



103RD GENERAL ASSEMBLY

State of Illinois

2023 and 2024

HB5824

Introduced 4/30/2024, by Rep. Edgar Gonzalez, Jr.

SYNOPSIS AS INTRODUCED:

New Act

220 ILCS 5/8-106 new
220 ILCS 5/8-107 new
625 ILCS 5/12-830 new
625 ILCS 5/13C-21 new
625 ILCS 5/18c-1206 new
30 ILCS 805/8.48 new

Creates the Zero-Emission Vehicle Act. Provides that all on-road vehicles purchased or leased by a governmental unit on or after January 1, 2028 must be a manufactured zero-emission vehicle, repowered zero-emission vehicle, manufactured near zero-emission vehicle, or repowered near zero-emission vehicle. Provides that on and after January 1, 2033, all on-road vehicles purchased or leased by a governmental unit must be a manufactured zero-emission vehicle or repowered zero-emission vehicle. Provides that, by January 1, 2048, all on-road vehicles operated by a governmental unit must be a manufactured or repowered zero-emission vehicle. Sets forth provisions implementing the Act, including requiring the Department of Central Management Services to adopt certain rules. Amends the Public Utilities Act. Provides that no later than the next multi-year rate case, each electric utility shall propose a new tariff or rule that authorizes each electric utility to design and deploy all electrical distribution infrastructure on the utility side of the customer's meter for all customers installing separate or sub-metered infrastructure to support charging stations, other than those in single-family residences. Amends the Illinois Vehicle Code. Adds provisions concerning electric school buses and large fleet reporting requirements. Provides that no later than December 1, 2025, the Illinois Environmental Protection Agency shall adopt rules to implement to implement motor vehicle emission standards that are identical in substance to specified motor vehicle emission standards in force in California. Requires the Illinois Environmental Protection Agency to amend its standards to maintain consistency with the California standards if the California standards are amended. Makes other changes. Amends the States Mandate Act to require implementation without reimbursement by the State. Effective immediately.

LRB103 40257 RTM 72235 b

1 AN ACT concerning government.

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 Zero-Emission Vehicle Act.

6 Section 3. Purpose. The purpose of this Act is to
7 accelerate the adoption of on-road zero-emission vehicles and
8 to reduce emissions of air pollution, including, but not
9 limited to, nitrogen oxides (NO_x), particulate matter,
10 hazardous air pollutants, and greenhouse gases from vehicles
11 owned and operated by governmental units in Illinois.

12 Section 5. Definitions. In this Act:

13 "Displaced worker" means any employee whose most recent
14 separation from active service was due to lack of business, a
15 reduction in force, or other economic, nondisciplinary reason
16 related to the transition from fossil-fuel reliant vehicles to
17 zero-emission or near zero-emissions vehicles.

18 "Governmental unit" means the State, a State agency, a
19 unit of local government, or any other political subdivision
20 of the State, which exercises limited governmental powers or
21 powers in respect to limited governmental subjects, but does
22 not include school districts.

1 "Individual facing barriers to employment" means either of
2 the following:

3 (1) An individual with a barrier to employment as
4 defined by 29 U.S.C. 3102(24).

5 (2) An individual from a demographic group that
6 represents less than 30% of their relevant industry
7 workforce according to the United States Bureau of Labor
8 Statistics.

9 "Non-temporary job" means a job other than those
10 classified as "day and temporary labor" as defined in the Day
11 and Temporary Labor Services Act.

12 "Near zero-emission vehicle" means an on-road hybrid
13 electric vehicle that has the capability to charge the battery
14 from an off-vehicle conductive or inductive electric source
15 and achieves all-electric range.

16 "On-road vehicles" means vehicles intended for use on
17 roads. These vehicles include passenger cars and commercial
18 vehicles, including vans, trucks, road tractors, specially
19 constructed vehicles, buses, trailers, and semi-trailers.

