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MEMORANDUM

To: CMAP Board

From: CMAP Intergovernmental Affairs Staff

Date: August 27, 2025

Subject: Legislative update

Action Requested: Information

FEDERAL

Congressional delegation summer engagement

CMAP staff spent the summer meeting with members of the region's congressional delegation, including Representatives Sean Casten, Bill Foster, Jesús "Chuy" García, Delia Ramirez, Jan Schakowsky, and Lauren Underwood, as well as staff from Senator Tammy Duckworth's office. These conversations provided an opportunity to update the delegation on planning technical assistance projects in their districts, while also highlighting CMAP's progress in advancing regional priorities in safety, climate mitigation, and economic development.

CMAP will continue to engage and inform the region's congressional delegation on key priorities to help inform federal policy and investment decisions that support the region's long-term success.

FY26 appropriations

Congress has reconvened following its August recess and has four weeks to pass a spending package before September 30, 2025, unless a continuing resolution is passed. Prior to the recess, both the House and Senate Appropriations Committees advanced their versions of the Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act. The two bills include several differences in both funding amounts and policy provisions. The two chambers will continue negotiations in the coming weeks.

Surface transportation reauthorization

Progress toward the next surface transportation reauthorization bill continues. The Senate Environment and Public Works Committee held additional hearings over the summer to hear input from local and state elected officials as well as transportation industry representatives on priorities for the next reauthorization bill. The House Transportation and Infrastructure Committee also held several hearings earlier in the year.

Additionally, USDOT issued a Request for Information (RFI) on July 21 seeking stakeholder input on the next surface transportation reauthorization. The RFI notes the next reauthorization will focus on

modernizing infrastructure through improvements in safety, streamlining federal processes, promoting economic growth, and strengthening partnerships.

CMAP staff collaborated with regional transportation implementers, advocacy groups, and stakeholders to develop One Regional Voice 2025 (ORV 2025) which reflects the shared principles of northeastern Illinois transportation stakeholders in the federal surface transportation reauthorization. ORV 2025 outlines key policy principles for the next reauthorization bill, including supporting a transportation system that works better for everyone, adopting the safe systems approach, fostering a robust regional economy, and enhancing quality of life for residents across the region.

CMAP staff will share ORV 2025 with the region's congressional delegation and other federal stakeholders to help inform federal policy and investment decisions in the reauthorization bill. CMAP anticipates that congressional committees will continue drafting reauthorization language over the next several months.

STATE

Transit reform

Throughout the summer, CMAP staff engaged with members of the General Assembly and other key stakeholders on the importance of enacting adequate and sustainable revenues to address the transit operating funding shortfall and fund the desired system improvements.

As the General Assembly prepares for veto session, CMAP staff will continue engaging legislators, providing analysis, and helping inform any short- and long-term solutions that may be considered related to transit reform.

General legislative activity

The General Assembly is next scheduled to convene during veto session, which will take place on October 14-16 and October 28-30, 2025.

CMAP staff continue 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 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@cmmap.illinois.gov.

FY26 Budget, BIMP, and Revenue

[SB2510](#) – FY26 Budget (Sen. Sims, Jr./Rep. Welch)

Description: Makes appropriations and reappropriations for capital and operating expenditures and other purposes for State Fiscal Year 2026.

Status: Signed into Law on 6/16/2025 ([Public Act 104-0003](#))

[HB1075](#) – FY26 BIMP (Rep. Gabel/Sen. Sims)

Description: Creates the Fiscal Year 2026 Budget Implementation Act. Adds, deletes, and makes changes to various statutory provisions as needed to implement the State budget for Fiscal Year 2026.

Status: Signed into Law on 6/16/2025 ([Public Act 104-0002](#))

[HB2755](#) – FY26 Revenue Omnibus (Rep. Tarver, II/Sen. Villanueva)

Description: Makes changes to various Acts concerning the following revenue provisions: tax amnesty; the business interest deduction; deposits into the Road Fund; civil penalties under the Environmental Protection Act; short-term rentals; tobacco products; grocery taxes; the 9-8-8 suicide prevention system; marketplace facilitators and remote retailers; motor fuel taxes; affordable housing property tax credits; and tobacco and cigarette taxes. Creates the American Hostage Tax Liability Postponement Act. Creates the Advancing Innovative Manufacturing for Illinois Tax Credit Act. Creates the Digital Advertisement Tax Act. Contains other provisions. Effective immediately, except that certain provisions take effect July 1, 2025, certain provisions take effect January 1, 2026, and certain provisions take effect January 1, 2027.

