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MEMORANDUM

To: CMAP Board
From: CMAP Intergovernmental Affairs division
Date: June 10, 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 Board.

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

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

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

Housing, Zoning, and Land Use

HB5424 HA1 – 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. HA1 adds a definition for "area median household income". Expands the purpose of the Act to include: (i) creating housing to avoid displacement of existing residents in areas with rapidly escalating housing costs; (ii) promoting housing investment in communities with vacant and abandoned properties; and (iii) supporting innovative models of homeownership, including, but not limited to, community land trusts and other shared equity models

Status: Assigned to Senate Executive on 4/28/2026; committee/3rd reading deadline established as 5/31/2026

SB329 SA1 – BUILD: BROKER FEES (Sen. Stadelman)

Description: SA1 prohibits landlords and property owners from requiring tenants or prospective tenants to retain, engage with or pay a fee to a real estate broker or residential leasing agent hired by the landlord. The measure would also prohibit landlords from directing brokers or leasing agents to collect payment from tenants for services performed on behalf of the landlord or property owner.

Status: Placed on Senate Calendar 3rd Reading on 5/21/2026; 3rd reading deadline established as 5/31/2026

SB330 SA1 – BUILD: DV DISCRIMINATION (Sen. Guzman)

Description: SA1 would bolster protections for Illinoisans by prohibiting discrimination on the basis of someone's real or perceived experience as a survivor of domestic, sexual or gender-based violence during any real estate transaction.

Status: Placed on Senate Calendar 3rd Reading on 5/21/2026; 3rd reading deadline established as 5/31/2026

SB331 SA1 & 2 – BUILD: PRIVATE EQUITY FEE (Sen. Ventura)

Description: SA1 would establish a fee on private equity firms' speculative purchases of existing housing – a practice that often turns residential properties into high-profit investment assets. SA2 makes changes to the definitions of "covered entity", "large institutional real estate investor", and "residential property" and removes definitions for "multi-family home" and "single family home". Provides that the annual fee shall be imposed for each residential property in excess of 10 residential properties (rather than 10 single family homes or 8 multi-family homes). It also adds a July 1, 2027 effective date.

Status: Placed on Senate Calendar 3rd Reading on 5/21/2026; 3rd reading deadline established as 5/31/2026

SB332 SA1 – BUILD: FIRST REFUSAL (Sen. Simmons)

Description: SA1 would allow tenants in Illinois to have the right of first refusal when residential property is put up for sale, enabling them to organize to purchase their building before it can be sold to outside investors.

Status: Placed on Senate Calendar 3rd Reading on 5/21/2026; 3rd reading deadline established as 5/31/2026

SB608 SA1 – BUILD: SEC. 8 WORK REQ. (Sen. Villivalam)

Description: SA1 would clearly establish that housing authorities and private owners of subsidized housing in Illinois can't mandate work requirements or place time limits on residents.

Status: Placed on Senate Calendar 3rd Reading on 4/29/2026; 3rd reading deadline established as 5/31/2026

SB635 SA2 & 3 – BUILD: FBOs ZONING REFORM (Sen. Feigenholtz)

Description: SA2 and 3 would empower faith-based organizations with a clear path to develop affordable, mixed-use and multifamily developments on their land by exempting them from strict zoning requirements.

Status: Placed on Senate Calendar 3rd Reading on 5/22/2026; 3rd reading deadline established as 5/31/2026

SB640 SA2 – BUILD: LOCAL ZONING REFORM (Sen. Hunter)

Description: SA2 Amends the Energy Efficient Building Act and the Electric Vehicle Charging Act. Exempts middle housing developments from certain provisions under the Act. Amends the Illinois Municipal Code and the Counties Code. Provides that a county or municipality may not require a minimum lot area of more than 2,500 square feet for detached single-family dwellings in any residential zoning district that permits detached single-family dwellings. Provides that, 12 months after the effective date of the amendatory Act, a county or municipality shall, on any lot located in a residential zoning district that permits single-family dwellings, allow (1) at least one detached single-family dwelling unit on any area of not more than 2,500 square feet; (2) up to 4 dwelling units on any lot with an area of more than 2,500 square feet and not more than 7,500 square feet; and (3) up to 6 dwelling units on any lot with an area of more than 7,500 square feet. Provides that a county or municipality must allow an existing principal residential structure to be converted to any middle-housing type if (1) the structure is not expanded by more than 50% of its existing floor area or more than 1,200 square feet, whichever is greater; and (2) the conversion complies with applicable building codes and preservation or landmark laws. Provides that counties or municipalities may not adopt or enforce standards for bulk, lot area, yards, height, automobile parking, density, floor-area ratio, lot coverage, access, unit size, building separation, and design that (1) impose requirements on middle housing that are more restrictive than those applicable to detached single-family dwellings; (2) require automobile parking mandates for residential dwellings of less than 1,500 square feet and require automobile parking mandates no greater than specified requirements; and (3) require any form of discretionary review, unless the same review is required for detached single-family dwellings. Limits home rule powers. Amends the Community Land Trust Home Ownership Act. Creates the Community Land Trust Housing Fund. Provides that, subject to appropriation, the Illinois Housing Development Authority shall establish and administer the Community Land Trust Housing Fund to provide financial assistance to eligible community land trusts for the acquisition, rehabilitation, construction, preservation, and long-term stewardship of permanently affordable housing. Sets forth the costs associated with affordable housing and the projects that may be