20 "Repower" means to replace the internal combustion engine
21 in a vehicle with a zero-emission powertrain.

22 "Zero-emission powertrain" means a powertrain that
23 produces zero exhaust emissions of any criteria pollutant,
24 precursor pollutant, or greenhouse gas in any mode of
25 operation or condition.

26 "Zero-emission vehicles" means on-road vehicles powered

1 with a zero-emission powertrain.

2 Section 10. Purchase of zero-emission vehicles and near
3 zero-emission vehicles.

4 (a) Notwithstanding any other provision of law, all
5 on-road vehicles purchased or leased by a governmental unit on
6 or after January 1, 2028 must be a manufactured zero-emission
7 vehicle, repowered zero-emission vehicle, manufactured near
8 zero-emission vehicle, or repowered near zero-emission
9 vehicle. On and after January 1, 2033, all on-road vehicles
10 purchased or leased by a governmental unit must be a
11 manufactured zero-emission vehicle or repowered zero-emission
12 vehicle. By January 1, 2048, all on-road vehicles operated by
13 a governmental unit must be a manufactured or repowered
14 zero-emission vehicle.

15 (b) By January 1, 2026, the Department of Central
16 Management Services shall establish guidance for governmental
17 units transitioning fleets to zero-emission and near
18 zero-emission vehicles, including, but not limited to, (1) a
19 periodically updated list of available zero-emission and near
20 zero-emission vehicle models; and (2) a quarterly updated list
21 of available incentives, grants, rebates from the federal
22 government and State government, VW diesel settlement, and
23 utility company programs.

24 (c) Notwithstanding any other provision of this Section, a
25 governmental unit may purchase a new internal combustion

1 engine vehicle if no zero-emission vehicles nor near
2 zero-emission vehicle of the needed configuration is
3 commercially available. A governmental unit from may not be
4 penalized for not taking immediate delivery of ordered
5 zero-emission vehicles for one year due to a construction
6 delay beyond the control of the governmental unit. The
7 Department of Central Management Services shall adopt rules
8 regarding the scope of any exception under this subsection
9 (c).

10 (d) Beginning January 1, 2026, all contracts by
11 governmental units for the purchase of zero-emission vehicles
12 or near zero-emission vehicles with a base-buy value of
13 \$10,000,000 or more shall be awarded using a competitive
14 best-value procurement process and shall require bidders to
15 submit a United States Jobs Plan as part of their solicitation
16 responses.

17 (1) The United States Jobs Plan shall include the
18 following information:

19 (A) The number of full-time non-temporary jobs
20 proposed to be retained and created, including an
21 accounting of the positions classified as employees,
22 and positions classified as independent contractors.

23 (B) The number of jobs specifically reserved for
24 individuals facing barriers to employment and the
25 number reserved for displaced workers.

26 (C) The minimum wage levels by job classification

1 for non-supervisory workers.

2 (D) Proposed amounts to be paid for fringe
3 benefits by job classification and the proposed
4 amounts for worker training by job classification.

5 (E) Description of what manuals, trainings, and
6 other resources would be provided to ensure existing
7 purchasing government unit employees are trained on
8 the service, maintenance, and operation of the
9 purchased vehicles.

10 (F) If a federal authority specifically authorizes
11 use of a geographic preference or when State or local
12 funds are used to fund a contract, proposed local jobs
13 created in the State or within an existing facility in
14 the State that are related to the manufacturing of
15 zero-emission and near zero-emissions vehicles and
16 vehicles and related equipment.

17 (2) The United States Jobs Plan shall be scored as a
18 part of the overall application for the covered public
19 contract. The content of United States Jobs Plans shall be
20 incorporated as material terms of the final contract. The
21 United States Jobs Plan and compliance documents shall be
22 made available to the public and subject to full
23 disclosure under the Freedom of Information Act.