Status: Signed into Law on 6/16/2025 ([Public Act 104-0006](#))

Transit Improvement

[HB3094](#) – **TRANSPORTATION BENEFIT PROGRAM** (Rep. Mah/Sen. Villivalam)

Description: Amends the Transportation Benefits Program Act. Provides that the Act does not apply to a covered employer in the construction industry with respect to employees with whom the covered employer has entered into a bona fide collective bargaining agreement. Makes changes to definitions.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0272](#))

Bike and Pedestrian

[HB2675](#) – **VEH CD-BIKE TRAIL SIGNAGE** (Rep. Moylan/Sen. Simmons)

Description: Amends the Illinois Vehicle Code. Provides that the authority having maintenance jurisdiction over publicly owned paved bicycle trails in the State shall erect permanent regulatory or warning signage 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. Provides that if the authority having maintenance jurisdiction over publicly owned bicycle trails has actual knowledge of an emergency or safety hazard that creates a dangerous condition on a publicly owned paved bicycle trail, the authority shall take reasonable steps to erect temporary signage or other warning markers, including, but not limited to, cones, barricades, or drums, alerting pedestrians or cyclists of the dangerous condition. HA3 provided that the authority having maintenance jurisdiction over publicly owned paved bicycle trails in the State shall erect permanent regulatory or warning signage alerting pedestrians or cyclists of highway crossings, unless the crossing (rather than the intersection where the trail crosses the highway) is controlled by an official traffic control device or sign. Effective immediately.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0243](#))

Transportation Funding

[HB1224](#) – **GOVT CONTRACT RETAINAGE** (Rep. Davis/Sen. Preston)

Description: Amends the Public Construction Bond Act. Provides that, before the completion of 50% of the contract for public works, the State or a local governmental unit, except for the Department of Transportation, may not withhold retainage from any payment to a contractor who furnishes the bond or bond substitute required by the Act in an amount in excess of 10% of any payment made before the date of completion of 50% of the contract for public works. Provides that, when a contract for public works is 50% complete, the State or the local governmental unit, except for the Department of Transportation, shall reduce the retainage so that no more than 5% is held. Allows a State agency, subject to these limitations, to withhold as retainage a portion of the moneys from the payment of a contract that is entered into on or after the effective date of the amendatory Act if and only if the State agency determines that satisfactory progress has not been achieved by a contractor or subcontractor during any period for which a payment is to be made. Requires satisfactory progress to be clearly provided for in the contract between the State agency and the contractor or subcontractor. Provides

that retainage may not be used as a substitute for good contract management, and the State agency may not withhold funds without cause. Provides that determinations to retain and the specific amount to be withheld must be made by the State agency on a case-by-case basis based on the performance of milestones under the current contract as provided for in the contract between the State agency and the contractor. Prohibits a contractor from withholding retainage from a subcontractor except to the extent a State agency has withheld retainage from the contractor which is attributable to that subcontractor's subcontract. Defines "retainage". Provides that nothing in the amendatory Act may be construed to modify any provision of the State Prompt Payment Act or the Local Government Prompt Payment Act. Provides that the provision does not apply to the Illinois State Toll Highway Authority. Effective June 1, 2027.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0281](#))

Transportation Infrastructure

HB3177 – **TRANSPORT INFRASTRUCTURE-DELIVERY** (Rep. Olickal/Sen. Villivalam)

Description: Amends the Innovations for Transportation Infrastructure Act. Provides that the Department of Transportation or the Illinois State Toll Highway Authority may use the design-build project delivery method for transportation facilities if the capital costs for transportation facilities delivered utilizing the design-build project delivery method or Construction Manager/General Contractor project delivery method or Alternative Technical Concepts in a design-bid-build project delivery method do not for transportation facilities delivered by the Department, exceed \$500,000,000 (rather than \$400 million) of contracts awarded on an annual basis (rather than during the Department's multi-year highway improvement program for any 5-year period). Provides that the Department may adjust the applicable monetary threshold on a yearly basis to reflect inflationary costs in highway construction as measured by the United States Department of Transportation in the National Highway Construction Cost Index or other similar index. Requires a notice of any change to that threshold to be published in the Illinois Transportation Bulletin. Removes language that provides that notwithstanding any other law, and as authority supplemental to its existing powers, the Department may use the Construction Manager/General Contractor project delivery method for up to 2 transportation facilities per year. Effective immediately. SA1 to HB3177 removed a provision from the engrossed bill that would have authorized the Department of Transportation to adjust the applicable monetary threshold on a yearly basis to reflect inflationary costs in highway construction as measured by the United States Department of Transportation in the National Highway Construction Cost Index or other similar index. Effective immediately.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0281](#))

