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MEMORANDUM

To: CMAP Board
From: CMAP Intergovernmental Affairs Team
Date: April 29, 2026
Subject: Legislative update
Action Requested: Information

FEDERAL

Surface transportation reauthorization

Draft surface transportation reauthorization language is expected to be released by the House in the coming weeks. CMAP staff have been in conversation with members of the region’s congressional delegation, who believe that topline funding will likely land in the \$550-600 billion range (equal to \$110-120 billion annually over the five-year horizon the bill will cover). For context, the surface transportation reauthorization component of the Infrastructure Investment and Jobs Act (IIJA) had a topline of roughly \$475 billion but supplemental advance appropriations added roughly an additional \$300 billion.

As IIJA funds are set to expire on September 30, it is increasingly likely Congress will pursue a continuing resolution. A continuing resolution does not enable the extension of advance appropriations. If transportation funding is provided through a CR, then the increased resources available under IIJA via advance appropriations will no longer be available. CMAP staff are continuing to engage with our congressional delegation to elevate the importance of sustaining IIJA topline funding levels to meet the region’s infrastructure needs.

STATE

BUILD subject matter hearing

On April 23, the Senate Executive Committee held a subject matter hearing on the Governor’s BUILD proposal, which proposes a series of regulatory changes to enable greater middle housing production. Proponents spoke to the importance of accelerating housing production to support economic mobility and zoning as an important tool for enabling greater housing production, while opponents raised challenges around the universal applicability of the legislation as drafted, infrastructure constraints, anti-displacement concerns, and technical implementation challenges. The Governor’s Office stated their commitment to continue working with stakeholders to further refine the proposal.

On Wednesday, April 30, the Illinois Municipal League published a proposal titled the REAL Housing Act in response to the Governor’s BUILD proposal. The proposal is wide-ranging, addressing areas including property taxes, construction costs, and regulatory changes.

Megaprojects legislation

On April 22, the House passed HA3 to HB910, known as megaprojects legislation. This bill would allow developers to negotiate a payment in lieu of taxes (PILOT), with local taxing bodies. To qualify for megaproject status developments of at least \$100 million are required. The level of investment determines how many years a developer can lock in a PILOT agreement, with a maximum term of 40 years for investments of at least \$1 billion.

The bill also aims to provide property tax relief for homeowners and requires that of the 50% collected from the PILOT, 60% would go to property tax rebates for residential homeowners in taxing districts with a megaproject and 40% would be deposited into the state's existing property tax relief fund.

Notably, the bill creates megaproject incentives for redeveloping blighted or underused rail yards, railroad tracks, train maintenance, storage facilities, and other rail infrastructure in Chicago through the "Railroad Rehabilitation and Economic Development for Yards megaproject" or "RREDY megaproject" provisions. The timeline for Senate action on this bill remains uncertain.

Northeastern Illinois Water Governance report

In partnership with advocacy organizations, Representative Katz Muhl filed [HB4689](#), directing CMAP to develop a report of legislative recommendations to address the sufficiency, management, and governance of water resources in northeastern Illinois. Following the introduction of House Amendment 1, which reflects feedback from CMAP and stakeholders, HB4689 passed out of the House chamber. The bill is now being sponsored by Sen. Bill Cunningham in the Senate. At the time of this writing, bill proponents are pausing advancement of the legislation pending conversations with the state.

CMAP staff will continue to monitor this measure and will engage with the bill sponsors, advocates, and stakeholders should legislative activity resume.

General legislative activity

The General Assembly's 2026 regular session is currently underway and scheduled through May 31, 2026. May 8 is the next key legislative deadline for Senate and House bills to advance out of committee in the opposite chamber, followed by May 22, the deadline for those bills to be placed on 3rd Reading.

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 being considered before the Illinois General Assembly that 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@cmap.illinois.gov.

Bike and Pedestrian

[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 arrived in Senate on 4/10/2026; SB3595 re-referred to Senate Assignments on 3/13/2026

[HB4925/SB3336 SA2](#) – **LOW-SPEED ELECTRIC BICYCLE** (Rep. B. Hernandez/Sen. Villivalam)

Description: SA2 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. Effective July 1, 2027.