24 (3) Contracting entities shall be required to submit
25 annual United States Jobs Plan reports to contracting
26 public agencies demonstrating compliance with their United

1 States Jobs Plan commitments. The terms of the final
2 contract as well as all compliance reporting shall be made
3 available to the public online.

4 (c) This Section does not apply to a contract awarded
5 based on a solicitation issued before January 1, 2026.

6 Section 100. The Public Utilities Act is amended by adding
7 Sections 8-106 and 8-107 as follows:

8 (220 ILCS 5/8-106 new)

9 Sec. 8-106. Make-ready tariff.

10 (a) The purpose of this Section is to change the
11 Commission's practice of authorizing the electrical
12 distribution infrastructure located on the utility side of the
13 customer meter needed to charge electric vehicles on a
14 case-by-case basis to a practice of considering that
15 infrastructure and associated design, engineering, and
16 construction work as core utility business, treated the same
17 as other necessary distribution infrastructure authorized on
18 an ongoing basis in the electric utility's multi-year rate
19 plans. The Commission shall continue to require each electric
20 utility to provide an accurate and full accounting of all
21 expenses related to electrical distribution infrastructure as
22 it relates to this Section, and apply appropriate penalties to
23 the extent an electric utility is not accurately tracking all
24 expenses.

1 (b) For purposes of this Section, "electrical distribution
2 infrastructure" includes poles, vaults, service drops,
3 transformers, mounting pads, trenching, conduit, wire, cable,
4 meters, other equipment as necessary, and associated
5 engineering and civil construction work.

6 (c) Not later than the next multi-year rate case, each
7 electric utility shall propose a new tariff or rule that
8 authorizes each electric utility to design and deploy all
9 electrical distribution infrastructure on the utility side of
10 the customer's meter for all customers installing separate or
11 sub-metered infrastructure to support charging stations, other
12 than those in single-family residences. Each electric utility
13 shall recover its revenue requirement for this work through
14 periodic multi-year rate plan proceedings. In those
15 proceedings, the costs shall be treated like those costs
16 incurred for other necessary distribution infrastructure. The
17 new tariff shall replace the line extension rules currently
18 used for electric vehicle infrastructure as of the effective
19 date of the new tariff or rule and any customer allowances
20 established shall be based on the full useful life of the
21 electrical distribution infrastructure. The Commission may
22 revise the policy described in subsection (a) and this
23 subsection after the completion of the multi-year rate plan of
24 the electric utility following the one during which the
25 proposal was filed if a determination is made that a change in
26 the policy is necessary to ensure just and reasonable rates

1 for ratepayers. Moreover, electric utilities and combination
2 gas and electric utilities shall take reasonable efforts to
3 ensure that any infrastructure built pursuant this Section is
4 efficiently sized and operated. Such efforts include, but are
5 not necessarily limited to, considering customers' reasonably
6 foreseeable load management activities and deployments of
7 distributed energy resources.

8 (220 ILCS 5/8-107 new)

9 Sec. 8-107. Inclusive utility investment.

10 (a) The purpose of this Section is for the Commission to
11 require electric utilities to explore a new and complementary
12 mechanism for investments by the electric utility in the
13 electrical distribution infrastructure and equipment located
14 on the customer side of the meter that may be needed to charge
15 electric vehicles. Electrical distribution infrastructure that
16 may be needed on the customer side of the meter includes
17 wiring, panels, breaker panels, conduit up to the charger
18 itself and the electric vehicle charger. The new mechanism is
19 an inclusive utility investment with a site-specific recovery
20 mechanism described in subsection (b). The Commission shall
21 require each electric utility to explore this mechanism as an
22 option to complement other incentives offered (such as charger
23 rebates).

