



101ST GENERAL ASSEMBLY

State of Illinois

2019 and 2020

HB2855

by Rep. Robyn Gabel

SYNOPSIS AS INTRODUCED:

220 ILCS 5/16-107.8 new

Amends the Public Utilities Act. Requires the Illinois Commerce Commission to initiate a process whereby the Commission shall develop a forward-looking plan for strategically increasing transportation electrification in the State, that the process shall be open and transparent, and that the process shall conclude within 270 days of opening. Provides that the plan developed by the Commission shall incentivize transportation electrification through beneficial electrification programs, may include specific directives for public utilities in the State that enable transportation electrification or beneficial electrification, and should specifically address environmental justice interests and provide opportunities for residents and businesses in environmental justice communities to directly benefit from transportation electrification. Effective immediately.

LRB101 07594 JRG 52641 b

FISCAL NOTE ACT
MAY APPLY

A BILL FOR

1 AN ACT concerning regulation.

2 **Be it enacted by the People of the State of Illinois,**
3 **represented in the General Assembly:**

4 Section 1. Findings.

5 (a) The transportation sector is now the leading source of
6 carbon pollution in Illinois, responsible for roughly
7 one-third of all carbon emissions. The State of Illinois should
8 set forth an ambitious goal to remove the equivalent of
9 1,000,000 gasoline and diesel-powered vehicles from our roads
10 by quickly implementing new policies that expand access to
11 transit, promote walking and biking mobility, and increase
12 electric vehicle adoption. If managed appropriately, electric
13 vehicle adoption will drastically reduce emissions from
14 transportation, and could save Illinois residents billions of
15 dollars.

16 (b) In addition to better air quality and safer climate,
17 Illinois residents that do not use electric vehicles also
18 benefit from greater adoption through lower electric bills
19 resulting from the greater utilization of the electric grid
20 during off-peak hours.

21 Section 5. The Public Utilities Act is amended by adding
22 Section 16-107.8 as follows:

1 (220 ILCS 5/16-107.8 new)

2 Sec. 16-107.8. Beneficial electrification.

3 (a) The purpose of this Section is to decrease reliance on
4 fossil fuels and to ensure that electric vehicle adoption and
5 increased electricity usage demand do not place significant
6 additional burdens on the electric distribution system.

7 (b) In this Section, "managed charging program" means a
8 program whereby owners of electric vehicles connect their
9 charging infrastructure to a network that has the ability to
10 remotely control the time and level of charge based on the
11 electric distribution grid's current demand, market rates, or
12 availability of clean energy generation.

13 (c) Within 120 days after the effective date of this
14 amendatory Act of the 101st General Assembly, the Illinois
15 Commerce Commission shall initiate a process whereby the
16 Commission shall develop a forward-looking plan for
17 strategically increasing transportation electrification in the
18 State. The process shall be open and transparent with inclusion
19 of stakeholder interests, including stakeholders representing
20 environmental justice interests. This process shall conclude
21 within 270 days of opening. The plan shall incentivize
22 transportation electrification through beneficial
23 electrification programs, as described in subsection (d),
24 taking into consideration incentives available through the
25 Department of Commerce and Economic Opportunity and other
26 sources. The plan may include specific directives for public

1 utilities in the State that enable transportation
2 electrification or beneficial electrification. The plan should
3 specifically address environmental justice interests and
4 should provide opportunities for residents and businesses in
5 environmental justice communities to directly benefit from
6 transportation electrification.

7 (d) Beneficial electrification programs, as described
8 elsewhere in this Act and in the Electric Vehicle Act, shall be
9 defined as programs which replace fossil fuel use and improve
10 electric grid operation. Programs should provide for
11 incentives such that customers are encouraged to use
12 electricity at times of low overall system usage or at times
13 when generation from renewable energy sources is high. Programs
14 that qualify as beneficial electrification programs include:

15 (1) time-of-use rates under Section 16-107.7;

16 (2) managed charging programs;

17 (3) electric vehicle-to-grid;

18 (4) demand response;

19 (5) renewable energy generation located in close
20 proximity to the intended energy user; and

21 (6) other such programs as defined by the Commission in
22 the stakeholder process described in subsection (b).

23 Section 99. Effective date. This Act takes effect upon
24 becoming law.