



## MEMORANDUM

**To:** CMAP Board

**From:** CMAP Intergovernmental Affairs Staff

**Date:** April 30, 2025

**Subject:** Legislative update

**Action Requested:** Information

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### **FEDERAL**

#### **Surface Transportation Reauthorization**

The next surface transportation reauthorization process is currently underway. Congressional committees have begun reauthorization hearings to engage with transportation implementers and stakeholders to discuss priorities in a future bill. Additionally, the House Committee on Transit and Infrastructure and Senate Committee on Environment and Public Works have opened up portals for stakeholder and member comments on reauthorization. CMAP provided comments based on previously developed regional principles for reauthorization and staff have spoken to Senator Durbin and Duckworth's offices about these priorities.

The "One Regional Voice" principles developed in 2021 for the previous reauthorization will serve as the basis for future regional conversations on the next reauthorization bill. CMAP staff are beginning a process to develop updated shared regional principles for reauthorization. Staff will collaborate with regional transportation implementers, advocacy groups, and other stakeholders to develop principles to share with the region's congressional delegation and other federal stakeholders.

#### **Member priority projects**

The House Committee on Appropriations announced guidance for FY26 community project funding (CPF) requests. Some members of CMAP's congressional delegation have opted to not seek new applications for community project funding and instead are prioritizing FY25 requests, as the most recent continuing resolution did not include funding for FY25 member priority projects. Other offices are seeking new applications. CMAP staff have shared information about what projects in each district are included in the TIP to provide further context on regional priorities. The Transportation and Housing and Urban Development (THUD) Subcommittee deadline for CPF requests is May 23<sup>rd</sup>.

## **STATE**

### **Strengthen Communities (HB3784) RPA funding initiative**

CMAP staff is working with lead sponsor Representative Will Davis on the Strengthen Communities (HB3784) funding initiative that would appropriate \$2M to the agency to support the planning functions and programs required in the Illinois Regional Planning Act.

CMAP staff will continue engaging with members of the General Assembly on this important initiative and have already garnered bipartisan support and co-sponsorship from Representatives Dan Ugaste, Debbie Meyers-Martin, Elizabeth “Lisa” Hernandez, Robert “Bob” Rita, Eva-Dina Delgado, Anthony DeLuca, Martin Moylan, and Brad Stephens. Additionally, the Illinois Municipal League (IML), the Illinois State Association of Counties (ISACo), Sierra Club Illinois, and the Metropolitan Planning Council are in support of the legislation.

On Friday, April 4, Executive Director Erin Aleman testified in support of HB3784 at a House Appropriations-Public Safety and Infrastructure Committee subject matter hearing. CMAP’s goal is to incorporate the \$2M appropriation into the final FY26 budget and HB3784 provides an opportunity to engage in the budget-making process.

### **Transit Legislation**

Both the Senate Transportation and House Transportation: Regulation, Roads, & Bridges committees have held additional subject matter hearings on the two transit reform bills filed in the General Assembly. CMAP staff continues to monitor these hearings and respond to legislative inquiries in alignment with the Plan of Action for Regional Transit.

Several legislators have reached out to CMAP to request participation in transit listening sessions in their districts. These included:

- Tuesday, April 15: Rep. Deuter (Westmont)
- Thursday, April 17: Reps. Moeller and Ness (Algonquin)
- Monday, April 21: Rep. Gabel and Sen. Fine (Evanston)

CMAP staff presented an overview of the PART report at these meetings while legislators fielded questions and comments from constituents about transit improvements they would like to see in their communities and discussed legislative action on transit reform.

### **General legislative activity**

The General Assembly is now in its final month of regular session. Bills from the opposite chamber have a committee deadline on May 9, followed by a third reading deadline on May 23. The General Assembly is scheduled to adjourn on May 31.

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 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](mailto:rgougis@cmmap.illinois.gov).

## **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 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 crossing (rather than the intersection where the trail crosses the highway) is controlled by an official traffic control device or sign.

**Status:** Placed on Senate Calendar 2<sup>nd</sup> Reading on 5/1/2025

### **SB2111** – **VEH CD-BICYCLES-EXEMPTIONS** (Sen. Simmons/Rep. Lilly)

**Description:** Amends the Illinois Vehicle Code. Provides that an individual operating a bicycle approaching a stop sign may proceed through the intersection without stopping at the stop sign if the individual slows to a reasonable speed and the individual yields the right-of-way to any pedestrian within the intersection or an adjacent crosswalk, other traffic within the intersection, and oncoming traffic that poses an immediate hazard during the time the individual is traveling through the intersection. Provides that the provisions regarding the operation of a bicycle at a stop sign do not apply to an individual operating a bicycle when there is a stop sign when exiting an alleyway or at a 4-way intersection with only 2 stop signs present.

