



## MEMORANDUM

**To:** CMAP Climate Committee

**From:** CMAP Intergovernmental Affairs staff

**Date:** July 11, 2024

**Subject:** State legislative updates

**Action Requested:** Information

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The Illinois General Assembly adjourned for the spring 2024 legislative session on May 29, 2024 and passed the FY25 budget appropriation ([SB251](#)) and Budget Implementation Act (BIMP) ([HB4959](#)) legislation as well as other legislative measures that impact CMAP's work.

Below, please find an update on key bills and legislative activity of interest. This information is up to date as of July 11, 2024.

### **SB3389: RPA Modernization Bill**

SB3389 passed both chambers and was sent to the Governor on June 18, 2024. It is anticipated to be signed by the Governor as it received unanimous support.

### **SB3388/HB5077: RPA Appropriation Bills**

The RPA appropriation bills were not incorporated into the FY25 budget. CMAP staff will continue working with members of the Illinois General Assembly and the Governor's office to advance this appropriation in the next legislative session.

### **FY25 Budget Legislation**

[SB251](#) – **FY25 Budget** (Sen. Sims, Jr./Rep. Gordon-Booth)

**Description:** FY25 Operating and Capital appropriations.

**Status:** [Public Act 103-0589](#)

The enacted FY25 budget and BIMP offers some important takeaways related to transit funding:

The RTA Act requires the Road Fund to provide \$150M to the Public Transportation Fund (PTF) each year (plus funds for RTA debt service). The remainder of the PTF's annual funding has



historically come from the General Fund. The Governor's FY25 budget proposal sought to increase this \$150M transfer from the Road Fund to the PTF by \$175M, totaling \$325M.

The FY25 BIMP instead increases the transfer from the Road Fund to the PTF by only \$75M, totaling \$225M. It also calls for \$50M from the Leaking Underground Storage Tank Fund (LUST Fund) to be transferred to the PTF. The LUST Fund is funded through a fraction of the MFT but is separate from the Road Fund.

Both the \$75M and \$50M transfers included in the FY25 BIMP are one-time transfers, to occur only in FY25. However, this sets a precedent for similar transfers in the future.

The transfers do not provide new revenues for transportation, but rather shift the funding burden of the PTF away from the General Fund. This does not meet the transportation system's operating and capital needs at a time when 1) additional funds are needed and 2) the long-term sustainability of existing revenue sources — like the MFT — continues to be at risk.

#### [HB4959](#) – **FY25 BIMP** (Rep. Welch/Sen. Sims, Jr.)

**Description:** Creates the Fiscal Year 2025 Budget Implementation Act. Adds, deletes, and makes changes to various statutory provisions as needed to implement the State budget for Fiscal Year 2025. Effective immediately, except some provisions take effect July 1, 2024 and some provisions take effect January 1, 2025.

**Status:** [Public Act 103-0588](#)

#### [HB4951](#) – **FY25 Revenue Omnibus** (Rep. Burke/Sen. Villanueva)

**Description:** Creates the FY25 revenue omnibus.

**Status:** [Public Act 103-0592](#)

Staff analysis of the Governor's FY25 budget proposal is available on CMAP's website [here](#).

### **Climate and Equitable Transportation Act**

The **Clean and Equitable Transportation Act** ([HB5829/SB3936](#)) is an omnibus bill that includes several different transit and climate provisions that would impact the region. The three components of the omnibus bill were also filed as separate pieces of legislation and are outlined below.

The **Metropolitan Mobility Authority Act** ([HB5823/SB3937](#)) offers a range of governance and operational reforms, including consolidating the RTA and the service boards into one entity to manage transit in the region and creates a new single regional board of directors. The bill also institutes several regional system improvements and establishes a TOD Office and Fund to advance transit-supportive land use. Additionally, a supplemental appropriations bill was filed



([HB5828/SB3938](#)) that would provide up to \$1.5B for transit, though the bill does not specify how that revenue would be raised. It is expected that deliberations about proposed reforms will take place over the next several months. CMAP will continue to provide input and feedback in alignment with the PART report to ensure that system improvements, funding solutions, and governance reforms are collectively part of the discussion.

