



Rep. Robyn Gabel

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10100HB2855ham001

LRB101 07594 RJF 58668 a

1 AMENDMENT TO HOUSE BILL 2855

2 AMENDMENT NO. _____. Amend House Bill 2855 by replacing
3 everything after the enacting clause with the following:

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

6 (220 ILCS 5/16-107.8 new)

7 Sec. 16-107.8. Beneficial electrification.

8 (a) The purpose of this Section is to decrease reliance on
9 fossil fuels, reduce pollution from the transportation sector,
10 increase access to electrification for all customers, and
11 ensure that electric vehicle adoption and increased
12 electricity usage demand do not place significant additional
13 burdens on the electric system.

14 (b) For the purposes of this Section:

15 "Beneficial electrification programs" means programs that
16 replace fossil fuel use and improve electric grid operation.

1 Beneficial electrification programs should provide for
2 incentives such that customers are induced to use electricity
3 at times of low overall system usage or at times when
4 generation from renewable energy sources is high. "Beneficial
5 electrification programs" includes one of the following:

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

7 (2) hourly pricing electric rates;

8 (3) charging rates set by electric vehicle service
9 providers that encourage off-peak charging;

10 (4) optimized charging programs;

11 (5) electric vehicle-to-grid;

12 (6) demand response;

13 (7) renewable energy generation located in close
14 proximity to the intended energy user; and

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

16 "Optimized charging programs" means programs whereby
17 owners of electric vehicles can set their vehicles to be
18 charged based on the electric system's current demand, retail
19 or wholesale market rates, incentives, the carbon or other
20 pollution intensity of the electric generation mix, the
21 provision of grid services, efficient use of the electric grid,
22 or the availability of clean energy generation. Optimized
23 charging programs can be operated by utilities as well as third
24 parties.

25 (c) Within 120 days after the effective date of this
26 amendatory Act of the 101st General Assembly, the Illinois

1 Commerce Commission shall initiate a stakeholder workshop
2 process, followed by a contested proceeding, to develop a
3 cost-benefit test for beneficial electrification policies. The
4 stakeholder workshop process shall take into consideration the
5 bill reduction benefits of electric vehicle adoption,
6 including: (1) the benefit of lower bills for customers who do
7 not charge electric vehicles; (2) benefits from electric
8 vehicle usage of the distribution system; (3) the avoidance and
9 reduction in capacity costs from optimized charging and
10 off-peak charging; (4) energy price and cost reductions; (5)
11 environmental benefits; and (6) other public interest criteria
12 developed by the General Assembly or the Commission.

13 The cost-benefit test shall determine cost-benefit
14 valuations that are representative of a variety of ranges of
15 electric vehicle adoption scenarios. Upon the conclusion of the
16 stakeholder process, the Commission shall issue an order
17 establishing an initial Beneficial Electrification
18 Cost-Benefit Test within 270 days after initiation of the
19 stakeholder workshop process. The Commission shall update its
20 Beneficial Electrification Cost-Benefit Test from time to time
21 as needed or on petition by any party, taking into
22 consideration updated benefits, costs, and structural changes
23 based on technological or market advancements, to be used as
24 part of subsequent updates to each utility's beneficial
25 electrification plan for its proposed new investments. The
26 process shall be open and transparent with inclusion of

1 stakeholder interests, including stakeholders representing
2 environmental justice interests.

3 (d) In order to address barriers to public charging, no
4 later than December 31, 2020, the Illinois Commerce Commission
5 shall open an investigation to explore alternative rate
6 structures, additional or alternative rate classes, and cost of
7 service studies that would help support and encourage the
8 development of public charging stations. If, after notice and
9 hearing, the Commission determines that alternative rate
10 structures, additional or alternative rate classes, and new
11 cost of service studies would encourage development of public
12 charging stations, the Commission shall initiate a proceeding
13 and issue an order directing each electric utility to implement
14 such elements.

