

1 AN ACT concerning electric vehicles.

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

4 Section 5. The Electric Vehicle Act is amended by changing
5 Section 45 as follows:

6 (20 ILCS 627/45)

7 Sec. 45. Beneficial electrification.

8 (a) It is the intent of the General Assembly to decrease
9 reliance on fossil fuels, reduce pollution from the
10 transportation sector, increase access to electrification for
11 all consumers, and ensure that electric vehicle adoption and
12 increased electricity usage and demand do not place
13 significant additional burdens on the electric system and
14 create benefits for Illinois residents.

15 (1) Illinois should increase the adoption of electric
16 vehicles in the State to 1,000,000 by 2030.

17 (2) Illinois should strive to be the best state in the
18 nation in which to drive and manufacture electric
19 vehicles.

20 (3) Widespread adoption of electric vehicles is
21 necessary to electrify the transportation sector,
22 diversify the transportation fuel mix, drive economic
23 development, and protect air quality.

1 (4) Accelerating the adoption of electric vehicles
2 will drive the decarbonization of Illinois' transportation
3 sector.

4 (5) Expanded infrastructure investment will help
5 Illinois more rapidly decarbonize the transportation
6 sector.

7 (6) Statewide adoption of electric vehicles requires
8 increasing access to electrification for all consumers.

9 (7) Widespread adoption of electric vehicles requires
10 increasing public access to charging equipment throughout
11 Illinois, especially in low-income and environmental
12 justice communities, where levels of air pollution burden
13 tend to be higher.

14 (8) Widespread adoption of electric vehicles and
15 charging equipment has the potential to provide customers
16 with fuel cost savings and electric utility customers with
17 cost-saving benefits.

18 (9) Widespread adoption of electric vehicles can
19 improve an electric utility's electric system efficiency
20 and operational flexibility, including the ability of the
21 electric utility to integrate renewable energy resources
22 and make use of off-peak generation resources that support
23 the operation of charging equipment.

24 (10) Widespread adoption of electric vehicles should
25 stimulate innovation, competition, and increased choices
26 in charging equipment and networks and should also attract

1 private capital investments and create high-quality jobs
2 in Illinois.

3 (b) As used in this Section:

4 "Agency" means the Environmental Protection Agency.

5 "Beneficial electrification programs" means programs that
6 lower carbon dioxide emissions, replace fossil fuel use,
7 create cost savings, improve electric grid operations, reduce
8 increases to peak demand, improve electric usage load shape,
9 and align electric usage with times of renewable generation.
10 All beneficial electrification programs shall provide for
11 incentives such that customers are induced to use electricity
12 at times of low overall system usage or at times when
13 generation from renewable energy sources is high. "Beneficial
14 electrification programs" include a portfolio of the
15 following:

16 (1) time-of-use electric rates;

17 (2) hourly pricing electric rates;

18 (3) optimized charging programs or programs that
19 encourage charging at times beneficial to the electric
20 grid;

21 (4) optional demand-response programs specifically
22 related to electrification efforts;

23 (5) incentives for electrification and associated
24 infrastructure tied to using electricity at off-peak
25 times;

26 (6) incentives for electrification and associated

1 infrastructure targeted to medium-duty and heavy-duty
2 vehicles used by transit agencies;

3 (7) incentives for electrification and associated
4 infrastructure targeted to school buses;

5 (8) incentives for electrification and associated
6 infrastructure for medium-duty and heavy-duty government
7 and private fleet vehicles;

8 (9) low-income programs that provide access to
9 electric vehicles for communities where car ownership or
10 new car ownership is not common;

11 (10) incentives for electrification in eligible
12 communities;

13 (11) incentives or programs to enable quicker adoption
14 of electric vehicles by developing public charging
15 stations in dense areas, workplaces, and low-income
16 communities;

17 (12) incentives or programs to develop electric
18 vehicle infrastructure that minimizes range anxiety,
19 filling the gaps in deployment, particularly in rural
20 areas and along highway corridors;

21 (13) incentives to encourage the development of
22 electrification and renewable energy generation in close
23 proximity in order to reduce grid congestion;

24 (14) offer support to low-income communities who are
25 experiencing financial and accessibility barriers such
26 that electric vehicle ownership is not an option; and

1 (15) other such programs as defined by the Commission.

