

HB5125



101ST GENERAL ASSEMBLY

State of Illinois

2019 and 2020

HB5125

Introduced 2/18/2020, by Rep. Jonathan "Yoni" Pizer

SYNOPSIS AS INTRODUCED:

New Act

Creates the Electric Vehicle Charging System Rebate Program Act. Provides that the Illinois Environmental Protection Agency, in consultation with electric vehicle stakeholders and the Department of Revenue, shall administer a rebate program that promotes the installation or upgrade of an electric vehicle charging system. Effective immediately.

LRB101 17227 HLH 66631 b

FISCAL NOTE ACT
MAY APPLY

A BILL FOR

1 AN ACT concerning finance.

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

4 Section 1. Short title. This Act may be cited as the
5 Electric Vehicle Charging System Rebate Program Act.

6 Section 5. Definitions. As used in this Act:

7 "Agency" means the Illinois Environmental Protection
8 Agency.

9 "Alternating current Level 2 charging station" or "Level 2
10 charging station" means an electric vehicle charging system
11 that uses alternating current electricity providing at least 3
12 kilowatts and means a system that:

13 (1) is capable of providing electricity from a
14 non-vehicle source to charge the batteries of one or more
15 electric vehicles;

16 (2) meets recognized standards and protocols
17 including, but not limited to, Society of Automotive
18 Engineers (SAE) J1772 of SAE International and Tesla
19 protocol; and

20 (3) is designed and installed in compliance with
21 Article 625 of the National Electrical Code to appropriate
22 Nationally Recognized Testing Laboratories' standards.

23 "Department" means the Department of Revenue.

1 "Direct current fast charging system" means an electric
2 vehicle charging system that utilizes direct current
3 electricity providing 40 kilowatts or greater and:

4 (1) is capable of providing electricity from a
5 non-vehicle source to charge the batteries of one or more
6 electric vehicles;

7 (2) meets recognized standards and protocols,
8 including, but not limited to, Society of Automotive
9 Engineers (SAE) J1772 of SAE International, Tesla
10 protocol, and CHAdeMO protocol; and

11 (3) is designed and installed in compliance with
12 Article 625 of the National Electrical Code to appropriate
13 Nationally Recognized Testing Laboratories' standards.

14 Section 10. Rebate program.

15 (a) Subject to appropriation, for State fiscal years
16 beginning on or after July 1, 2020, the Agency, in consultation
17 with electric vehicle stakeholders and the Department, shall
18 administer a rebate program that promotes the installation or
19 upgrade of an electric vehicle charging system and may contract
20 with a third-party administrator to operate and manage the
21 rebate program.

22 (b) An applicant may be eligible for a rebate under this
23 Act if the applicant:

24 (1) installs a new electric vehicle charging system
25 where none previously existed that meets or exceeds the

1 following requirements:

2 (A) the system is an alternating current Level 2
3 station with 2 or more ports that can provide
4 electricity to 2 or more electric vehicles; or

5 (B) the system is a direct current fast charging
6 system; or

7 (2) upgrades an existing electric vehicle charging
8 system to either:

9 (A) an alternating current Level 2 station with two
10 or more ports that provide electricity to two or more
11 electric vehicles; or

12 (B) a direct current fast charging system.

13 (c) Subject to subsection (d), rebates shall be distributed
14 as follows:

15 (1) each eligible installation of an electric vehicle
16 charging system shall receive:

17 (A) \$4,500 for the installation of an alternating
18 current Level 2 station with two or more ports; and

19 (B) \$35,000 for the installation of a direct
20 current fast charging system; and

21 (2) each eligible upgrade of an electric vehicle
22 charging system shall receive:

23 (A) \$3,000 for the upgrade to an alternating
24 current Level 2 station with two or more ports; and

25 (B) \$28,000 for the upgrade to a direct current
26 fast charging system.

1 (d) The Agency shall not issue more than \$500,000 in total
2 rebates under this Act in any fiscal year.

3 (e) This Act shall apply to electric vehicle charging
4 systems that are installed or upgraded after December 31, 2020.

5 Section 15. Agency responsibilities. The Agency shall
6 prepare any forms that may be necessary for an applicant to
7 claim a rebate pursuant to this Act and shall require each
8 applicant to furnish reasonable information to ascertain the
9 validity of the claim, including but not limited to,
10 documentation necessary to demonstrate that the installation
11 or upgrade for which the rebate is claimed is eligible. The
12 Agency shall adopt rules for the implementation of this Act.

13 Section 20. Application procedures. Applicants shall apply
14 to the Agency within 12 months after the date that the newly
15 installed or upgraded charging system is placed into service to
16 claim a rebate from the electric vehicle charging system rebate
17 program. Failure to apply to the commission within twelve
18 months of the date that the newly installed or upgraded
19 charging system is placed into service shall constitute a
20 waiver of the right to claim the rebate.

21 Nothing in this Act shall alter taxes due on the original
22 purchase or upgrade price of an electric vehicle charging
23 system prior to the application of the rebate. Any rebate
24 received pursuant to the electric vehicle charging system

1 rebate program shall not be considered income for the purposes
2 of Illinois Income Tax Act.

3 In administering the electric vehicle charging system
4 rebate program, the Agency shall give consideration to the
5 following guidelines:

6 (1) priority should be given to electric vehicle
7 charging systems that are publicly available, serve
8 multiple tenants, employees, or customers, or serve
9 electric vehicle fleets;

10 (2) electric vehicle charging system rebates should
11 enhance broader public clean energy and grid resiliency
12 goals by supporting deployment of electric vehicle
13 charging systems that can regulate their time of use, be
14 networked and co-optimized with other electric vehicle
15 charging systems, and otherwise provide grid services or
16 other benefits to the utility and electric grid; and

17 (3) electric vehicle charging systems that serve a
18 single person, such as a reserved parking stall or a
19 single-family residence, shall not be eligible for
20 rebates.

21 Section 99. Effective date. This Act takes effect upon
22 becoming law.