**Status:** Assigned to House Transportation: Vehicles & Safety on 4/17/2025

## **Transit Improvement**

### **HB1833/SB5** – **METROPOLITAN MOBILITY AUTH ACT** (Rep. Delgado/Sen. Villivalam)

**Description:** Creates the Metropolitan Mobility Authority Act. Establishes the Metropolitan Mobility Authority. Provides that the Chicago Transit Authority, the Commuter Rail Division and the Suburban Bus Division of the Regional Transportation Authority, and the Regional Transportation Authority are consolidated into the Metropolitan Mobility Authority and the Service Boards are abolished. Creates the Suburban Bus Operating Division, Commuter Rail Operating Division, and the Chicago Transit Operating Division. Reinserts, reorganizes, and changes some provisions from the Metropolitan Transit Authority Act and the Regional Transportation Authority Act into the new Act. Includes provisions concerning the operation of the Metropolitan Mobility Authority. Repeals the Metropolitan Transit Authority Act and the Regional Transportation Authority Act.

**Status:** HB1833 re-referred to Rules Committee on 3/21/2025; SB5 assigned to Senate Transportation on 3/4/2025

### **HB2963 HA1/SB1938** – **METRO & REGIONAL TRANSIT AUTH** (Rep. Evans, Jr./Sen. Villivalam)

**Description:** Creates the Road Usage Charge Act. Establishes the Road Usage Charge Advisory Committee to guide the development and evaluation of the road usage charge pilot program and to assess the potential for mileage-based revenue as an alternative to the current system of taxing highway use through motor fuel taxes. Sets forth the membership and duties of the committee. Requires the Department of Transportation, in consultation with the Secretary of State and based on the recommendations of the Committee, to implement a statewide pilot program by January 1, 2026 to assess a user fee on owners of motor vehicles that is based on the number of miles traveled on public

roadways in this State by those vehicles. Amends the Metropolitan Transit Authority Act. Provides that, on and after February 1, 2026, the Chicago Transit Board shall have 8 members (currently 7 members). Makes changes to the number of affirmative votes by Directors required to issue bonds. Amends the Regional Transportation Authority Act. Provides that the Annual Budget and 2-Year Financial Plan must show that the aggregate of all projected fare revenues from fares and charges for mass transportation provided by, or under grant or purchase of service contracts of, the Service Boards received in fiscal years 2026 and 2027 shall equal at least 25%, and in fiscal years 2028 and 2029 and every year thereafter at least 15%, of the aggregate cost of providing such public transportation in those fiscal years. Provides that, beginning July 1, 2026, the Regional Transportation Authority shall be the sole agency responsible for the management and oversight of the fare collection systems used on all public transportation provided by the Service Boards. HB2963 HA1 reinserts the provisions of the introduced bill with the following changes. Further amends the Regional Transportation Authority Act. Provides that beginning January 1, 2026, covered transportation agencies shall award all covered transportation contracts using a competitive best-value procurement process and shall require bidders to submit an Illinois Jobs Plan for itself and any participating subcontractor as part of their solicitation responses. Sets forth provisions concerning compliance with the Illinois Jobs Plan and evaluating bidder qualifications. Provides that by July 1, 2026, 2 separate transit ambassador programs shall be implemented to cover services provided by the Chicago Transit Authority and the Suburban Bus Division, which shall be comprised of employees of each respective Service Board. Provides that the purpose of the Transit Ambassador Programs shall be to ensure the safety of transit system passengers and personnel, provide assistance to passengers, and promote compliance with system rules and governing laws. Provides that the Service Boards that have Transit Ambassador Programs shall bargain with the unions with which it has collective bargaining relationships to determine the initial unit placement, hours, duties, qualifications, training, compensation, and benefits of any positions created or modified through or because of the Transit Ambassador program. Provides that employees hired to perform Transit Ambassador duties shall be full-time employees of the Service Board establishing the program. Provides that those employed by the Chicago Transit Authority as Customer Service Assistants shall be offered the positions established pursuant to the Chicago Transit Authority Transit Ambassador Program prior to hiring any other personnel for the positions. Makes other changes. Adds a severability clause. Effective January 1, 2026.

