall be collected in addition to the applicable registration fee. Provides that, beginning July 1, 2028, the Secretary shall annually adjust the electric vehicle registration surcharge by an amount equal to the percentage increase, if any, in the Consumer Price Index for the 12 months ending in March of the year in which the increase takes

place. Establishes the Road Usage Charge Program to be implemented by Secretary of State to be used in lieu of the fees levied for electric vehicle owners. Provides that beginning July 1, 2027, the road usage charge rate is 1.5 cent per mile and the road usage charge cap is \$320 for an annual registration. Requires the Secretary to annually adjust the road usage charge rate and the road usage charge cap by an amount equal to the percentage increase, if any, in the Consumer Price Index for the 12 months ending in March of the year in which the increase takes place. Provides that revenue generated by the Program and relevant penalties shall be distributed in the same manner revenue from the motor fuel tax is distributed after covering the costs to administer the Program.

Status: Referred to Assignments on 2/5/2026

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 placed on 2nd Reading on 3/20/2026; SB2997 assigned to Senate Procurement on 2/18/2026; committee deadline established as 3/27/2026

[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 placed on 2nd Reading on 3/19/2026; SB3520 referred to Assignments on 2/5/2026

[HB4950/SB3634](#) – **IDOT Project Delivery Omnibus** (Rep. Hoffman/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. 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: HB4950 assigned to House State Government Administration on 3/18/2026; SB3634 assigned to Senate Procurement on 2/18/2026

[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 assigned to House State Government Administration on 3/12/2026; SB3287 assigned to Senate Executive on 3/3/2026; committee deadline established as 3/27/2026

SB3275 – IDOT-INTERSECTION REVIEW (Sen. Joyce)

Description: Requires the Department of Transportation to create an expedited process for municipalities or counties to submit a request for an expedited review for intersections on State roads.

Status: Placed on 3rd Reading on 3/25/2026

SB3382 – HWY CD-EXPEDITED PERMIT REVIEW (Sen. Ellman)

Description: Removes language providing that the chairman of the Illinois State Toll Highway Authority shall exercise general supervision over all powers, duties, obligations, and functions of the Authority. Requires the directors of the Authority to appoint other agents or employees as they consider necessary or desirable. Requires the Governor, with the advice and consent of the Senate, to appoint an Executive Director of the Authority to serve as the chief executive officer of the Board of Directors of the Authority. Removes language granting the Authority the power to appoint assistant attorneys for the Authority and the power to retain special counsel. Effective January 1, 2027.

Status: Re-referred to Senate Assignment on 3/13/2026

SB3672 – DOT-QUICK-BUILD INFRASTRUCTURE (Sen. Feingenholtz)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to accept a request for proposal for a quick-build infrastructure as an alternative for an infrastructure project. Provides that an accepted quick-build infrastructure may include a cycle lane segregator or other temporary infrastructure solution. Sets forth cycle lane segregator specifications.

Status: Referred to Assignments on 2/5/2026

SB3760 – PUBLIC CONSTRUCTION-SURETY (Sen. Preston)

Description: Provides that the Department of Transportation and the Illinois State Toll Highway Authority shall require every contractor for public works to furnish, supply, and deliver a bond if the public works contract will cost more than \$10,000,000 (currently, \$500,000). Provides that local governmental units shall require a bond for public works projects costing over \$5,000,000 (currently, \$150,000) and may require a bond for public works projects valued at \$5,000,000 or less (currently, \$150,000 or less). Provides that certain bonding requirements apply until January 1, 2034 (currently, January 1, 2029).

Status: Referred to Assignments on 2/5/2026

Transportation Safety

HB4281 – VEH CD-SPEED CAMERAS (Rep. L. Davis)

Description: Provides that the provision regarding automated speed enforcement systems in safety zones applies only to municipalities with a population of 25,000 (rather than 1,000,000) or more inhabitants in a county with a population of 3,000,000 or more inhabitants.

Status: Assigned to House Executive Committee on 2/11/2026

HB4404 – VEH CD-SPEED CAMERAS-HOME RULE (Rep. Jones)

Description: Allows a home rule unit to install an automated speed enforcement system within the home rule unit. Requires a non-home rule unit to provide a referendum to install an automated speed enforcement system within the non-home rule unit. Provides that any funds collected from a violation

of an automated speed enforcement system shall be remitted to the Department of Revenue to be used for any property tax relief program within the home rule unit or non-home rule unit where the violation occurred.

Status: Assigned to House Executive on 3/12/2026

HB4697/SB2966 – SCH CD-ACTIVE TRANSPORT SAFETY (Rep. Yang Rohr/Sen. Guzman)

Description: Requires each school district maintaining any elementary grades to provide its public-school pupils enrolled in kindergarten through grade 8 with age-appropriate, active-transportation safety training. Requires the Secretary of Transportation to maintain a comprehensive collection of active-transportation safety training materials.