SB1999 – **TRANSPORTATION-VARIOUS** (Sen. Porfirio/Rep. Deuter)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Provides that the Department of Transportation shall develop and implement a life-cycle costs analysis for each new construction, reconstruction, or replacement road project, except for State rehabilitation and preservation projects, under its jurisdiction for which the total pavement costs exceed \$500,000. Amends the Illinois Municipal Code. Provides that the employee of the Aeronautics Division of the Department of Transportation who is a member of the advisory committee that determines which homes contain windows or doors that cause offensive odors and thus are eligible for replacement shall only cast a vote when breaking a tie. Amends the Illinois Vehicle Code. Provides that every crash report required to be made in writing must be electronically submitted to the Administrator using an electronic format approved by the Administrator (rather than made on an approved form or in an approved electronic format provided by the Administrator). Makes conforming changes. Effective immediately, except that the changes made to the Illinois Vehicle Code are effective January 1, 2027.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0404](#))

[SB2129](#) – **IDOT-LOCAL GOV PORTAL** (Sen. Morrison/Rep. Dias)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Provides that the Department of Transportation shall establish an online portal that allows units of local government to submit forms electronically to the Department. The online portal shall provide a tracking feature for the submission as well as a point of contact at the Department of Transportation.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0409](#))

Transportation Safety

[HB2983](#) – **TRANSPORTATION-VARIOUS** (Rep. Gonzalez, Jr./Sen. Stadelman)

Description: Amends the Illinois Vehicle Code. Requires the Secretary of State to include information advising drivers of the laws and best practices for safely sharing the roadway with bicyclists and pedestrians in the Illinois Rules of the Road Publication. Provides that an applicant for a school bus driver permit or commercial driver's license with a school bus driver endorsement is not required to pass a written test if the applicant holds a valid commercial driver's license or a commercial driver's license that expired in the preceding 30 days issued by another state with a school bus and passenger endorsements. Requires all driver education courses to include information advising drivers of the laws and best practices for safely sharing the roadway with bicyclists and pedestrians. Provides that the examination to test an applicant's ability to read and understand official traffic control devices and knowledge of safe driving practices and traffic laws may be administered at a Secretary of State facility, remotely via the Internet, or in a manner otherwise specified by the Secretary of State by administrative rule. Allows the Secretary to destroy a driving record created 20 or more years ago for a person who was convicted of an offense and who did not have an Illinois driver's license if the record no longer contains any convictions or withdrawal of driving privileges due to the convictions. Provides that the application for an instructor for a driving school must be accompanied by a medical examination report completed by a competent medical examiner (rather than a competent physician). Provides that the restricted commercial driver's license issued for farm-related service industries may be available for periods not to exceed a total of 210 (rather than 180) days in any 12-month period. Removes some of the duration limitations for suspended licenses. Provides that the traffic-control signals also apply to bicyclists. Restricts a person from driving a motor vehicle on a bicycle lane, trail, or path designated by an official sign or marking for the exclusive use of bicycles or pedestrians. Makes other changes. Amends the School Code to make a conforming change. Effective immediately.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0260](#))

[SB1507](#) – **VEH CD-SAFETY ZONES** (Sen. Feigenholtz/Rep. Croke)

Description: Amends the Illinois Vehicle Code. Provides that the University of Illinois Chicago Urban Transportation Center shall conduct a study that includes the following: (1) a comprehensive review of the City of Chicago's website multi-year crash data on North and South DuSable Lake Shore Drive; (2) the available research on potential effectiveness of cameras powered by artificial intelligence in improving compliance and reducing crashes and road fatalities on North and South DuSable Lake Shore Drive; (3) an analysis of driving behavior to detect risky driving patterns and to address the DuSable Lake Shore Drive crash corridors; (4) an assessment of the effectiveness of psychological deterrence in reducing habitual speeding; and (5) an assessment of how fatalities can be reduced using these cameras powered by artificial intelligence and other technical options that may be available in place of cameras powered by artificial intelligence. Provides that the Department of Transportation shall adopt any rules necessary to implement this provision.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0381](#))