The **Transportation Choices Act** ([HB5825/SB3934](#)) establishes a statewide greenhouse gas target of net zero transportation emissions by 2050. The bill sets several compliance mechanisms and analytical requirements for IDOT and metropolitan planning organizations across the state. Specifically, the bill sets requirements for three project-level analyses, which are 1) GHG Emissions Analysis for Roadway Capacity Expansion Projects, 2) Climate Equity Accessibility Score, and 3) Social Cost of Carbon. These each have impacts on projects in the long-range regional transportation plan and/or the programming of projects in the TIP.

The bill also establishes two plan-level requirements, which are the RTP GHG Emissions Analysis and Housing Coordination Planning. CMAP will be in conversation with IDOT, MPOs, bill sponsors, and other stakeholders about how best to achieve the objectives of this bill in light of IDOT and MPOs' existing federal requirements.

The **Zero Emission Vehicles Act** ([HB5824](#)) provides several provisions accelerating zero-emission vehicle adoption in Illinois. Of note is the bill's incorporation of HB1634 below, which would require that Illinois align with California's vehicle emission standards for passenger and heavy-duty vehicles.

### **Select climate bills of interest**

CMAP staff continues to track legislation before the Illinois General Assembly that impacts the region and is relevant to CMAP's work. The following has been identified by CMAP staff as pieces of legislation being considered before the Illinois General Assembly that may be of interest to the Climate Committee.

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

### **Climate Mitigation & Incentives**

#### **HB5005: BUSINESS DEVELOPMENT OMNIBUS PACKAGE** (Rep. Vella/Sen. Stadelman)

Amends the Reimagining Energy and Vehicles in Illinois Act. Adds provisions concerning credits awarded for research and development activities related to aircraft. Provides that 2 or more taxing districts may agree to abate a portion of the real property taxes otherwise levied or extended by those taxing districts on a REV Illinois Project facility. Provides that abatements for



REV project facilities may not exceed a period of 30 consecutive years. Provides that the Department of Commerce and Economic Opportunity shall develop and, through Regional Administrators, administer the Clean Jobs Workforce Network Program and the Clean Energy Contractor Incubator Program to create a network of 14 Program delivery Hub Sites (rather than 13 Program delivery Hub Sites), to include Kankakee. This synopsis is limited to provision that are relevant to CMAP's work, for full synopsis, see ILGA link above.

**Status:** [Public Act 103-0595](#)

[SB1289](#): **SAFE CCS ACT** (Sen. Fine/Rep. Williams)

**Description:** Creates the Safety and Aid for the Environment in Carbon Capture and Sequestration Act (which may be referred to as the SAFE CCS Act). Sets forth requirements and procedures to obtain "pore space" for sequestration. Amends Illinois' existing Carbon Dioxide Transportation and Sequestration Act (CO<sub>2</sub> Act), including the requirements for an owner or operator of a CO<sub>2</sub> pipeline to receive a "certificate of authority" from the Illinois Commerce Commission (ICC) to construct and operate a CO<sub>2</sub> pipeline. The Act further requires that the ICC verify compliance with applicable Pipeline and Hazardous Materials Safety Administration (PHMSA) safety rules. Requires detailed emergency response planning for CCS projects. Assigns emergency response authority to the Illinois Emergency Management Agency, providing responsibilities and resources to the Agency to enhance training, oversight, and enforcement capability pertaining to emergency response for CCS facilities. Requires sequestration facility operators to obtain a permit from the Illinois EPA prior to constructing any portion of the sequestration project. Includes provisions on the assignment of liability associated with the sequestration, storage, and management of CO<sub>2</sub>. Requires a variety of fees and the creation of various funds to support the administration, emergency preparedness, and environmental justice initiatives across the state. It also appears to prohibit the use of captured carbon dioxide for enhanced oil recovery processes. Effective immediately.

**Status:** Sent to the Governor on 6/7/2024

[HB1634](#): **VEH CD-CALI EMISSION STANDARDS** (Rep. Gonzalez, Jr.)

**Description:** Amends the Vehicle Emissions Inspection Law of 2005 of the Illinois Vehicle Code. Provides that, by December 1, 2023, the Illinois Environmental Protection Agency shall adopt rules to implement the motor vehicle emission standards of the State of California, including, but not limited to the (1) zero-emission vehicle program, (2) low-emission vehicle program, (3) advanced clean trucks program, and (4) heavy-duty low NO<sub>x</sub> omnibus program, and shall amend the rules within 6 months of any changes to maintain consistency with the California motor vehicle emission standards and federal clean air laws. Provides that the rules may incorporate by reference the California motor vehicle standards established in final regulations issued by the California Air Resources Board and promulgated under the California Health and



Safety Code. Effective immediately. The content of this bill is largely also included in the Zero Emission Vehicle Act (HB5825) noted above.