Status: HB4697 assigned to House Education Policy Committee on 2/17/2026; SB2966 assigned to Senate Mandates on 2/24/2026; committee deadline established as 3/27/2026

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.

Status: Assigned to House Jud. – Criminal Committee on 2/17/2026

HB5081/SB3374 – 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.

Status: HB5081 placed on 2nd Reading on 3/19/2026; SB3374 placed on 3rd Reading on 3/12/2026

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 deadline established as 3/27/2026

SB3102 – VEH CD-SPEED ASSISTANCE DEVICE (Sen. Morrison)

Description: Provides that if a person who is convicted of violating a speed restriction is found to have driven a vehicle upon a highway at a speed greater than 100 miles per hour, the court shall order that the person have installed an intelligent speed assistance device in any motor vehicle owned or operated

by the person for at least 12 months or for the duration of the license suspension or revocation, whichever is longer. Requires the Secretary to submit a report every 24 months to the Governor and the General Assembly with information about the intelligent speed assistance device mandates.

Status: Referred to Assignments on 1/29/2026

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 deadline established as 3/27/2026

HB4789/SB3308 – AUTOMATED DRIVING SYSTEMS (Rep. Kelly/Sen. Joyce)

Description: Creates the Automated Driving Systems Development Act. Provides that the operation of highly automated vehicles participating in an automated vehicle pilot project is subject to all applicable federal and State laws. Sets forth eligibility requirements for participation in an automated vehicle pilot project. Establishes the application process for participation in an automated vehicle pilot project. Creates a review committee within the Department of Transportation. Requires the Secretary of State to develop a driving test to evaluate the capability of highly automated vehicles to safely operate on State roads. Sets forth permit requirements and requirements concerning the suspension, revocation, and reinstatement of a permit. Creates reporting and data sharing requirements. Contains other provisions. Effective immediately.

Status: HB4789 assigned House Transportation: Vehicles & Safety on 3/18/2026; SB3308 assigned to Senate Executive on 2/17/2026

HB4789 – AUTONOMOUS VEHICLES (Rep. Gonzalez, Jr.)

Description: Amends the Equipment of Vehicles Chapter of the Illinois Vehicle Code to create the Autonomous Vehicles Article. Establishes requirements for the operation of autonomous vehicles on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated. Allows the Secretary of State Vehicle Services Department to adopt various rules regarding the operation and manufacture of autonomous vehicles. Includes requirements for manufacturers of autonomous vehicles. Requires a notice of autonomous vehicle noncompliance for violations of the Code or local traffic ordinances.

Status: Assigned to House Transportation: Vehicles & Safety on 3/18/2026

Water Resources Management

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

Description: Creates the Northeastern Illinois Water Governance Advisory Committee within the Chicago Metropolitan Agency for Planning. Provides that, no later than May 31, 2027, the Chicago Metropolitan Agency for Planning, the Metropolitan Planning Organization, and the Northeastern Illinois

Water Governance Advisory Committee shall develop and submit a report of legislative recommendations to the Governor and General Assembly regarding the sufficiency, management, and governance of water in Northeastern Illinois. Provides that appointments to the Northeastern Illinois Water Governance Advisory Committee shall be made within 90 days after the effective date of the amendatory Act.

Status: Assigned to House Energy & Environment on 2/24/2026

SB3026 – GROUNDWATER MANAGEMENT (Sen. Simmons)

Description: Provides that the findings concerning a proposed point of withdrawal's effects upon other users of water shall be published on a publicly available website. Provides that each District within any county in Illinois with a population in excess of 10,000 is authorized to recommend to the Department of Agriculture restrictions on groundwater withdrawals. Provides that the restrictions may be lifted or modified as soon as justified by changed conditions. Provides that when a District determines that restriction of the withdrawal of water at a particular point within the District is necessary to preserve an adequate water supply for all residents in the District, the District shall (rather than may) recommend to the Department of Agriculture that the Department restrict the quantity of water that may be extracted from any point of withdrawal within the District which is a high-capacity well.

Status: Re-referred to Senate Assignments on 3/13/2026

SB3162 – GROUNDWATER WITHDRAWALS (Sen. Ellman)

Description: Amends the Water Use Act of 1983. Provides that the Department of Agriculture shall consider water quantity in its procedures for restricting groundwater withdrawal under the Act and rules adopted under the Act. Requires the Department to adopt rules. Amends the Illinois Groundwater Protection Act to direct the Interagency Coordinating Committee on Groundwater to submit a report to the Governor and the General Assembly on or before January 1, 2028, on the unsustainable depletion of aquifers in the State with a legislative proposal to remedy the problem.

Status: Assigned to Senate Environment and Conservation on 2/10/2026; committee deadline established as 3/27/2026

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 deadline established as 4/24/2026

ACTION REQUESTED: Information