**Status:** HB2963 re-referred to Rules Committees on 3/21/2025; SB1938 assigned to Senate Transportation on 3/21/2025

[HB3630/SB1791](#) – **TRANSIT-TO-TRAILS PROGRAM** (Rep. Slaughter/Sen. Ellman)

**Description:** Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Secretary of Transportation to establish a program through which the Secretary shall award grants to eligible entities for projects that facilitate travel by public transportation to public outdoor recreation sites for outdoor activities, including hiking, biking, boating, picnicking, hunting, fishing, wildlife observation, or other nature-based activities. Provides that the Secretary shall offer grants through the Transit-to-Trails program on an annual basis. Requires the Department of Transportation to adopt rules necessary to implement and administer the program. Provides that, in considering grant applications, the Department shall prioritize projects with demonstrated intent to enhance access to outdoor recreation opportunities for populations in greatest need of improved access to outdoor nature-based recreation. Requires the Department to provide technical assistance in preparing grant applications to applicants upon request. Provides that implementation of the grant program is subject to appropriation by the General Assembly.

**Status:** HB3630 re-referred to Rules Committee on 3/21/2025; SB1791 assigned to Senate Appropriations- Public Safety and Infrastructure on 3/12/2025

[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:** Placed on Senate Calendar 2<sup>nd</sup> Reading on 4/30/2025

[SB1388](#) – **RTA ACT-REDUCED FARES** (Sen. Simmons)

**Description:** Amends the Regional Transportation Authority Act. Provides that, by December 31, 2025, the Regional Transportation Authority, the Board of the Commuter Rail Division of the Authority, the Board of the Suburban Bus Division of the Authority, and the Board of the Chicago Transit Authority 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. Effective July 1, 2025.

**Status:** Assigned to Senate Appropriations- Public Safety and Infrastructure on 2/4/2025

**Transportation Infrastructure**

[HB2394](#) – **VEH CD-WEIGHT LIMIT EXEMPTION** (Rep. Benton/Sen. Cappel)

**Description:** Amends the Illinois Vehicle Code. Provides that a vehicle or combination of vehicles operated by an engine fueled wholly or partially by an electric battery or hydrogen fuel cell electric fueling system may exceed the posted weight limits by up to 2,000 pounds. HA1 replaces everything after the enacting clause with the provisions of the introduced bill, and makes the following change. Restores language that provides that the total allowance is calculated by an amount that is equal to the difference between the weight of the vehicle attributable to the natural gas or propane or hydrogen gas tank, batteries, and fueling system carried by the vehicle, and the weight of a comparable diesel tank and fueling system.

**Status:** Placed on Senate Calendar 2<sup>nd</sup> Reading on 4/30/2025

[HB3177/SB2248](#) – **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 the value of 20% of the projects annually programmed in (rather than \$400 million of contracts awarded during) the Department's multi-year highway improvement program on an annual basis (rather than for any 5-year period). 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.

**Status:** HB3177 assigned to Senate Executive on 4/29/2025; SB2248 re-referred to Senate Assignments on 4/11/2025

[HB3438/SB1999](#) – **TRANSPORTATION-VARIOUS** (Rep. Andrade, Jr./Sen. Porfirio)

**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:** HB3438 assigned to Senate Assignments on 4/8/2025; SB1999 placed on House Calendar 2<sup>nd</sup> Reading on 4/23/2025

## **Transportation Safety**

### **HB2461 – VEH CD-SPEED CAMERA REVENUE** (Rep. Andrade, Jr./Sen. Villivalam)

**Description:** Amends the Illinois Vehicle Code. Establishes that a municipality that operates an automated speed enforcement system shall set aside 10% of the net proceeds from each system that generates more than \$500,000 in revenue for the respective school district or park district in the safety zone in which the automated speed enforcement system is located. Provides that the set aside proceeds may be allocated for any purpose designated by the school district or park district. Set forth home rule provisions.

**Status:** Referred to Senate Assignments on 4/14/2025

### **HB2983 – TRANSPORTATION-VARIOUS** (Rep. Vella/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:** Assigned to Senate State Government on 4/23/2025

### **SB1497 – VEH CD-SPEED ENFORCE SYSTEMS** (Sen. Murphy)

**Description:** Amends the Illinois Vehicle Code. In provisions concerning automated speed enforcement systems in safety zones, provides that such provisions apply to home rule municipalities with over 35,000 or more inhabitants in a county with a population of 3,000,000 or more. Effective immediately.