[SB1559](#) – **IDOT-TRAFFIC STUDIES** (Sen. Feigenholtz/Rep. Williams)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to conduct a traffic study following the occurrence of any

crash involving a pedestrian fatality that occurs at an intersection of a State or municipal highway. Sets forth the meeting agendas for State and municipal government departments of transportation if a memorandum of understanding exists between the State and municipal departments of transportation and that memorandum of understanding requires that the 2 bodies meet monthly or regularly. Provides that the Department shall conduct a timely analysis of each fatal traffic crash that occurs on a State or municipal highway that is reported to the Illinois State Police or a local law enforcement agency. Provides that the Department shall conduct periodic analyses to identify trends, patterns, and correlations associated with traffic crashes. Provides that based on its analyses, the Department shall identify potential actions to increase traffic safety. Provides that when appropriate, the Department shall include estimates for the cost of implementation and potential funding options in its identification of such potential actions. Provides that in conducting analyses and in identifying potential actions, the Department shall coordinate with any other department, agency, or organization deemed relevant by the Department. Requires each department of transportation to make the reports of the analysis and the results of the study available to the public upon request. SA2 removed provisions concerning regular meetings between State and municipal departments of transportation, traffic crash analyses. Makes changes to provisions requiring the Department to identify potential action to increase traffic safety. Provides that the Department of Transportation (rather than each department, including State and municipal departments, of transportation) shall make the reports of the analysis and results of the study available to the public upon request. Makes other changes

Status: Signed into Law on 8/1/2025 ([Public Act 104-0110](#))

Housing, Zoning, and Land Use

[HB3616](#) – IHDA-AFFORDABLE HOUSING EXEMPT (Rep. Guzzardi/Sen. Guzman)

Description: SA1 amends the Affordable Housing Planning and Appeal Act. In provisions requiring the Illinois Housing Development Authority to determine which local governments are exempt or not exempt from the requirements of the Act, requires the Authority to collect data and make certain calculations based on: (i) the total number of owner-occupied housing units in each local government that are affordable to households with a gross household income that is at or below 30% of the median household income within the county or primary metropolitan statistical area; (ii) the total number of rental units in each local government that are affordable to households with a gross household income that is at or below 30% of the median household income within the county or primary metropolitan statistical area; (iii) the total number of owner-occupied housing units in each local government that are affordable to households with a gross household income that is between 80% and 140% of the median household income within the county or primary metropolitan statistical area; and (iv) the total number of rental units in each local government that are affordable to households with a gross household income that is between 60% and 80% of the median household income within the county or primary metropolitan statistical area. Requires the Illinois Housing Development Authority to publish the collected data for each local government in the State and for the State as a whole at least once every 5 years. Requires the Illinois Housing Development Authority to also compile the collected data into a report and submit the report to the General Assembly. Provides that the collected data shall be for informational purposes only and shall not factor into the determination of exempt local governments. Expands the Act's list of legislative findings.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0319](#))

[HB1261](#) – IHDA-HOMEOWNERSHIP PROGRAMS (Sen. Guzman/Rep. Jimenez)

Description: Creates the Community Land Trust Task Force within the Illinois Housing Development Authority. Contains provisions concerning Task Force membership; Task Force meetings; and administrative support to the Task Force. Provides that the Task Force shall perform certain duties, including: (i) implementing the 2024 Community Land Trust Task Force Report recommendations; (ii) studying the use of community land trusts as a tool to create permanently affordable housing, including

as an alternative to property tax sales; and (iii) increasing the number of State grants for organizational capacity-building and housing development, with spending rules tailored to the needs of community land trusts and the size of community land trust projects. Requires the Task Force to submit a report to the Governor and General Assembly covering the Task Force's investigation into community land trusts and the Task Force's duties. Provides that the reports shall be made publicly available on the Illinois Housing Development Authority's website. Provides that the Community Land Trust Task Force is dissolved, and the provisions creating the Task Force are repealed, 14 months after the date upon which the Task Force holds its first meeting. Effective immediately.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0370](#))

[SB2466](#) – **OPEN LANDS-GRANTS TO GOVTS** (Sen. Aquino/Rep. Evans, Jr.)