2 "Black, indigenous, and people of color" or "BIPOC" means
3 people who are members of the groups described in
4 subparagraphs (a) through (e) of paragraph (A) of subsection
5 (1) of Section 2 of the Business Enterprise for Minorities,
6 Women, and Persons with Disabilities Act.

7 "Commission" means the Illinois Commerce Commission.

8 "Coordinator" means the Electric Vehicle Coordinator.

9 "Electric vehicle" means a vehicle that is exclusively
10 powered by and refueled by electricity, must be plugged in to
11 charge, and is licensed to drive on public roadways. "Electric
12 vehicle" does not include electric mopeds, electric
13 off-highway vehicles, motorcycles or hybrid electric vehicles
14 and extended-range electric vehicles that are also equipped
15 with conventional fueled propulsion or auxiliary engines.

16 "Electric vehicle charging station" means a station that
17 delivers electricity from a source outside an electric vehicle
18 into one or more electric vehicles.

19 "Environmental justice communities" means the definition
20 of that term based on existing methodologies and findings,
21 used and as may be updated by the Illinois Power Agency and its
22 program administrator in the Illinois Solar for All Program.

23 "Equity investment eligible community" or "eligible
24 community" means the geographic areas throughout Illinois
25 which would most benefit from equitable investments by the
26 State designed to combat discrimination and foster sustainable

1 economic growth. Specifically, "eligible community" means the
2 following areas:

3 (1) areas where residents have been historically
4 excluded from economic opportunities, including
5 opportunities in the energy sector, as defined pursuant to
6 Section 10-40 of the Cannabis Regulation and Tax Act; and

7 (2) areas where residents have been historically
8 subject to disproportionate burdens of pollution,
9 including pollution from the energy sector, as established
10 by environmental justice communities as defined by the
11 Illinois Power Agency pursuant to Illinois Power Agency
12 Act, excluding any racial or ethnic indicators.

13 "Equity investment eligible person" or "eligible person"
14 means the persons who would most benefit from equitable
15 investments by the State designed to combat discrimination and
16 foster sustainable economic growth. Specifically, "eligible
17 person" means the following people:

18 (1) persons whose primary residence is in an equity
19 investment eligible community;

20 (2) persons who are graduates of or currently enrolled
21 in the foster care system; or

22 (3) persons who were formerly incarcerated.

23 "Low-income" means persons and families whose income does
24 not exceed 80% of the state median income for the current State
25 fiscal year as established by the U.S. Department of Health
26 and Human Services.

1 "Make-ready infrastructure" means the electrical and
2 construction work necessary between the distribution circuit
3 to the connection point of charging equipment.

4 "Optimized charging programs" mean programs whereby owners
5 of electric vehicles can set their vehicles to be charged
6 based on the electric system's current demand, retail or
7 wholesale market rates, incentives, the carbon or other
8 pollution intensity of the electric generation mix, the
9 provision of grid services, efficient use of the electric
10 grid, or the availability of clean energy generation.
11 Optimized charging programs may be operated by utilities as
12 well as third parties.

13 (c) The Commission shall initiate a workshop process no
14 later than November 30, 2021 for the purpose of soliciting
15 input on the design of beneficial electrification programs
16 that the utility shall offer. The workshop shall be
17 coordinated by the Staff of the Commission, or a facilitator
18 retained by Staff, and shall be organized and facilitated in a
19 manner that encourages representation from diverse
20 stakeholders, including stakeholders representing
21 environmental justice and low-income communities, and ensures
22 equitable opportunities for participation, without requiring
23 formal intervention or representation by an attorney.