**Status:** Re-referred to House Rules Committee on 4/5/2024

[HB5835/SB3935](#): **UTIL-2050 HEAT DECARBONIZATION** (Rep. A. Williams /Sen. Villanueva)

**Description:** Amends the Public Utilities Act. Provides that a gas utility may cease providing service if the Illinois Commerce Commission determines that adequate substitute service is available at a reasonable cost to support the existing end uses of the affected utility customers. Provides for cost-effective energy efficiency measures for natural gas utilities that supersede existing provisions concerning natural gas energy efficiency programs and take effect beginning January 1, 2025. Provides that gas main and gas service extension policies shall be based on the principle that the full incremental cost associated with new development and growth shall be borne by the customers that cause those incremental costs. Provides that, no later than 60 days after the effective date of the amendatory Act, the Commission shall initiate a docketed rulemaking reviewing each gas public utility tariff that provides for gas main and gas service extensions without additional charge to new customers in excess of the default extensions as specified in administrative rule. Adds the Clean Building Heating Law Article to the Act, with provisions concerning emissions standards for heating in buildings, as well as related and other provisions. Adds the 2050 Heat Decarbonization Standard Article to the Act, with provisions concerning options for compliance, measures for customer emission reduction, customer emission reductions, tradable clean heat credits, banking of emission reductions, equity in emission reductions, enforcement, the 2050 Heat Decarbonization Pathways Study, gas infrastructure planning, a study on gas utility financial incentive reform, and reporting requirements. Adds the Statewide Navigator Program Law Article to the Act, with provisions concerning creation of a statewide navigator program, as well as related and other provisions. Amends the Energy Transition Act to add electrification industries to clean energy jobs. Effective immediately.

**Status:** HB5835 referred to House Rules Committee on 5/8/2024; SB3935 referred to Senate Assignments on 4/29/2024

[SB838 SFA1](#): **WAREHOUSE POLLUTION INSIGHTS ACT** (Sen. Harmon)

**Description:** Creates the Warehouse Pollution Insights Act. Require warehouses and truck-attracting facilities to register with Illinois Environmental Protection Agency (IEPA), track emissions, and annually report information on ownership, transportation infrastructure, employees, truck trips, size, and more. Expands IEPA monitoring efforts including annual truck counting, co-location of monitors with impacted communities, and support and capacity for analysis, grants, and outreach for community organizations. Directs beneficial electrification planning to prioritize overburdened communities using expanded health and equity insight



methods. Ensures new facilities will be ready for zero-emission vehicles with on-site solar, battery storage, and managed charging.

**Status:** Referred to Senate Assignments on 6/26/2024

**SB3637: CLEAN & RELIABLE GRID ACT** (Sen. Cunningham)

**Description:** Creates the Municipal and Cooperative Electric Utility Planning and Transparency Act. Provides that, by November 1, 2024, and by November 1 every 3 years thereafter, all electric cooperatives with members in the State, municipal power agencies, and municipalities shall file with the Illinois Power Agency an integrated resource plan. Sets forth provisions concerning the plan. Amends the Illinois Power Agency Act. Authorizes the Illinois Power Agency to develop capacity procurement plans and conduct competitive procurement processes for the procurement of capacity needed to ensure environmentally sustainable long-term resource adequacy across the State at the lowest cost over time. Amends the Public Utilities Act. Changes the cumulative persisting annual savings goals for electric utilities that serve less than 3,000,000 retail customers but more than 500,000 retail customers for the years of 2024 through 2030. Provides that the cumulative persisting annual savings goals beyond the year 2030 shall increase by 0.9 (rather than 0.6) percentage points per year. Changes the requirements for submitting proposed plans and funding levels to meet savings goals for an electric utility serving more than 500,000 retail customers (rather than serving less than 3,000,000 retail customers but more than 500,000 retail customers). Provides that an electric utility that has a tariff approved within one year of the amendatory Act shall also offer at least one market-based, time-of-use rate for eligible retail customers that choose to take power and energy supply service from the utility. Sets forth provisions regarding the Illinois Commerce Commission's powers and duties related to residential time-of-use pricing. Provides that each capacity procurement event may include the procurement of capacity through a mix of contracts with different terms and different initial delivery dates. Sets forth the requirements of prepared capacity procurement plans. Requires each alternative retail electric supplier to make payment to an applicable electric utility for capacity, receive transfers of capacity credits, report capacity credits procured on its behalf to the applicable regional transmission organization, and submit the capacity credits to the applicable regional transmission organization under that regional transmission organization's rules and procedures. Makes other changes.