**Status:** Placed on Senate Calendar 3<sup>rd</sup> Reading on 2/27/2025



**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:** Placed on House Calendar 2<sup>nd</sup> Reading on 4/23/2025

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

**Description:** SA1 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 removes 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:** Placed on House Calendar 2<sup>nd</sup> Reading on 4/30/2025

**Transportation Funding**

**SB1319 – MOTOR FUEL TX-PROCEEDS** (Sen. Villivalam)

**Description:** Amends the Motor Fuel Tax Law. Provides that, of the proceeds that are deposited into the Road Fund, \$27,000,000 shall be transferred each month to the Department of Transportation to be distributed to municipalities of the State, counties of the State, and road districts of the State according to a specified formula.

**Status:** Assigned to Senate Appropriations- Public Safety and Infrastructure on 2/4/2025

**SB1382 – MOTOR FUEL-PUBLIC HIGHWAYS** (Sen. Feigenholtz)

**Description:** Amends the Motor Fuel Tax Law. Provides that "motor fuel" means all volatile and inflammable substances, whether in liquid or gaseous form (currently, volatile and inflammable liquids). Provides that incidental use of motor fuel on private roads or private highways in the operation of a

motor vehicle does not constitute a "purpose other than operating a motor vehicle upon the public highways" and does not form a basis for a claim for refund. Effective immediately, except that certain provisions take effect January 1, 2026.

**Status:** Assigned to Senate Revenue on 2/4/2025

#### **SB1608 – CARGO TRANSPORT ACT (Sen. Ventura)**

**Description:** Creates the Cargo Transportation Fee Act. Provides that the corporate authorities of a municipality or a county may impose a fee upon interstate carriers and intrastate carriers that (i) transport by common carrier tangible personal property in the State, (ii) transport that tangible personal property for the purpose of selling that tangible personal property at retail, and (iii) receive tangible personal property directly from an intermodal facility that is located in the municipality or county that enacts the ordinance. Sets forth the amount of the fee. Provides that 95% of the proceeds from the fee shall be deposited into the Cargo Transportation Fee Fund and 5% of the proceeds shall be deposited into the Motor Carrier Safety Inspection Fund. Amends the State Finance Act to create the Cargo Transportation Fee Fund and sets forth the uses for that Fund.

**Status:** Assigned to Senate Revenue on 2/11/2025

#### **SB1805 – REVENUE-ELECTRIC VEHICLES (Sen. Villivalam)**

**Description:** Creates the Electric Vehicle Charging Fee Act. Provides that a fee is imposed on the privilege of engaging in business as an electric vehicle power provider in this State. Provides that, from January 1, 2026 through January 1, 2027, the rate of fee shall be \$0.06 per kilowatt hour of electric vehicle power. Provides that the rate of fee 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, 2026.

**Status:** Assigned to Senate Revenue on 3/12/2025

### **Regional Economy**

#### **HB2757 – REVITALIZE DOWNTOWN CHICAGO (Rep. Du Buclet/Sen. Feigenholtz)**

**Description:** Creates the Chicago Downtown Revitalization Task Force Act. Includes legislative findings. Creates the Chicago Downtown Revitalization Task Force. Includes provisions on Task Force membership, meetings, compensation, and administrative support. Requires the Task Force to (1) conduct an analysis of all taxes and economic incentives, monetary or otherwise, that impact downtown Chicago, including analyzing all taxes and incentives levied or administered directly by the State of Illinois as well as those authorized by State law but are implemented by units of local government, including the City of Chicago; (2) research and review trends impacting downtown Chicago, including, but not limited to, population growth, office occupancy rates, commercial office vacancy and valuation figures, retail sales, restaurant sales, hotel occupancy rates, and cultural event attendance; (3) examine national best practices in the area of post-pandemic revitalization of large urban centers and consider the applicability of such policies to downtown Chicago; (4) assess existing and potential industry clusters based on current and anticipated trends to consider policy solutions that may optimize the marketability and overall appeal of downtown Chicago to potential growth sectors; and (5) make recommendations regarding changes to existing policy or the implementation of new policies to enhance economic activity in and increase the overall vitality of downtown Chicago. Requires the Task Force to submit a report no later than 12 months after the effective date of the Act and periodically thereafter. Dissolves the Task Force 5 years after the effective date of the Act. Repeals the Act on January 1, 2032.