24 The stakeholder workshop process shall take into
25 consideration the benefits of electric vehicle adoption and
26 barriers to adoption, including:

1 (1) the benefit of lower bills for customers who do
2 not charge electric vehicles;

3 (2) benefits to the distribution system from electric
4 vehicle usage;

5 (3) the avoidance and reduction in capacity costs from
6 optimized charging and off-peak charging;

7 (4) energy price and cost reductions;

8 (5) environmental benefits, including greenhouse gas
9 emission and other pollution reductions;

10 (6) current barriers to mass-market adoption,
11 including cost of ownership and availability of charging
12 stations;

13 (7) current barriers to increasing access among
14 populations that have limited access to electric vehicle
15 ownership, communities significantly impacted by
16 transportation-related pollution, and market segments that
17 create disproportionate pollution impacts;

18 (8) benefits of and incentives for medium-duty and
19 heavy-duty fleet vehicle electrification;

20 (9) opportunities for eligible communities to benefit
21 from electrification;

22 (10) geographic areas and market segments that should
23 be prioritized for electrification infrastructure
24 investment.

25 The workshops shall consider barriers, incentives,
26 enabling rate structures, and other opportunities for the bill

1 reduction and environmental benefits described in this
2 subsection.

3 The workshop process shall conclude no later than February
4 28, 2022. Following the workshop, the Staff of the Commission,
5 or the facilitator retained by the Staff, shall prepare and
6 submit a report, no later than March 31, 2022, to the
7 Commission that includes, but is not limited to,
8 recommendations for transportation electrification investment
9 or incentives in the following areas:

10 (i) publicly accessible Level 2 and fast-charging
11 stations, with a focus on bringing access to
12 transportation electrification in densely populated areas
13 and workplaces within eligible communities;

14 (ii) medium-duty and heavy-duty charging
15 infrastructure used by government and private fleet
16 vehicles that serve or travel through environmental
17 justice or eligible communities;

18 (iii) medium-duty and heavy-duty charging
19 infrastructure used in school bus operations, whether
20 private or public, that primarily serve governmental or
21 educational institutions, and also serve or travel through
22 environmental justice or eligible communities;

23 (iv) public transit medium-duty and heavy-duty
24 charging infrastructure, developed in consultation with
25 public transportation agencies; and

26 (v) publicly accessible Level 2 and fast-charging

1 stations targeted to fill gaps in deployment, particularly
2 in rural areas and along State highway corridors.

3 The report must also identify the participants in the
4 process, program designs proposed during the process,
5 estimates of the costs and benefits of proposed programs, any
6 material issues that remained unresolved at the conclusions of
7 such process, and any recommendations for workshop process
8 improvements. The report shall be used by the Commission to
9 inform and evaluate the cost effectiveness and achievement of
10 goals within the submitted Beneficial Electrification Plans.

11 (d) No later than July 1, 2022, electric utilities serving
12 greater than 500,000 customers in the State shall file a
13 Beneficial Electrification Plan with the Illinois Commerce
14 Commission for programs that start no later than January 1,
15 2023. The plan shall take into consideration recommendations
16 from the workshop report described in this Section. Within 45
17 days after the filing of the Beneficial Electrification Plan,
18 the Commission shall, with reasonable notice, open an
19 investigation to consider whether the plan meets the
20 objectives and contains the information required by this
21 Section. The Commission shall determine if the proposed plan
22 is cost-beneficial and in the public interest. When
23 considering if the plan is in the public interest and
24 determining appropriate levels of cost recovery for
25 investments and expenditures related to programs proposed by
26 an electric utility, the Commission shall consider whether the

1 investments and other expenditures are designed and reasonably
2 expected to:

3 (1) maximize total energy cost savings and rate
4 reductions so that nonparticipants can benefit;

5 (2) address environmental justice interests by
6 ensuring there are significant opportunities for residents
7 and businesses in eligible communities to directly
8 participate in and benefit from beneficial electrification
9 programs;