Description: Amends the Open Space Lands Acquisition and Development Act. Provides that a distressed location project that is located within a distressed community shall be eligible for assistance of up to 100% for the acquisition of open space lands and for capital development and improvement proposals that are in conformity with the purposes of the Act. Specifies that a project that is located within a distressed community, regardless of whether the project is located within a distressed location, is eligible for assistance up to 90% for the acquisition of open space lands and for capital development and improvement proposals that are in conformity with the purposes of the Act. Provides that a distressed location project that is not located in a distressed community shall be eligible for assistance of up to 75% for the acquisition of open space lands and for capital development and improvement proposals that are in conformity with the purposes of the Act. Directs the Department of Natural Resources to prioritize the making of grants under the Act for projects that are located in distressed locations and distressed communities. Sets limits on the appropriated amounts that may be used for grants to distressed communities and distressed locations. Repeals a provision that required the Department of Natural Resources to prepare a Distressed Local Government Report. Repeals provisions that define terms. Adds other definitions. Amends the Illinois Administrative Procedure Act. Grants emergency rulemaking powers to the Department of Natural Resources. HA1 to SB2466 deletes all changes to the Illinois Administrative Procedure Act. Changes the definitions of "distressed community" and "distressed location" in the Open Space Lands Acquisition and Development Act. Deletes provisions regarding emergency rules in the Open Space Lands Acquisition and Development Act. Makes technical changes.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0423](#))

Climate Mitigation & Resiliency

[HB2366](#) – **EPA-ELECTRONIC REPORTING** (Rep. Weaver/Sen. Balkema)

Description: Amends the Environmental Protection Act. Provides that the Agency shall (rather than may) adopt rules requiring the electronic submission of any information required to be submitted to the Agency pursuant to any State or federal law or regulation or any court or Board order. Requires the rules adopted under this provision to take effect no later than January 1, 2030.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0215](#))

[HB2419](#) – **EPA-LOCAL SITING REVIEW** (Rep. Hirschauer/Sen. Villa)

Description: Amends the Environmental Protection Act. Provides that, when determining whether certain local siting review criteria have been met, the county board of the county or the governing body of the municipality, as applicable, shall consider, among other things, vehicle emissions. Requires the county board or governing body to conduct a hearing in a manner accessible to individuals with disabilities and individuals who are not native speakers of English, with certain requirements for certification that constitutes prima facie evidence of compliance. Allows the governing Authority to request the Department of Transportation to perform studies of the emissions associated with traffic. In provisions regarding the governing Authority requesting the Department of Transportation to perform

traffic impact studies, including studies of the emissions associated with traffic, provides that the Department of Transportation may charge a fee to cover the costs of the emissions study.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0223](#))

[SB1697](#) – CARBON CAPTURE-COMPENSATION (Sen. Fine/Rep. Hoffman)

Description: Amends the Carbon Dioxide Transportation and Sequestration Act. Removes language providing that if, after July 1, 2026, the Pipeline and Hazardous Materials Safety Administration has not adopted final revisions to specified pipeline safety rules, the Commission may only approve a certificate of authority if it finds that the applicant has met all of the requirements of the Act, has already acquired all of its other necessary approvals, and is compliant with any requirements or conditions adopted by the Commission. Provides that a nonconsenting pore space owner's compensation shall include just compensation and any operations term or injection term payments made upon or after the initiation of injection provided to consenting pore space owners in consideration of allowing use of their pore space for sequestration of carbon dioxide. Provides that a nonconsenting pore space owner's compensation shall be no less than the average total payment package, considered as a whole with respect to an individual owner, provided in agreements to similarly situated consenting pore space owners for use of their pore space by the same sequestration operator for the same sequestration project (instead of provided in agreements during the previous 365 days to similarly situated consenting pore space owners). Amends the Safety and Aid for the Environment in Carbon Capture and Sequestration Act. Provides that an affected landowner is entitled to reasonable compensation from an applicant that has been granted a certificate of authority under this Act for damages resulting from access to the landowner's property for required activities taken to construct the pipeline, including, but not limited to, compensation for specified damages. Sets forth provisions concerning payment of the compensation; attorney's fees; and an applicant entering into an agreement with the Department of Agriculture that governs the mitigation of agricultural impacts associated with the construction of the proposed pipeline.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0390](#))

[SB1859](#) – CLIMATE DISPLACEMENT ACT (Sen. Guzman/Rep. Guzzardi)

Description: Creates the Climate Displacement Task Force Act for the purpose of making recommendations regarding climate displacement within the State. Contains provisions concerning the appointment of members to the Task Force and the duties of the Task Force. Requires the Climate Displacement Illinois Task Force to submit 2 reports, with specific requirements, no later than June 30, 2026, and June 30, 2027, respectively. Requires monthly meetings. Provides for the dissolution of the Task Force. Repeals the Act on December 31, 2028.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0396](#))