24 (b) Inclusive utility investment is seen by the United
25 States Environmental Protection Agency as a promising approach

1 to expanding access to cost-effective more comprehensive
2 efficiency and electrification upgrades for all utility
3 customers. Inclusive utility investment allows for
4 site-specific investments by the electric utility in
5 electrification measures on the customer side of the meter
6 with site-specific cost recovery through a fixed charge on the
7 utility bill of the customer at the metered location. The
8 fixed charge must be no more than the expected energy cost
9 savings resulting from a customer switching from an internal
10 combustion engine vehicle with associated fuel costs to an
11 electric vehicle with associated electric charging costs on an
12 annual basis, and the cost recovery term must be limited to no
13 more than the useful life of the charging equipment. The fixed
14 charge shall be calculated taking into account equipment,
15 installation, and administrative costs, and all available
16 rebates and incentives should be applied to reduce total
17 project costs.

18 (c) No later than December 1, 2024, each electric utility
19 shall file an advice letter and not later than June 1, 2025,
20 the Commission shall start a process to explore the
21 implementation of inclusive utility investments for investing
22 in the electrical distribution infrastructure on the customer
23 side of the meter, including electric vehicle chargers. For
24 this process, the Commission shall request each electric
25 utility to present a proposal with the estimation of the
26 investments needed. This estimation shall include the costs

1 and energy savings of all the customer-side electric vehicle
2 infrastructure and chargers at the customer's residence. The
3 proposal shall also include the calculation of the tariff
4 required for a cost recovery period equivalent to the warranty
5 of the charger and based on the description of inclusive
6 utility investment in subsection (b). The Commission shall
7 review the proposal as inclusive utility investments and
8 approve the charge proposed as a tariff in the customer's bill
9 ensuring customer protections.

10 Section 105. The Illinois Vehicle Code is amended by
11 adding Sections 12-830, 13C-21, and 18c-1206 as follows:

12 (625 ILCS 5/12-830 new)

13 Sec. 12-830. Electric school buses.

14 (a) In this Section:

15 "Displaced worker" means any employee whose most recent
16 separation from active service was due to lack of business, a
17 reduction in force, or other economic, nondisciplinary reason
18 related to the transition from the fossil-fuel reliant
19 vehicles to zero-emission or near zero-emissions vehicles.

20 "Individual facing barriers to employment" means either of
21 the following:

22 (A) An individual with a barrier to employment as
23 defined by 29 U.S.C. 3102(24).

24 (B) An individual from a demographic group that

1 represents less than 30% of their relevant industry
2 workforce according to the United States Bureau of Labor
3 Statistics.

4 "Non-temporary job" means a job other than those
5 classified as "day and temporary labor" as defined in the Day
6 and Temporary Labor Services Act.

7 "Repower" means to replace the internal combustion engine
8 in a vehicle with a zero-emission powertrain.

9 "School bus" means every on-road motor vehicle owned or
10 operated by or for the transportation of persons regularly
11 enrolled as students in grade 12 or below in connection with
12 any activity of such entities as defined in Section 1-182 of
13 the Illinois Vehicle Code.

14 "Zero-emission vehicle" means vehicles powered with a
15 zero-emission powertrain that produces zero exhaust emissions
16 of any criteria pollutant, precursor pollutant, or greenhouse
17 gas in any mode of operation or condition, as determined by the
18 Illinois Environmental Protection Agency.

19 (b) Notwithstanding any other provision of law, all school
20 buses newly purchased or leased, including by contractors,
21 after January 1, 2030 must be a manufactured or repowered
22 zero-emission vehicle.

23 (c) On or before January 1, 2042, all school buses
24 operated in the State must be a manufactured or repowered
25 zero-emission vehicle.

26 (d) Notwithstanding the provisions of this Section, a

1 school bus owner may purchase a new internal combustion school
2 bus instead of a zero-emission school bus if, due to both
3 terrain and route constraints, the school bus owner can
4 reasonably demonstrate that a daily planned bus route for
5 transporting pupils to and from school cannot be serviced
6 through available zero-emission technology in the period in
7 which the exemption is sought. A school bus owner may not be
8 penalized for not taking immediate delivery of ordered
9 zero-emission vehicles for one year due to a construction
10 delay beyond the control of the governmental unit.