10 (3) support at least a 40% investment of make-ready
11 infrastructure incentives to facilitate the rapid
12 deployment of charging equipment in or serving
13 environmental justice, low-income, and eligible
14 communities; however, nothing in this subsection is
15 intended to require a specific amount of spending in a
16 particular geographic area;

17 (4) support at least a 5% investment target in
18 electrifying medium-duty and heavy-duty school bus and
19 diesel public transportation vehicles located in or
20 serving environmental justice, low-income, and eligible
21 communities in order to provide those communities and
22 businesses with greater economic investment,
23 transportation opportunities, and a cleaner environment so
24 they can directly benefit from transportation
25 electrification efforts; however, nothing in this
26 subsection is intended to require a specific amount of

1 spending in a particular geographic area;

2 (5) stimulate innovation, competition, private
3 investment, and increased consumer choices in electric
4 vehicle charging equipment and networks;

5 (6) contribute to the reduction of carbon emissions
6 and meeting air quality standards, including improving air
7 quality in eligible communities who disproportionately
8 suffer from emissions from the medium-duty and heavy-duty
9 transportation sector;

10 (7) support the efficient and cost-effective use of
11 the electric grid in a manner that supports electric
12 vehicle charging operations; and

13 (8) provide resources to support private investment in
14 charging equipment for uses in public and private charging
15 applications, including residential, multi-family, fleet,
16 transit, community, and corridor applications.

17 The plan shall be determined to be cost-beneficial if the
18 total cost of beneficial electrification expenditures is less
19 than the net present value of increased electricity costs
20 (defined as marginal avoided energy, avoided capacity, and
21 avoided transmission and distribution system costs) avoided by
22 programs under the plan, the net present value of reductions
23 in other customer energy costs, net revenue from all electric
24 charging in the service territory, and the societal value of
25 reduced carbon emissions and surface-level pollutants,
26 particularly in environmental justice communities. The

1 calculation of costs and benefits should be based on net
2 impacts, including the impact on customer rates.

3 The Commission shall approve, approve with modifications,
4 or reject the plan within 270 days from the date of filing. The
5 Commission may approve the plan if it finds that the plan will
6 achieve the goals described in this Section and contains the
7 information described in this Section. Proceedings under this
8 Section shall proceed according to the rules provided by
9 Article IX of the Public Utilities Act. Information contained
10 in the approved plan shall be considered part of the record in
11 any Commission proceeding under Section 16-107.6 of the Public
12 Utilities Act, provided that a final order has not been
13 entered prior to the initial filing date. The Beneficial
14 Electrification Plan shall specifically address, at a minimum,
15 the following:

16 (i) make-ready investments to facilitate the rapid
17 deployment of charging equipment throughout the State,
18 facilitate the electrification of public transit and other
19 vehicle fleets in the light-duty, medium-duty, and
20 heavy-duty sectors, and align with Agency-issued rebates
21 for charging equipment;

22 (ii) the development and implementation of beneficial
23 electrification programs, including time-of-use rates and
24 their benefit for electric vehicle users and for all
25 customers, optimized charging programs to achieve savings
26 identified, and new contracts and compensation for

1 services in those programs, through signals that allow
2 electric vehicle charging to respond to local system
3 conditions, manage critical peak periods, serve as a
4 demand response or peak resource, and maximize renewable
5 energy use and integration into the grid;

6 (iii) optional commercial tariffs utilizing
7 alternatives to traditional demand-based rate structures
8 to facilitate charging for light duty, heavy duty, and
9 fleet electric vehicles;

10 (iv) financial and other challenges to electric
11 vehicle usage in low-income communities, and strategies
12 for overcoming those challenges, particularly in
13 communities and for people for whom car ownership is not
14 an option;

15 (v) methods of minimizing ratepayer impacts and
16 exempting or minimizing, to the extent possible,
17 low-income ratepayers from the costs associated with
18 facilitating the expansion of electric vehicle charging;