**Status:** Assigned to Senate Local Government on 4/29/2025



#### [SB2344](#) – **STATEWIDE INNOVATION DEVELOP** (Sen. Stadelman)

**Description:** Creates the Statewide Innovation Development and Economy Act. Provides that the purpose of the Act is to promote, stimulate, and develop the general and economic welfare of the State of Illinois and its communities and to assist in the development and redevelopment of major tourism, entertainment, retail, and related projects within eligible areas of the State, thereby creating new jobs, stimulating significant capital investment, and promoting the general welfare of the citizens of this State, by authorizing municipalities and counties to issue sales tax and revenue (STAR) bonds for the financing of STAR bond projects and to otherwise exercise the powers and authorities granted to municipalities to provide incentives to create new job opportunities and to promote major tourism, entertainment, retail, and related projects within the State. Provides that the Office of the Governor, in consultation with the Department of Commerce and Economic Opportunity, shall have final approval of all STAR bond districts and STAR bond projects established under this Act, which may be established throughout the 10 Economic Development Regions in the State as established by the Department of Commerce and Economic Opportunity. Provides that regardless of the number of STAR bond districts established within any Economic Development Region, only one STAR bond project may be approved in each of the 10 Regions, excluding projects located in STAR bond districts established under the Innovation Development and Economy Act. Provides that each STAR bond district in which a STAR bonds project has been approved may only receive 50% of the total development costs up to \$75,000,000 in State sales tax increment. Provides that a STAR bond district under the Act may not be located either entirely or partially inside of a municipality with a population in excess of 2,000,000. Effective immediately.

**Status:** Assigned to Senate Revenue on 3/4/2205

#### **Climate Mitigation & Resiliency**

#### [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 and the potential cumulative impacts created by the addition of the facility to the existing pollution sources, the disparate impacts created by the addition of the facility to existing pollution sources, and the potential disparate impacts on nearby communities. Requires the local siting decisions of the Pollution Control Board to include a written statement describing whether the procedures were conducted by the county board or governing body in a manner that is accessible to the public, including individuals with disabilities and individuals who are not native speakers of English. HA2 deletes a change to a provision regarding traffic flows to or from the proposed facility for local siting approval. Deletes provisions regarding the county board or governing body considering the potential cumulative impacts to the existing pollution sources, the disparate impacts to the existing pollution sources, and the potential disparate impacts on nearby communities. 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. Deletes changes to provisions regarding appeal of siting approval.

**Status:** Assigned to Senate Environment and Conservation on 4/29/2025

#### [HB3374](#) – **ENERGY EFFICIENCY-EXT REPEAL** (Rep. Mussman/Sen. Guzman)

**Description:** Amends the Renewable Energy, Energy Efficiency, and Coal Resources Development Law of 1997. Extends the repeal of the Act until December 31, 2030. Effective immediately.

**Status:** Referred to Senate Assignments on 4/23/2025

**[HB3650](#) – UTIL-2050 HEAT DECARBONIZATION** (Rep. Lilly/Sen. Peters)

**Description:** Amends the Energy Transition Act. Adds electrification industries to clean energy jobs. 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. Effective immediately. HA1 Removes provisions concerning the Energy Transition Act. Removes provisions in the Public Utilities Act concerning findings and intent; Commission methodologies and metrics; fixed charges; duties of public utilities; gas energy efficiency; the consideration of gas main and gas service extension costs; the consideration of attorney and expert compensation as an expense and intervenor compensation fund; tariffed gas main and gas service extension provisions; nondiscrimination; independent gas system assessment; the phase-out of gas fixed charges; and the Equitable Energy Upgrade Program. Removes the Clean Building Heating Article and the Heat Decarbonization Standard Article of the Public Utilities Act. Effective immediately.

**Status:** Referred to Senate Assignments on 4/14/2025

**[SB1307](#) – EPA-ENVIRONMENTAL JUSTICE** (Sen. Villanueva)

**Description:** Amends the Environmental Protection Act. Requires the Environmental Protection Agency to annually review and update the underlying data for, and use of, indicators used to determine whether a community is designated as an environmental justice community and to establish a process by which communities not designated as environmental justice communities may petition for such a designation. Provides that an applicant for a permit for the construction of a new source that will become a major source subject to the Clean Air Act Permit Program to be located in an environmental justice community or a new source that has or will require a federally enforceable State operating permit and that will be located in an environmental justice community must conduct a public meeting prior to submission of the permit application and must submit with the permit application an environmental justice assessment identifying the potential environmental and health impacts to the area associated with the proposed project. Provides requirements for the environmental justice assessment. Contains provisions regarding public participation requirements for permitting transactions in an environmental justice community. Provides that, if the Agency grants a permit to construct, modify, or operate a facility that emits air pollutants and is classified as a minor source, a third party may petition the Pollution Control Board for a hearing to contest the issuance of the permit. Contains provisions regarding environmental justice grievances. Defines terms. Contains other provisions.