**Status:** Re-referred to Senate Assignments on 3/15/2024

**Electrification**

**HB5145 – EV CHARGER GRANT ACT** (Rep. Evans, Jr.)

**Description:** Creates the Electric Vehicle Charger Grant Act. Provides that any State agency that disburses grant funds for electric vehicle charging stations must include provisions in the criteria for awarding grant funds that encourage the use of equity eligible contractors by the grantees. Provides that the provisions shall include, but not be limited to, additional points to those grantees who commit to exclusively using equity eligible contractors, a portion of the



grant funds devoted exclusively for equity eligible contractors, and inclusion of aspirational goals for all grantees to use equity eligible contractors.

**Status:** Re-referred to House Rules Committee on 4/19/2024

**SB1556 SA2 – EPA-CLEAN TRANSPORT STANDARD** (Sen. Koehler)

**Description:** Creates the Clean Transportation Act and requires the IEPA to adopt rules creating a clean transportation standard that reduces carbon intensity from the on-road transportation sector by 25% within 10 years of the IEPA's adopted rules.

**Status:** Re-referred to Senate Assignments on 5/17/2024

**SB3323 – ACCESSIBLE EV CHARGING STATION** (Sen. McConchie/Rep. A. Williams)

**Description:** Creates the Accessible Electric Vehicle Charging Station Act. Requires the Department of Transportation to ensure that charging stations in the State are sufficiently accessible to allow independent use by drivers with disabilities, including people who have limited or no hand dexterity, limb differences, or upper extremity amputations and use adaptive driving controls. Requires chargers designed to serve people who use mobility devices to be located on an accessible route. SA2 adds language providing that the Attorney General shall have the authority to enforce the Act and that the Attorney General may investigate any complaint or reported violation of the Act and, if necessary, to ensure compliance. SA3 provides that the Act does not apply to a charger owned by a resident of a single-family home, a condominium association, a common interest community association, a master association, or a residential housing cooperative if the charger is not used for a commercial purpose.

**Status:** Re-referred to House Rules Committee on 5/10/2024

**SB3651: REVENUE-ELECTRIC VEHICLES** (Sen. Villivalam)

**Description:** Creates the Electric Vehicle Charging Tax Act. Provides that a tax is imposed on the privilege of engaging in business as an electric vehicle power provider in this State. Provides that, from January 1, 2025 through January 1, 2026, the rate of tax shall be \$0.06 per kilowatt hour of electric vehicle power. Provides that the rate of tax shall be increased on January 1 of each year by the percentage increase, if any, in the Consumer Price Index. Amends the Public-Private Partnerships for Transportation Act. Creates a dynamic wireless electric vehicle charging pilot program. Amends the Illinois Administrative Procedure Act to provide for emergency rulemaking. Effective January 1, 2025.

**Status:** Referred to Senate Assignments on 2/9/2024

**Water Resources Management**

**HB3046: EPA-EFFLUENT REUSE RULES** (Rep. A. Williams/Sen. Villivalam)

**Description:** Amends the Environmental Protection Act. Provides that, by January 1, 2024, the Environmental Protection Agency shall propose and, within one year after receipt of the Agency's proposal, the Board shall adopt (1) amendments to the Board's primary drinking water





standards that will repeal the prohibition on the use of recycled sewage treatment plant effluent set forth in subsection (c) of 35 Ill. Adm. Code 611.231 and that will make any other revisions to those rules that are necessary to facilitate water reuse in the State and (2) rules establishing programs for both direct potable and non-potable reuse of treated wastewater, including rules establishing permitting standards and a permit application process. Effective immediately. In a provision regarding actions prohibited under the Act, provides that compliance with the terms and conditions of a permit that is issued under a specified provision of the Act and that authorizes reuse of wastewater for irrigation shall be deemed compliance with the water-related prohibitions set out in a specified provision of the Act. Provides that the use of treated municipal wastewater from a publicly owned treatment works is authorized for irrigation when conducted in accordance with a permit issued under a specified provision of the Act. Provides that the Illinois Environmental Protection Agency may (rather than shall) propose and the Illinois Pollution Control Board shall adopt rules regarding the use of recycled sewage treatment plant effluent to facilitate water reuse, as well as rules establishing programs for direct potable reuse of treated wastewater.