15 (e) No later than December 31, 2019, each electric utility
16 that serves over 100,000 customers in this State shall initiate
17 a stakeholder process to begin development of a 6-year draft
18 beneficial electrification plan that helps achieve the
19 purposes of this Section and achieves a public benefit per the
20 guidelines of the Commission's Beneficial Electrification
21 Cost-Benefit Test. Each electric utility shall, in preparing
22 its draft plan, consult stakeholder groups, including
23 stakeholders representing environmental justice interests.
24 Within 120 days after a final order establishing an initial
25 Beneficial Electrification Cost-Benefit Test, each electric
26 utility shall submit its draft beneficial electrification plan

1 to the Illinois Commerce Commission for approval. The
2 Commission shall initiate a proceeding to review each electric
3 utility's draft plan, evaluate the plan against its Beneficial
4 Electrification Cost-Benefit Test, and other criteria as
5 described in this Section, and shall issue an order within 270
6 days after initiation of the proceeding to review each draft
7 plan approving the plan or approving the plan with
8 modifications.

9 Each draft plan developed under this subsection (e) shall
10 specifically address the following:

11 (1) the development and implementation of its
12 time-of-use rate, and its benefit for electric vehicles and
13 for all customers;

14 (2) the development of optimized charging programs to
15 achieve savings identified in the Beneficial
16 Electrification Cost-Benefit Test established by the
17 Commission, and new contracts and compensation for
18 services in those programs, through signals that allow
19 electric vehicle charging to respond to local system
20 conditions, manage critical peak periods, serve as a demand
21 response or clean peak program resource, and maximize
22 renewable energy utilization and integration into the
23 grid;

24 (3) an engineering analysis and stakeholder process to
25 determine the project impacts of electrification on
26 electric circuit loads, demand, and other system needs,

1 using as inputs projected locations on the electric grid of
2 planned and anticipated electric vehicle adoption,
3 charging technology, charging behavior, and other impacts
4 from the adoption of advanced energy technology,
5 including, but not limited to, renewable energy
6 technologies, energy storage, energy efficiency, and
7 demand response;

8 (4) plans to address environmental justice interests
9 and the provision of opportunities for residents and
10 businesses in environmental justice communities to
11 directly benefit from transportation electrification;

12 (5) plans to increase access to Level 3 Public Electric
13 Vehicle Charging Infrastructure located along
14 transportation corridors to serve vehicles that need
15 quicker charging times and vehicles of persons who have no
16 other access to charging infrastructure, regardless of
17 whether those projects participate in optimized charging
18 programs;

19 (6) coordination and cohesion with electric vehicle
20 and electric vehicle charging equipment incentives
21 established by any agency, department, board, or
22 commission of the State of Illinois;

23 (7) the development of online tools, applications, and
24 data sharing that provide essential information to those
25 charging electric vehicles, and enable the automated
26 charging response to price signals, emission signals,

1 real-time renewable generation production, and other
2 Commission-approved or customer-desired indicators of
3 beneficial charging times;

4 (8) customer education measures, including a shadow
5 billing option to allow customers to compare current and
6 historical monthly bills under different rate plans, cost
7 calculators to compare electric vehicles costs with
8 internal combustion engine vehicle costs, the use of
9 utility communications for proactive customer engagement
10 on electric vehicles, rate and cost comparison information
11 materials for car dealers and their customers, and direct
12 outreach to diverse communities through community and
13 other organizations; and

14 (9) performance targets, metrics, and remedies for not
15 achieving results as outlined in the Beneficial
16 Electrification Cost-Benefit Test.

17 (f) Each electric utility with an approved beneficial
18 electrification plan shall submit an updated beneficial
19 electrification plan to the Commission within 2 years after its
20 plan approval that includes all elements of subsection (e), any
21 additional components as directed by the Illinois Commerce
22 Commission in its order approving its initial beneficial
23 electrification plan, a report on the performance metrics it
24 has achieved, a description of areas for improvement, a revised
25 implementation plan, and an analysis of how its revised
26 implementation achieves any update to the Commission's

1 Beneficial Electrification Cost-Benefit Test approved prior to
2 the filing of its updated plan.

3 (g) Each electric utility shall be allowed to seek a waiver
4 of its Integrated Distribution Company Implementation Plan
5 rules to implement the goals of this Section.

6 Section 99. Effective date. This Act takes effect upon
7 becoming law.".