



102ND GENERAL ASSEMBLY

State of Illinois

2021 and 2022

HB3243

Introduced 2/19/2021, by Rep. Natalie A. Manley

SYNOPSIS AS INTRODUCED:

New Act

Creates the Electric Vehicle Infrastructure Act. Provides that within 90 days after the effective date of the Act, electric utilities serving more than 500,000 customers in the State shall file a proposal with the Illinois Commerce Commission to establish a commercial tariff utilizing alternatives to traditional demand-based rate structures to facilitate charging for light duty, heavy duty, and fleet electric vehicles and that support integration of renewable energy resources. Provides that no later than one year after the effective date of the Act, and every 3 years thereafter, electric utilities shall file a Transportation Electrification Plan with the Commission. Specifies information that an electric utility must include in the Transportation Electrification Plan. Provides that the Commission shall open an investigation into each electric utility's Transportation Electrification Plan to determine if the proposed plan is in the public interest.

LRB102 13194 SPS 18538 b

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. Short title. This Act may be cited as the
5 Electric Vehicle Infrastructure Act.

6 Section 5. Findings. The General Assembly finds that:

7 (1) widespread adoption of electric vehicles is
8 necessary to diversify the transportation fuel mix, drive
9 economic development, improve national security, and
10 protect air quality;

11 (2) the number of electric vehicles registered in
12 Illinois has doubled over the last 2 years and, with
13 expanded infrastructure investment, future growth is
14 projected to accelerate;

15 (3) this growth will be assisted by private
16 investments in charging equipment and electric utility
17 investments to increase access to electricity as a
18 transportation fuel;

19 (4) widespread adoption of electric vehicles should
20 increase access to charging equipment throughout Illinois,
21 including in low-income, moderate-income, and
22 environmental justice communities where the air pollution
23 burden is felt most heavily;

1 (5) widespread adoption of electric vehicles and
2 charging equipment should provide customers with fuel cost
3 savings and electric utility customers with potential
4 cost-saving benefits;

5 (6) widespread adoption of electric vehicles should
6 stimulate innovation, competition, private investment, and
7 increased choices in charging equipment and networks; and

8 (7) widespread adoption of electric vehicles should
9 improve an electric utility's electric system efficiency
10 and operational flexibility, including the ability of the
11 electric utility to integrate renewable energy resources
12 and make use of off-peak generation resources that support
13 the operation of charging equipment.

14 Section 10. Definitions. As used in this Act:

15 "Commission" means the Illinois Commerce Commission.

16 "Make-ready infrastructure" means the electrical and
17 construction work necessary between the distribution circuit
18 to the connection point of charging equipment to facilitate
19 private investment in charging equipment.

20 Section 15. Commercial tariff. Within 90 days after the
21 effective date of this Act, electric utilities serving more
22 than 500,000 customers in this State shall file a proposal
23 with the Commission to establish a commercial tariff utilizing
24 alternatives to traditional demand-based rate structures to

1 facilitate charging for light-duty, heavy-duty, and fleet
2 electric vehicles and that support integration of renewable
3 energy resources.

4 Section 20. Transportation Electrification Plan. No later
5 than one year after the effective date of this Act, and every 3
6 years thereafter, electric utilities serving more than 500,000
7 customers in this State shall file a Transportation
8 Electrification Plan with the Commission for programs that
9 start no later than July 1, 2022. The Transportation
10 Electrification Plan shall specifically address, at minimum,
11 the following:

12 (1) investments or incentives to facilitate the
13 deployment of charging equipment through programs to
14 support make-ready infrastructure and rebates for charging
15 equipment, including plans to address environmental
16 justice interests and the provision of opportunities for
17 residents and businesses in environmental justice
18 communities to directly benefit from transportation
19 electrification;

20 (2) investments or incentives to facilitate the
21 electrification of public transit and other vehicle fleets
22 in the light-duty, medium-duty, and heavy-duty sectors;

23 (3) additional rate designs to support public and
24 private electric vehicle charging;

25 (4) customer education, outreach, and incentive

1 programs that increase awareness of the programs and the
2 benefits of transportation electrification, including
3 direct outreach to diverse communities; and

4 (5) financial and other challenges to electric vehicle
5 usage in low-income communities and strategies for
6 overcoming those challenges.

7 Section 25. Review and approval. The Commission shall open
8 an investigation into each electric utility's Transportation
9 Electrification Plan to determine if the proposed plan is in
10 the public interest. When considering if the plan is in the
11 public interest and determining cost recovery for investments
12 and expenditures related to programs proposed by an electric
13 utility, the Commission shall consider whether the investments
14 and other expenditures are:

15 (1) reasonably expected to increase access to charging
16 equipment and electricity as a transportation fuel
17 throughout this State, including in low-income,
18 moderate-income, and environmental justice communities;

19 (2) reasonably expected to stimulate innovation,
20 competition, private investment, and increased consumer
21 choices in electric vehicle charging equipment and
22 networks;

23 (3) reasonably expected to contribute to meeting air
24 quality standards, including improving air quality in
25 environmental justice communities most affected by

1 emissions from the transportation sector;

2 (4) reasonably expected to support the efficient and
3 cost-effective use of the electric grid in a manner that
4 supports electric vehicle charging operations; and

5 (5) provides resources to support private investment
6 in charging equipment for uses in public and private
7 charging applications including residential,
8 multi-family, fleet, transit, community, and corridor
9 applications.