**Status:** Assigned to Senate Energy and Conservation on 3/20/2025

#### [SB2311](#) – **FLOOD CONTROL-FLOOD PLAN** (Sen. Ellman)

**Description:** Amends the Flood Control Act of 1945. Requires, not later than July 1, 2026 and before the end of each successive 5-year period after that date, the Department of Natural Resources to prepare and adopt a comprehensive State flood. Provides that the State flood plan must: (1) provide for orderly preparation for and response to flood conditions to protect against the loss of life and property; (2) be a guide to State and local flood control policy; and (3) contribute to water development where possible. Provides that the Department shall adopt guidance principles for the State flood plan that reflect the public interest of the entire State. Requires the Department to: (1) designate flood planning regions corresponding to each river basin; (2) provide technical and financial assistance to the flood planning groups; and (3) adopt guidance principles for the regional flood plans, including procedures for amending adopted plans. Requires the Department to prepare and adopt a plan describing the repair and maintenance needs of flood control dams and prepare and adopt a new plan before the end of the 10th year following the adoption of a plan. Creates the State Flood Plan Implementation Advisory Committee to review the overall operation, function, and structure of the State flood plan and rules adopted by the Department to implement the State flood plan.

**Status:** Placed on Senate Calendar 3<sup>rd</sup> Reading on 4/2/2025

### **Water Resources Management**

#### [HB2955](#) – **EPA-PFAS WASTEWATER** (Rep. Rashid/Sen. Villivalam)

**Description:** Creates the PFAS Wastewater Citizen Protection Act. Creates the PFAS Wastewater Citizen Protection Committee for specific purposes. Provides that the Committee shall submit a PFAS Action Plan to the Governor's Office, the General Assembly, and the Environmental Protection Agency no later than one year after the effective date of the Act. Provides that the Committee shall continue to periodically meet and shall annually update the PFAS Action Plan and submit annual reports with certain requirements. Provides for membership of the Committee. Provides that the Prairie Research Institute's Illinois Sustainable Technology Center shall provide technical assistance to the Committee. Makes findings and declares policy. Defines terms. Provides that the Act is repealed on December 31, 2044. Effective immediately. HA1 defines "wasterwater agencies" and adds one representative of a public utility that provides water and wastewater services in the state to PFAS Wastewater Citizen Protection Committee.

**Status:** Referred to Senate Assignments on 4/10/2025

#### [SB2401](#) – **WETLANDS PROTECTION ACT** (Sen. Ellman)

**Description:** Creates the Wetlands Protection Act. Provides that no person may discharge dredged or fill material into a State jurisdictional wetland except with a permit issued by the Department of Natural Resources. Exempts certain activities from the requirements of the Act. Sets forth procedures for individual permit applications and other related procedural requirements. Provides that the Department shall not issue an individual permit unless the Environmental Protection Agency certifies to the Department that there will not be a violation of State water quality standards. Provides that the Department may issue an after-the-fact permit in certain emergency circumstances. Sets forth financial assurance requirements. Authorizes the Department to adopt general permits under the Act. Provides that any person who intends to conduct a regulated activity may do so in accordance with a general permit issued by the Department, which pre-authorizes a category of activities with minimal adverse effects. Provides procedures and requirements regarding preconstruction notifications. Provides that certain entities may establish and operate a mitigation bank or in lieu fee program. Describes procedures and requirements for mitigation banks. Grants the Department rulemaking powers. Provides that the Department shall prepare certain reports and studies. Provides for the review of final decisions of the Department. Provides for investigations by the Department and enforcement by a State's Attorney or the Attorney General. Provides for a civil penalty not to exceed \$10,000 per day of violation, with interest after judgment, and with certain costs, fees, and expenses, payable to the Wetlands

Protection Fund. Provides that any person may file a complaint with the Illinois Pollution Control Board concerning a violation of the Act, a rule adopted under the Act, a condition of a permit issued under the Act, or an order of the Pollution Control Board issued under the Act. Provides for county and special district stormwater program authorities to control or regulate activities in any wetlands within their jurisdiction. Establishes the Wetlands Protection Fund. Provides that a permit review fee for all permit applications is to be set by the Department by rule. Makes corresponding changes to the State Finance Act. Makes findings. Defines terms. Effective immediately.

**Status:** Placed on Senate Calendar 2<sup>nd</sup> Reading on 3/20/2025