11 (1) Infrastructure Construction Delay Extension.

12 Excuses the school bus owner from taking immediate
13 delivery of ordered zero-emission vehicles for one year
14 due to a construction delay beyond the owners control.

15 (2) Route Service Exemption. Allows the purchase or

16 contracting of an internal combustion school bus instead
17 of a zero-emission school bus if, due to both terrain and
18 route constraints, the school bus owner can reasonably
19 demonstrate that a daily planned bus route for
20 transporting pupils to and from school cannot be serviced
21 through available zero-emission technology in the period
22 in which the exemption is sought.

23 (e) Beginning January 1, 2026, all master agreements by
24 governmental units for the purchase of electric school buses,
25 and all other contracts by governmental units for the purchase
26 of electric school buses with a base-buy value of \$1,000,000

1 or more, shall be awarded using a competitive best-value
2 procurement process; and shall require bidders to submit a
3 United States Jobs Plan as part of their solicitation
4 responses.

5 (1) The United States Jobs Plan shall include the
6 following information:

7 (A) The number of full-time non-temporary jobs
8 proposed to be retained and created, including an
9 accounting of the positions classified as employees,
10 and positions classified as independent contractors.

11 (B) The number of jobs specifically reserved for
12 individuals facing barriers to employment and the
13 number reserved for displaced workers.

14 (C) The minimum wage levels by job classification
15 for non-supervisory workers.

16 (D) Proposed amounts to be paid for fringe
17 benefits by job classification and the proposed
18 amounts for worker training by job classification.

19 (E) Description of what manuals, trainings, and
20 other resources would be provided to ensure existing
21 public employees are trained on the service,
22 maintenance, and operation of the purchased vehicles.

23 (F) If a federal authority specifically authorizes
24 use of a geographic preference or when State or local
25 funds are used to fund a contract, proposed local jobs
26 created in the State or within an existing facility in

1 the State that are related to the manufacturing of
2 zero-emission and near zero-emissions vehicles and
3 vehicles and related equipment.

4 (2) The United States Jobs Plan shall be scored as a
5 part of the overall application for the covered public
6 contract. The content of United States Jobs Plans shall be
7 incorporated as material terms of the final contract. The
8 United States Jobs Plan and compliance documents shall be
9 made available to the public and subject to full
10 disclosure under the Freedom of Information Act.

11 (3) Contracting entities shall be required to submit
12 annual United States Jobs Plan reports to contracting
13 public agencies demonstrating compliance with their United
14 States Jobs Plan commitments.

15 (f) This Section does not apply to a contract awarded
16 based on a solicitation issued before January 1, 2026.

17 (625 ILCS 5/13C-21 new)

18 Sec. 13C-21. Vehicle emissions testing standards.

19 (a) The purpose of this Section is to establish standards
20 relating to control of emissions from new motor vehicles and
21 motor vehicle engines. Establishing targets for the sale of
22 zero-emission vehicles is needed to meet State goals, address
23 greenhouse gas and criteria pollutant emissions, and provide
24 market certainty to help prepare the grid and alternative
25 fueling infrastructure for the zero-emission vehicle

1 transition.

2 (b) By no later than December 1, 2025, the Illinois
3 Environmental Protection Agency shall adopt rules to implement
4 motor vehicle emission standards that are identical in
5 substance to the following motor vehicle emission standards in
6 force in California on the effective date of this amendatory
7 Act of the 103rd General Assembly:

8 (1) the zero-emission vehicle program of the advanced
9 clean cars II program;

10 (2) the low-emission vehicle program of the advanced
11 clean cars II program;

12 (3) the advanced clean trucks program; and

13 (4) the heavy-duty low oxides of nitrogen omnibus
14 program.