**Status:** Sent to the Governor on 6/26/2024

[HB5459](#): **UTIL-WATER USAGE DATA** (Rep. Syed/Sen. Villivalam)

**Description:** Amends the Public Utilities Act. Provides that in the case of a public utility that provides drinking water services, upon the request of a municipal wastewater agency or unit of local government organized under specified Acts, such public utility shall provide timely and accurate water usage data, in a format identifiable to the requester, for purposes of calculating wastewater billings. Provides that the public utility shall be entitled to collect its reasonable costs incurred to provide such data.

**Status:** Sent to the Governor on 6/13/2024

[SB771 SFA1](#)/[SB3669](#): **WETLANDS AND SMALL STREAMS** (Sen. Ellman)

**Description:** Creates the Wetlands and Small Streams Protection Act to restore protections for wetlands and small streams that were formerly protected from pollution and destruction by the Clean Water Act. Provides provisions concerning: exemptions; wetlands delineation, classification, notification, permits and veto; general permits; appeal of final decisions made by the Department of Natural Resources and judicial review; investigation and enforcement; and county authority. Creates the Wetlands and Small Streams Advisory Committee and establishes duties and rules for the Committee. Creates the Wetlands and Small Streams Protection Fund. Provides for permit review fees. Defines terms. Makes conforming changes in the State Finance Act and the Illinois Environmental Protection Act. Effective immediately.

**Status:** SB771 SFA1 referred to Senate Assignments on 6/26/2024; SB3669 re-referred to Senate Assignments on 4/12/2024





**SB2628: TRANSPORTATION-FLOOD INSURANCE** (Sen. Koehler/Rep. Chung)

**Description:** Amends the Rivers, Lakes, and Streams Act. Requires the Department of Natural Resources to ensure that State agencies comply with the National Flood Insurance Program requirements. Requires all State agencies to obtain a special flood hazard area development permit before undertaking development activity on State-owned property that is located in a special flood hazard area. Requires the Department to adopt an administrative rule setting forth a State special flood hazard area development program to ensure that specified conditions are met for the issuance of permits prior to any State agency development within a special flood hazard area. Provides that State agencies that administer grants or loans for financing a development within a special flood hazard area, are responsible for regulating or permitting a development within a special flood hazard area, or engage in planning programs or promoting a development within a special flood hazard area shall cooperate with the Department to ensure that participants in their programs are informed of the existence and location of special flood hazard areas and of any State or local floodplain requirements that are in effect in such areas. Provides that the Department may enter into a memorandum of understanding with a State agency to outline procedures and processes to review proposed development activity on State-owned property located in a special flood hazard area. Allows the Department to enter into memorandum of understanding that provide for alternative approvals for the issuance of permits. Allows the Department of Natural Resources to adopt emergency rules.

**Status:** Sent to the Governor on 6/21/2024

**SB2743: WATER PLAN TASK FORCE ACT** (Sen. Ellman/Rep. A. Williams)

**Description:** Creates the Water Plan Task Force Act. Establishes the State Water Plan Task Force. Provides that the Task Force shall be chaired by the Director of the Office of Water Resources of the Department of Natural Resources and composed of the directors, or their designee, from various other State entities. Requires the Task Force to identify critical water issues, to develop and implement recommendations that address the critical water issues, and to reevaluate critical water issues and needs. Requires the Task Force to publish a State Water Plan not less than every 10 years. Provides that the Task Force shall develop and maintain a publicly available website or portal that summarizes projects of the Task Force. Requires the Task Force to meet not less than once per quarter each calendar year. Enumerates the authority granted to the Task Force.