Status: HB4925 re-referred to Rules Committee on 4/17/2026; SB3336 committee assigned to House Transportation: Vehicles & Safety on 4/27/2026

[SB3478 SA1](#) – **IDOT-BICYCLE GRID NETWORK** (Sen. Simmons)

Description: SA1 provides that by June 1, 2027, the Chicago Metropolitan Agency for Planning, in coordination with the Chicago Department of Transportation, the Cook County Department of Transportation and Highways, and cycling advocacy groups in Chicago, shall develop and submit to the General Assembly a Safe Cycling Network Plan for the implementation of transportation improvements designed to increase the safety of cyclists. Establishes a point system for each street segment in the Plan. Authorizes the Chicago Metropolitan Agency for Planning to determine which safe street treatments are to be installed on each street segment, designate additional safe street treatments with assigned point values, and assign point values to safe street treatments for the installation of a safe street treatment on a per block basis or 660 feet, whichever is greater. Provides that any safe cycling streets completed before June 1, 2027 that meet the technical requirements may be applied as credit toward the yearly mileage goal in 2028 or 2029. Provides that repairs may be made to street segments not included in the Plan that currently have on-street protections for bicyclists may be exchanged for credit. Requires all infrastructure installations and street design modifications to meet the Department of Transportation's Bureau of Local Road and Streets Manual and, in Chicago, the Chicago Department of Transportation's Street and Site Plan Design Standards.

Status: Assigned to Senate Approps. – Public Safety & Infrastructure on 2/17/2026; committee/3rd reading deadline established as 5/15/2026

Climate Mitigation & Resiliency

[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/3rd reading deadline established as 5/15/2026

[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; committee/3rd reading deadline established as 5/15/2026

[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/3rd reading deadline established as 5/15/2026

Data Centers

[HB5513/SB4016](#) – **HYPERSCALE DATA CENTERS** (Rep. Gabel/Sen. Villivalam)

Description: Amends the Environmental Protection Act, Energy Efficient Building Act, Illinois Power Agency Act, Public Utilities Act, and related statutes to establish comprehensive environmental, water, and energy regulations for hyperscale data centers. In the Environmental Protection Act, requires cumulative impact assessments, public notice, and community benefits agreements for data centers; prohibits nondisclosure agreements; and creates the Data Center Community Intervenor Compensation Fund and Hyperscale Data Center Public Benefits and Affordability Fund funded by annual fees based on peak demand. Mandates water resource planning, quarterly water usage reporting, water scarcity plans, and Water Impact Permits with public hearings and renewal every 5 years. Requires compliance with stringent energy codes and annual energy and water reporting to the Illinois Commerce Commission. Expands renewable energy procurement programs, establishes a hyperscale data center self-direct program, and strengthens equity, transparency, and labor standards in clean energy initiatives. Creates the Residential Automated Solar Permitting Platform Act to require municipalities and counties to adopt a residential automated solar permitting platform on or before July 1, 2027, and authorizes persons to file a civil action against a municipality or county in violation.

Status: Re-referred to Rules Committee on 3/27/2026; SB4016 assigned to Senate AI and Media and committee/3rd reading deadline established as 5/15/2026

Freight & Rail

[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 re-referred to Assignments

[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

[SB3285](#) – **PASSENGER RAIL PLANNING ACT** (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. Requires each Metropolitan Planning Organization in the State to: (1) recognize the target intercity and long-distance passenger rail frequencies; (2) identify relevant rail corridors within or adjacent to the Metropolitan Planning Organization planning area; and (3) include a narrative discussion of how regional transportation investments can support achievement of those frequency targets. 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. Contains other provisions. Effective immediately.