Water Resources Management

[HB1699](#) – WASTEWATER OPERATOR PROGRAM (Rep. Avelar/Sen. Ellman)

Description: Amends the Environmental Protection Act. In a provision regarding operator certification for sewage works, provides that the Environmental Protection Agency shall establish an operator-in-training wastewater operator program by which a person who does not possess a high school diploma or its equivalent may act as an operator-in-training working under a certified wastewater operator. Allows the Agency to adopt rules. Amends the Public Water Supply Operations Act. In a provision regarding community water supply operator certification, provides that the Agency shall establish an operator-in-training community water-supply operator program by which a person who does not possess a high school diploma or its equivalent may act as an operator-in-training working under a certified community wastewater operator. Allows the Agency to adopt rules.

Status: Signed into Law on 8/1/2025 ([Public Act 104-0050](#))

HB2391 – EPA-WASTEWATER INDUSTRY USE (Rep. Muhl/Sen. Simmons)

Description: Amends the Environmental Protection Act. In a provision regarding wastewater reuse, provides that, notwithstanding any other provision of law, the use of treated municipal wastewater from a publicly owned treatment works is authorized for irrigation and industrial use (rather than only irrigation) when conducted in accordance with a permit issued under certain provisions of the Act.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0219](#))

HB2409 – PFAS-FIREFIGHTING PPE (Rep. Kelly/Sen. Villivalam)

Description: Amends the PFAS Reduction Act. Provides that the amendatory Act may be referred to as the Deputy Chief Pete Bendinelli PFAS PPE Act. Provides that, beginning January 1, 2026, any person, firm, association, partnership, corporation, organization, joint venture, importer, or domestic distributor of firefighting agents or firefighting equipment that sells firefighting personal protective equipment containing PFAS chemicals to any person, local government, or State agency shall provide written notice to the purchaser at the time of sale which shall state: (i) that the firefighting personal protective equipment contains PFAS chemicals; and (ii) the reason PFAS chemicals are added to the equipment. Requires the seller and the purchaser of the equipment to retain a copy of the required notice on file for at least 3 years from the date of the purchase. Provides that, upon the request of the Agency, the seller shall furnish the notice, or written copies, and associated sales documentation to the Agency within 60 days of such request. Provides that, beginning January 1, 2027, a person that sells firefighting personal protective equipment to any person, local government, or State agency shall not manufacture, knowingly sell, offer for sale, distribute for sale, or distribute for use in the State any firefighting personal protective equipment containing intentionally added PFAS chemicals. Defines "auxiliary firefighting personal protective equipment". Provides that, beginning January 1, 2030, a person that sells auxiliary firefighting personal protective equipment to any person, local government, or State agency shall not knowingly manufacture, sell, offer for sale, distribute for sale, or distribute for use in the State any auxiliary firefighting personal protective equipment containing intentionally added PFAS chemicals. Defines terms.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0221](#))

HB2516 – PFAS PRODUCT BAN (Rep. Rashid/Sen. Morrison)

Description: Amends the PFAS Reduction Act. Provides that, beginning January 1, 2032, a person may not sell, offer for sale, or distribute for sale in this State certain products if the product contains intentionally added PFAS. Provides that "product" does not include a prosthetic or orthotic device or any item that is a medical device or drug or that is otherwise used in a medical setting or in medical applications regulated by the United States Food and Drug Administration. Requires the Environmental Protection Agency to prepare and submit a report to the General Assembly that includes an assessment of statutory and regulatory authority, administrative infrastructure, research capabilities, and funding necessary to develop and implement a program for the review of certain fluoropolymers used in consumer products and their potential threat to human health and the environment. Effective immediately.

Status: Signed into Law on 8/15/2025 ([Public Act 104-0231](#))

SB1723 – EPA-SOLE-SOURCE AQUIFER (Sen. Faraci/Rep. Ammons)

Description: Amends the Environmental Protection Act. Provides that no person shall conduct a carbon sequestration activity within a sequestration facility that overlies, underlies, or passes through a sole-source aquifer. Specifies that this provisions does not deprive the Environmental Protection Agency of the authority to deny a carbon sequestration permit. Defines "sole-source aquifer".

Status: Signed into Law on 8/1/2025 ([Public Act 104-0119](#))