**Status:** Sent to the Governor on 6/20/2024

**SB2781: FORESTS-WETLANDS-PRAIRIES** (Sen. Ventura/Rep. Huynh)

**Description:** Creates the Forests, Wetlands, and Prairies Act. Provides that the Department of Natural Resources shall prepare and maintain a comprehensive Forests, Wetlands, and Prairies



Grant plan for the preservation and enhancement of forests, prairies, and wetlands in Illinois. Provides that the Department of Natural Resources, pursuant to the comprehensive plan and subject to appropriation, shall establish and administer a Forests, Wetlands, and Prairies Grant Program to restore degraded forest lands and native prairies, and to promote the growth of native vegetation that remove carbon dioxide from the atmosphere and help to mitigate the impact of climate change. Provides that units of local government are eligible to submit a grant proposal in a format and at a time prescribed by the Department of Natural Resources. Provides that grants may be used by units of local government to fund: (1) local projects restoring or expanding forests, wetlands, prairies, or other natural landscapes demonstrated to absorb carbon dioxide from the atmosphere; (2) education and marketing regarding local projects or steps community members may take to promote the growth of native vegetation that removes carbon dioxide from the atmosphere; and (3) any other purpose approved by the Department of Natural Resources that advances the State goal that there be no overall net loss of the State's existing forest, prairie, or wetland acres or their functional value due to State-supported activities. Provides that the Department of Natural Resources may use an amount not to exceed 2% of the moneys appropriated for the Healthy Forests, Wetlands, and Prairies Grant Program for administrative costs. Provides that the Department shall use an amount of not less than 75% of the moneys appropriated for the Program to disburse as grants. Provides that moneys in the Healthy Forests, Wetlands, and Prairies Grant Fund shall be used by the Department for advancing the purposes of the Act. Amends the Department of Natural Resources Act and the State Finance Act to make conforming changes.

**Status:** Sent to the Governor on 6/20/2024

**SB3716: LAKE MICH MONITORING-REPORTING** (Sen. Johnson/Rep. Du Buclet)

**Description:** Amends the Rivers, Lakes, and Streams Act. Removes a provision requiring the Environmental Protection Agency to work with the City of Chicago and affected units of government for specified concerns. Removes a provision that require the Environmental Protection Agency to conduct water quality and lakebed surveys to evaluate the ecology and the quality of water in Lake Michigan. Removes a provision concerning reporting requirements. Provides that the Environmental Protection Agency shall regularly monitor water quality from nearshores, harbors, and public water supply intakes in Lake Michigan and provide an executive summary biennially on conditions of the water quality in Lake Michigan to the Governor and members of the General Assembly.

**Status:** Sent to the Governor on 6/21/2024

**Transit and Bike/Ped**

**HB4489: BIKE/PEDESTRIAN PATH FUNDING** (Rep. Ness/Sen. Jones, III)



**Description:** Amends the Illinois Highway Code. Provides that the Department of Transportation shall establish and solely fund bicycle and pedestrian ways in conjunction with the construction, reconstruction, or other change of any State transportation facility in an unincorporated area of a county that is located within one mile of a municipality with a population of over 50,000 (in addition to in or within one mile of a municipality with a population of over 1,000 people). Allows a county (in addition to a municipality) to opt out of bicycle and pedestrian way construction by passing a resolution stating that a bicycle or pedestrian way does not fit within its development plan.

**Status:** Referred to Senate Assignments on 6/26/2024

[SB2844](#) – **RTA ACT – REDUCED FARES** (Sen. Simmons)

**Description:** Amends the Regional Transportation Authority Act. Provides that, by December 31, 2025, RTA, CTA, Metra, and Pace shall create a program to provide free rides to persons earning under 138% of the U.S. Department of Health and Human Services' poverty guidelines.

**Status:** Re-referred to Senate Assignments on 5/3/2024

[SB3202](#) – **BIKEWAY ACT-TRANSPORT PLAN** (Sen. Toro/Rep. LaPointe)

**Description:** Amends the Bikeway Act. Provides that a municipality or county may prepare a bicycle transportation plan. Specifies the information that must be included in the plan.

**Status:** Sent to the Governor on 6/14/2024

[SB3309 SA1](#) – **VEH CD-BIKE TRAIL SIGNS** (Sen. Simmons)

**Description:** Requires the authority having maintenance jurisdiction over a publicly owned paved bicycle trail in the State to erect permanent regulatory or warning signage be posted 150 feet in advance of a crossing alerting pedestrians or cyclists of highway crossings unless the intersection where the trail crosses the highway is controlled by an official traffic control device or sign (now, the signage is required regardless of whether the intersection is controlled by an official traffic control device or sign).

**Status:** Re-referred to Senate Assignments on 5/3/2024