financially assisted by the Community Land Trust Housing Fund. Makes conforming changes to the Illinois Housing Development Act. Makes other changes.

Status: Placed on Senate Calendar 3rd Reading on 5/22/2026; 3rd reading deadline established as 5/31/2026

SB643 SA2 – BUILD: PERMITTING REFORM (Sen. Ellman)

Description: SA2 Amends the Illinois Municipal Code and the Counties Code. Provides that a county or municipality shall complete its initial plan review within 30 business days after receipt of a complete application for any one-family residential project, any 2-family residential project, or any multifamily, mixed-use, or commercial project. Provides that, if a county or municipality fails to complete its plan review within the deadlines established under the provisions, then the applicant may retain a qualified third-party plan reviewer. Provides that a county or municipality shall accept any plan review submitted by a qualified third-party plan reviewer as meeting the county's or municipality's requirements if the review demonstrates compliance with the applicable building codes. Provides that, if a county or municipality fails to conduct a required inspection within 10 business days, then the applicant may retain a qualified third-party inspector. Provides that a county or municipality may require reasonable documentation demonstrating that a qualified third-party plan reviewer or qualified third-party inspector meets the qualification requirements, including proof that the qualified third-party plan reviewer's or qualified third-party inspector's licensure or certification is current and active. Provides that a county or municipality may not charge plan review or inspection fees for any portion of the review process or inspection process performed by a qualified third-party plan reviewer or qualified third-party inspector. Provides that a qualified third-party plan reviewer or qualified third-party inspector shall disclose any potential conflict of interest to the applicant and the county before accepting an engagement. Limits home rule powers.

Status: Placed on Senate Calendar 3rd Reading on 5/22/2026; 3rd reading deadline established as 5/31/2026

Regional Economy

HB910 HA3 – MEGAPROJECTS (Speaker Welch/President Harmon)

Description: HA3 creates the Megaproject Assessment Freeze and Payment Law within the Code. Provides that the Department of Commerce and Economic Opportunity may issue megaproject certificates in connection with projects that satisfy certain minimum investment requirements and other requirements. Provides that property that receives a megaproject certificate from the Department of Commerce and Economic Opportunity is eligible for an assessment freeze. Provides that sales of building materials that will be incorporated into a megaproject and that are purchased during the incentive period are eligible for the same building materials exemption available to High Impact Businesses under the Retailers' Occupation Tax Act. Provides that, to be eligible for megaproject incentives, the company and the local municipality must enter into an incentive agreement. Provides that, in addition to other requirements, the incentive agreement must require the company to pay, or be responsible for the payment of, an annual special payment to the local municipality. Provides that no person who participates personally and substantially in the negotiation of a megaproject agreement on behalf of a local municipality or taxing district may, within a period of one year after the effective date of the agreement, knowingly accept employment or receive compensation or fees from a company that is a party to the agreement.

Status: Arrived in Senate on 4/28/2026

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

Water Resources Management

HB4418 – EPA-STORMWATER-PLASTIC PELLET (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

SB3381 SA2 – WATER COMMISSION-CONSTRUCTION (Sen. Ellman/Rep. Deuter)

Description: Amends the Water Commission Act of 1985. Deletes a provision which specifies that no commissioner who is a member of the governing board or an officer or employee of the county or any unit of local government within the county may receive any compensation for serving as a commissioner on the county water commission. Allows a county water commission to use alternate project delivery methods, establish goals or requirements for the procurement of goods and services and for construction contracts, and accept assignment of municipal waterworks system contracts or other public improvement contracts. Gives commissions the authority to enter into design-build contracts and use a design-build delivery system. Includes requirements pertaining to the design-build delivery system. Amends the Illinois Municipal Code. Provides that a county water commission may construct water transmission and distribution lines within a radius of 50 miles (rather than 25 miles) outside the corporate limits of member municipalities for the purpose of furnishing water to any additional entities that contract with the commission for a supply of water. SA2 Deletes a provision concerning a waterworks system or a common source of supply of water, or both, and the parameters of its purchase or construction. Makes other technical and conforming changes.

Status: Assigned to House Executive Committee; committee/final action established as 5/31/2026

ACTION REQUESTED: Information