Status: Placed on 3rd Reading on 4/14/2026; 3rd reading deadline established as 5/8/2026

[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/3rd reading deadline established as 5/15/2026

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

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

HB910 HA3 – MEGAPROJECT (Speaker Welch)

Description: HB910 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

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 re-referred to Rules Committee on 3/27/2026; SB4018 assigned to Senate Revenue on 2/24/2026; committee/3rd reading deadline established as 5/15/2026

Transit Improvement

[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

[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; committee/3rd reading deadline established as 5/15/2026

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 re-referred to Rules Committee on 4/17/2026; SB2997 assigned to Senate Procurement on 2/18/2026; committee/3rd reading deadline established as 5/15/2026

[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 arrived in Senate on 4/15/2026; SB3520 referred to Assignments on 2/5/2026

[HB4950 HA1/SB3634 SA1](#) – **IDOT Project Delivery Omnibus** (Rep. Hoffman/Sen. Villivalam)

Description: HB4650 HA1 amends the Public Contract Fraud Act. In provisions concerning spending money without obtaining title to land, 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. Amends the Real Estate Appraiser Licensing Act of 2002. Makes a change in the definition of "appraiser panel" and defines "waiver valuation". Provides that waiver valuations are not appraisals and a license or certification under the Act is

not required if the valuations are created in specified manners. Provides that any person who is certified or licensed under the Act and performs a waiver valuation in accordance with specified requirements under the Act and specified federal law and regulations shall be exempt from adherence to all relevant provisions of the Uniform Standards of Professional Appraisal Practice while conducting those waiver valuations. Provides that nothing in the Act shall be construed to exempt any person who is certified or licensed under the Act from adhering to the Uniform Standards of Professional Appraisal Practice while conducting appraisals in accordance with the Act. Amends the Illinois Highway Code. 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. Makes other changes. Effective immediately.

Status: HB4950 arrived in Senate on 4/21/2026; SB3634 assigned to Senate Procurement on 2/18/2026; committee/3rd reading deadline extension established as 5/15/2026

[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 re-referred to Rules Committee on 4/17/2026; SB3287 assigned to Senate Executive on 3/3/2026; committee/3rd reading deadline established as 5/15/2026

[SB3627 SA2](#) – **DOT-QUICK-BUILD INFRASTRUCTURE** (Sen. Feingenholtz)

Description: SA2 authorizes the Department to use quick-build infrastructure as a temporary alternative for permanent infrastructure improvements if the Department deems it appropriate. Provides that nothing shall be construed as requiring the Department to deviate from standards set out by the Manual on Uniform Traffic Control Devices or other nationally accepted standards.

Status: Assigned to Senate Appropriations- Public Safety and Infrastructure on 3/5/2026; committee/3rd reading deadline established as 5/15/2026

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: Assigned to Senate Transportation on 4/28/2026

[HB5081 SA1/SB3374](#) – **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. SA1 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:** HB5081 placed on 2nd Reading on Senate calendar on 4/28/2026; SB3374 placed on 3rd Reading on 3/12/2026 and 3rd reading deadline established as 5/8/2026

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/3rd reading deadline established as 5/15/2026

SB3275 SA1 – IDOT-INTERSECTION REVIEW (Sen. Joyce)

Description: SA1 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: Assigned to House: Transportation, Regulation, Roads & Bridges on 4/27/2026

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/3rd reading deadline established as 5/15/2026

Water Resources Management

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

Description: HA1 provides that the Chicago Metropolitan Agency for Planning (CMAP), in consultation with the Northeastern Illinois Water Governance Advisory Committee (rather than in consultation with the Northeastern Illinois Water Governance Advisory Committee and the Metropolitan Planning Organization) shall develop and submit to the Governor and the General Assembly a regional planning-level assessment of the sufficiency, management, and governance of water resources and drinking water systems in Illinois (rather than a report of legislative recommendations) within 24 months of funds being appropriated to the Chicago Metropolitan Agency for Planning (rather than by May 31, 2027). Provides that, to facilitate the development of the assessment, relevant State agencies, including the Environmental Protection Agency, the Department of Natural Resources, the Department of Public Health, and the Illinois State Water Survey, shall provide relevant data sets, documentation, and information to the Chicago Metropolitan Agency for Planning as soon as practicable, subject to applicable confidentiality requirements. Provides that the Northeastern Illinois Water Governance Advisory Committee shall be dissolved on the day after the report is submitted to the Governor and the General Assembly (rather than July 1, 2027). Provides that the provisions added by the amendatory Act shall be repealed on December 31, 2030. Makes other changes. Provides for the repeal of these provisions on December 31, 2030.

Status: Arrived in Senate on 4/15/2026

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/3rd reading deadline established as 5/15/2026