19 (vi) plans to increase access to Level 3 Public
20 Electric Vehicle Charging Infrastructure to serve vehicles
21 that need quicker charging times and vehicles of persons
22 who have no other access to charging infrastructure,
23 regardless of whether those projects participate in
24 optimized charging programs;

25 (vii) whether to establish charging standards for type
26 of plugs eligible for investment or incentive programs,

1 and if so, what standards;

2 (viii) opportunities for coordination and cohesion
3 with electric vehicle and electric vehicle charging
4 equipment incentives established by any agency,
5 department, board, or commission of the State, any other
6 unit of government in the State, any national programs, or
7 any unit of the federal government;

8 (ix) ideas for the development of online tools,
9 applications, and data sharing that provide essential
10 information to those charging electric vehicles, and
11 enable an automated charging response to price signals,
12 emission signals, real-time renewable generation
13 production, and other Commission-approved or
14 customer-desired indicators of beneficial charging times;
15 and

16 (x) customer education, outreach, and incentive
17 programs that increase awareness of the programs and the
18 benefits of transportation electrification, including
19 direct outreach to eligible communities;

20 (e) Proceedings under this Section shall proceed according
21 to the rules provided by Article IX of the Public Utilities
22 Act. Information contained in the approved plan shall be
23 considered part of the record in any Commission proceeding
24 under Section 16-107.6 of the Public Utilities Act, provided
25 that a final order has not been entered prior to the initial
26 filing date.

1 (f) The utility shall file an update to the plan on July 1,
2 2024 and every 3 years thereafter. This update shall describe
3 transportation investments made during the prior plan period,
4 investments planned for the following 24 months, and updates
5 to the information required by this Section. Beginning with
6 the first update, the utility shall develop the plan in
7 conjunction with the distribution system planning process
8 described in Section 16-105.17, including incorporation of
9 stakeholder feedback from that process.

10 (g) Within 35 days after the utility files its report, the
11 Commission shall, upon its own initiative, open an
12 investigation regarding the utility's plan update to
13 investigate whether the objectives described in this Section
14 are being achieved. The Commission shall determine whether
15 investment targets should be increased based on achievement of
16 spending goals outlined in the Beneficial Electrification Plan
17 and consistency with outcomes directed in the plan stakeholder
18 workshop report. If the Commission finds, after notice and
19 hearing, that the utility's plan is materially deficient, the
20 Commission shall issue an order requiring the utility to
21 devise a corrective action plan, subject to Commission
22 approval, to bring the plan into compliance with the goals of
23 this Section. The Commission's order shall be entered within
24 270 days after the utility files its annual report. The
25 contents of a plan filed under this Section shall be available
26 for evidence in Commission proceedings. However, omission from

1 an approved plan shall not render any future utility
2 expenditure to be considered unreasonable or imprudent. The
3 Commission may, upon sufficient evidence, allow expenditures
4 that were not part of any particular distribution plan. The
5 Commission shall consider revenues from electric vehicles in
6 the utility's service territory in evaluating the retail rate
7 impact. The retail rate impact from the development of
8 electric vehicle infrastructure shall not exceed 1% per year
9 of the total annual revenue requirements of the utility.

10 (h) In meeting the requirements of this Section, the
11 utility shall demonstrate efforts to increase the use of
12 contractors and electric vehicle charging station installers
13 that meet multiple workforce equity actions, including, but
14 not limited to:

15 (1) the business is headquartered in or the person
16 resides in an eligible community;

17 (2) the business is majority owned by eligible person
18 or the contractor is an eligible person;

19 (3) the business or person is certified by another
20 municipal, State, federal, or other certification for
21 disadvantaged businesses;

22 (4) the business or person meets the eligibility
23 criteria for a certification program such as:

24 (A) certified under Section 2 of the Business
25 Enterprise for Minorities, Women, and Persons with
26 Disabilities Act;