15 (c) If the California standards described in subsection
16 (b) are subsequently amended, the Illinois Environmental
17 Protection Agency shall, within 6 months of such amendment,
18 amend its standards to maintain consistency with the amended
19 California standards and Section 177 of the Clean Air Act.

20 (d) In adopting the standards described in subsections (b)
21 and (c), the Illinois Environmental Protection Agency may
22 incorporate the relevant California motor vehicle standards by
23 reference.

24 (625 ILCS 5/18c-1206 new)

25 Sec. 18c-1206. Large fleet reporting requirement.

1 (a) The purpose of this Section is to establish reporting
2 requirements for motor carriers in the State to gather data on
3 the transition of medium and heavy-duty vehicles to
4 zero-emission vehicles over time. This public data will
5 provide regulators and government agencies the information
6 necessary to identify the hardest to electrify sectors and
7 invest public dollars responsibly.

8 (b) In this Section:

9 "Common ownership or control" means being owned,
10 dispatched, or managed on a day-to-day basis by the same
11 person or entity. Vehicles managed by the same directors,
12 officers, or managers, or by distinct corporations that are
13 controlled by the same majority stockholders are considered to
14 be under common ownership or control, even if their titles are
15 held by different business entities or they have different
16 taxpayer identification numbers. Furthermore, a vehicle is
17 considered to be under an entity's control if that entity
18 operates the vehicle using that entity's State or federal
19 operating authority or other registration. Vehicles owned by
20 different entities but operated by using common or shared
21 resources to manage the day-to-day operations by using the
22 same motor carrier number, displaying the same name or logo,
23 or contractors who represent the same company are considered
24 to be under common ownership or control. Common ownership or
25 control of a federal government vehicle shall be the primary
26 responsibility of the governmental agency that is directly

1 responsible for the day-to-day operational control of the
2 vehicle.

3 "Drayage truck" means any in-use on-road vehicle with a
4 GVWR greater than 33,000 lbs. that is used for transporting
5 cargo, such as containerized, bulk, or break-bulk goods that:

6 (A) Operates on or transgresses through an Illinois
7 port, warehouse of 30,000 square feet or larger, or
8 intermodal railyard property to load, unload, or transport
9 cargo, including empty containers and chassis.

10 (B) Operates on off-port or intermodal railyard
11 property transporting cargo or empty containers or chassis
12 that originated from or is destined to a port or
13 intermodal railyard property.

14 "Drayage truck" does not include trucks that are any of
15 the following:

16 (A) Class 6 or smaller.

17 (B) Unibody vehicles that do not have separate tractor
18 and trailers and include but are not limited to dedicated
19 auto transports, dedicated fuel delivery vehicles,
20 concrete mixers, and on-road mobile cranes.

21 (C) Emergency vehicles.

22 (D) Military tactical support vehicles.

23 (E) Off-road vehicles such as a yard truck or a mobile
24 crane.

25 "Fleet" means one or more vehicles owned by a fleet owner
26 or under common ownership or control of a controlling party.

1 It also includes rental or leased vehicles that are considered
2 owned by the "fleet owner."

3 "Fleet owner" means the person or entity that owns the
4 vehicles comprising the fleet. The owner shall be presumed to
5 be either the person registered with the Secretary of State as
6 the owner or lessee of a vehicle, or its equivalent in another
7 state, province, or country; vehicle ownership is based on the
8 vehicle registration document or the vehicle title, except for
9 the following:

10 (A) For vehicles that are owned by the federal
11 government and not registered in any State or local
12 jurisdiction, the owner shall be the department, agency,
13 branch, or other entity of the United States, including
14 the United States Postal Service, to which the vehicles in
15 the fleet are assigned or which has responsibility for
16 maintenance of the vehicles.