1 (B) certified by another municipal, State,
2 federal, or other certification for disadvantaged
3 businesses;

4 (C) submits an affidavit showing that the vendor
5 meets the eligibility criteria for a certification
6 program such as those in items (A) and (B); or

7 (D) if the vendor is a nonprofit, meets any of the
8 criteria in those in item (A), (B), or (C) with the
9 exception that the nonprofit is not required to meet
10 any criteria related to being a for-profit entity, or
11 is controlled by a board of directors that consists of
12 51% or greater individuals who are equity investment
13 eligible persons; or

14 (E) ensuring that program implementation
15 contractors and electric vehicle charging station
16 installers pay employees working on electric vehicle
17 charging installations at or above the prevailing wage
18 rate as published by the Department of Labor.

19 Utilities shall establish reporting procedures for vendors
20 that ensure compliance with this subsection, but are
21 structured to avoid, wherever possible, placing an undue
22 administrative burden on vendors.

23 (i) Program data collection.

24 (1) In order to ensure that the benefits provided to
25 Illinois residents and business by the clean energy
26 economy are equitably distributed across the State, it is

1 necessary to accurately measure the applicants and
2 recipients of this Program. The purpose of this paragraph
3 is to require the implementing utilities to collect all
4 data from Program applicants and beneficiaries to track
5 and improve equitable distribution of benefits across
6 Illinois communities. The further purpose is to measure
7 any potential impact of racial discrimination on the
8 distribution of benefits and provide the utilities the
9 information necessary to correct any discrimination
10 through methods consistent with State and federal law.

11 (2) The implementing utilities shall collect
12 demographic and geographic data for each applicant and
13 each person or business awarded benefits or contracts
14 under this Program.

15 (3) The implementing utilities shall collect the
16 following information from applicants and Program or
17 procurement beneficiaries where applicable:

18 (A) demographic information, including racial or
19 ethnic identity for real persons employed, contracted,
20 or subcontracted through the program;

21 (B) demographic information, including racial or
22 ethnic identity of business owners;

23 (C) geographic location of the residency of real
24 persons or geographic location of the headquarters for
25 businesses; and

26 (D) any other information necessary for the

1 purpose of achieving the purpose of this paragraph.

2 (4) The utility shall publish, at least annually,
3 aggregated information on the demographics of program and
4 procurement applicants and beneficiaries. The utilities
5 shall protect personal and confidential business
6 information as necessary.

7 (5) The utilities shall conduct a regular review
8 process to confirm the accuracy of reported data.

9 (6) On a quarterly basis, utilities shall collect data
10 necessary to ensure compliance with this Section and shall
11 communicate progress toward compliance to program
12 implementation contractors and electric vehicle charging
13 station installation vendors.

14 (7) Utilities filing Beneficial Electrification Plans
15 under this Section shall report annually to the Illinois
16 Commerce Commission and the General Assembly on how
17 hiring, contracting, job training, and other practices
18 related to its Beneficial electrification programs enhance
19 the diversity of vendors working on such programs. These
20 reports must include data on vendor and employee
21 diversity.

22 (j) The provisions of this Section are severable under
23 Section 1.31 of the Statute on Statutes.

24 (Source: P.A. 102-662, eff. 9-15-21.)

25 Section 10. The Electric Vehicle Rebate Act is amended by

1 changing Sections 10 and 27 as follows:

2 (415 ILCS 120/10)

3 Sec. 10. Definitions. As used in this Act:

4 "Agency" means the Environmental Protection Agency.

5 "Covered Area" means the counties of Cook, DuPage, Kane,
6 Lake, McHenry, and Will, the townships of Aux Sable and Goose
7 Lake in Grundy County, and the township of Oswego in Kendall
8 County.

9 "Electric vehicle" means a vehicle that is exclusively
10 powered by and refueled by electricity, must be plugged in to
11 charge, and is licensed to drive on public roadways. "Electric
12 Vehicle" does not include electric mopeds, electric
13 off-highway vehicles ~~motorcycles~~, or hybrid electric vehicles
14 and extended-range electric vehicles that are also equipped
15 with conventional fueled propulsion or auxiliary engines.

16 "Environmental justice community" has the same meaning,
17 based on existing methodologies and findings, used and as may
18 be updated by the Illinois Power Agency and its Program
19 Administrator of the Illinois Solar for All Program.

20 "Low income" means persons and families whose income does
21 not exceed 80% of the State median income for the current State
22 fiscal year, as established by the United States Department of
23 Health and Human Services.

24 (Source: P.A. 102-662, eff. 9-15-21.)

1 (415 ILCS 120/27)

2 Sec. 27. Electric vehicle rebate.

3 (a) Beginning July 1, 2022, and continuing as long as
4 funds are available, each person shall be eligible to apply
5 for a rebate, in the amounts set forth below, following the
6 purchase of an electric vehicle in Illinois. The Agency shall
7 issue rebates consistent with the provisions of this Act and
8 any implementing regulations adopted by the Agency. In no
9 event shall a rebate amount exceed the purchase price of the
10 vehicle.

11 (1) Beginning July 1, 2022, a \$4,000 rebate for the
12 purchase of an electric vehicle that is not an electric
13 motorcycle.

14 (2) Beginning July 1, 2026, a \$2,000 rebate for the
15 purchase of an electric vehicle that is not an electric
16 motorcycle.

17 (3) Beginning July 1, 2028, a \$1,500 ~~\$1,000~~ rebate for
18 the purchase of an electric vehicle that is not an
19 electric motorcycle.

20 (4) Beginning July 1, 2022, a \$1,500 rebate for the
21 purchase of an electric vehicle that is an electric
22 motorcycle.

23 (b) To be eligible to receive a rebate, a purchaser must:

24 (1) Reside in Illinois, both at the time the vehicle
25 was purchased and at the time the rebate is issued.

26 (2) Purchase an electric vehicle in Illinois on or

1 after July 1, 2022 and be the owner of the vehicle at the
2 time the rebate is issued. Rented or leased vehicles,
3 vehicles purchased from an out-of-state dealership, and
4 vehicles delivered to or received by the purchaser
5 out-of-state are not eligible for a rebate under this Act.

6 (3) Apply for the rebate within 90 days after the
7 vehicle purchase date, and provide to the Agency proof of
8 residence, proof of vehicle ownership, and proof that the
9 vehicle was purchased in Illinois, including a copy of a
10 purchase agreement noting an Illinois seller. The
11 purchaser must notify the Agency of any changes in
12 residency or ownership of the vehicle that occur between
13 application for a rebate and issuance of a rebate.

14 (c) The Agency shall make available in application
15 materials methods for purchasers to identify as low-income.
16 The Agency shall prioritize the review of qualified
17 applications from low-income purchasers and award rebates to
18 qualified purchasers accordingly.

19 (d) The purchaser must retain ownership of the vehicle for
20 a minimum of 12 consecutive months immediately after the
21 vehicle purchase date. The purchaser must continue to reside
22 in Illinois ~~a covered area~~ during that time frame and register
23 the vehicle in Illinois during that time frame. Rebate
24 recipients who fail to satisfy any of the above criteria will
25 be required to reimburse the Agency all or part of the original
26 rebate amount and shall notify the Agency within 60 days of

1 failing to satisfy the criteria.

2 (e) Rebates administered under this Section shall be
3 available for both new and used ~~passenger~~ electric vehicles.

4 (f) A rebate administered under this Act may only be
5 applied for and awarded one time per vehicle identification
6 number. A rebate may only be applied for and awarded once per
7 purchaser in any 10-year period.

8 (Source: P.A. 102-662, eff. 9-15-21.)

9 Section 99. Effective date. This Act takes effect upon
10 becoming law.