17 (B) For vehicles that are rented or leased from a
18 business that is regularly engaged in the trade or
19 business of renting or leasing motor vehicles without
20 drivers, including truck leases that are part of a bundled
21 service agreement, the owner shall be presumed to be the
22 rental or leasing entity for purposes of compliance,
23 unless the rental or lease agreement for the vehicle is
24 for a period of one year or longer and the terms of the
25 rental or lease agreement or other equally reliable
26 evidence identifies the renting operator or lessee of the

1 vehicle as the party responsible for compliance with State
2 laws.

3 "Medium and Heavy-Duty Vehicle" refers to vehicles with a
4 gross vehicle weight rating greater than 8500 lbs.

5 "School bus" means every on-road motor vehicle owned or
6 operated by or for the transportation of persons regularly
7 enrolled as students in grade 12 or below in connection with
8 any activity of such entities as defined in Section 1-182 of
9 the Illinois Motor Vehicle Act.

10 "Transit Bus" means a bus engaged in public transportation
11 as defined by the Regional Transportation Authority Act.

12 (c) By no later than December 1, 2024, the Illinois
13 Commerce Commission shall adopt reporting metrics for large
14 medium and heavy-duty vehicle fleets operating in Illinois.
15 The Commission shall establish rules and processes for the
16 metrics and for eligible entities to report vehicle and fuel
17 information to inform the transition to zero-emission
18 vehicles. The rules must include significant public and
19 stakeholder engagement before finalization. The Commission
20 shall adhere to the following in creating the rules:

21 (1) Establish reporting metrics that prioritize public
22 health and climate outcomes for disadvantaged communities.
23 The final metrics shall provide useful and publicly
24 available information to inform State incentives, utility
25 planning, and infrastructure investments for the
26 zero-emission vehicle transition for communities most

1 burdened by vehicle traffic. At a minimum, required
2 reporting metrics must include:

3 (A) Fleet Size.

4 (B) Vehicle Body Type.

5 (C) Fuel Type.

6 (D) Vehicle Home Base.

7 (2) Establish eligible entities as a fleet that
8 operated a facility in Illinois in 2023 and met, at a
9 minimum, any of the following criteria:

10 (A) had gross annual revenues greater than
11 \$20,000,000 in the United States for the 2023 tax
12 year, including revenues from all subsidiaries,
13 subdivisions, or branches, and had one or more
14 vehicles under common ownership or control that were
15 operated in Illinois in 2023;

16 (B) any fleet owner in the 2023 calendar year that
17 had 5 or more vehicles under common ownership or
18 control;

19 (C) any broker or entity that dispatched 5 or more
20 vehicles into or throughout Illinois, in the 2023
21 calendar year;

22 (D) any State governmental agency, including all
23 State and local municipalities that had one or more
24 vehicles that were operated in Illinois in 2023; or

25 (E) any federal governmental agency that had one
26 or more vehicles that were operated in Illinois in

1 2023.

2 (3) Establish reporting frequency of 2 years for all
3 eligible entities. The results of the reporting are made
4 publicly available in an easy to understand and anonymized
5 form before the subsequent reporting requirement.

6 (4) Establish a specific program for drayage vehicles
7 in this State, with a reporting frequency of one year.

8 (5) Provide opportunity for public comment and
9 engagement before each reporting period begins.

10 (6) Establish penalties for non-compliance.

11 (7) Establish a sunset provision for reporting that is
12 conditioned upon this State reaching 100% zero-emission
13 vehicles.

14 Section 990. The State Mandates Act is amended by adding
15 Section 8.48 as follows:

16 (30 ILCS 805/8.48 new)

17 Sec. 8.48. Exempt mandate. Notwithstanding Sections 6 and
18 8 of this Act, no reimbursement by the State is required for
19 the implementation of any mandate created by this amendatory
20 Act of the 103rd General Assembly.

21 Section 997. Severability. The provisions of this Act are
22 severable under Section 1.31 of the Statute on Statutes.

23 Section 999. Effective date. This Act takes effect upon

1 becoming law.