



## 102ND GENERAL ASSEMBLY

### State of Illinois

2021 and 2022

SB2378

Introduced 2/26/2021, by Sen. John Connor

#### SYNOPSIS AS INTRODUCED:

New Act

20 ILCS 627/30 new

20 ILCS 627/35 new

20 ILCS 627/40 new

220 ILCS 5/16-107.8 new

Creates the Electric Vehicle Charging Act, which may be referred to as the Beneficial Electrification Act. Sets forth requirements for parking spaces that are electrical vehicle ready applicable to new or renovated residential or nonresidential buildings. Sets forth provisions concerning electric vehicle charging station policies for unit owners and renters. Amends the Electric Vehicle Act. Creates the Electric Vehicle Access for All Program to maximize opportunities for carbon-free transportation across the State, particularly targeting environmental justice and low-income communities and to provide grants to pilot programs with the purpose of bridging public transportation gaps between residences and employment locations. Sets forth provisions concerning administrative review and authorized expenditure of State-controlled funds to accelerate electric vehicle adoption. Amends the Public Utilities Act. Provides that no later than May 31, 2022, electric utilities serving greater than 500,000 customers in the State shall file a Beneficial Electrification Plan with the Illinois Commerce Commission. Provides for review of the plans by the Commission and establishes a system for utilities to consider specified businesses, nonprofit organizations, or worker-owned cooperatives when awarding bids. Effective immediately.

LRB102 17363 SPS 22856 b

FISCAL NOTE ACT  
MAY APPLY

A BILL FOR

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; references to Act.

5 (a) Short title. This Act may be cited as the Electric  
6 Vehicle Charging Act.

7 (b) References to Act. This Act may be referred to as the  
8 Beneficial Electrification Act.

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

10 (a) The growing clean energy economy in Illinois can be a  
11 vehicle for expanding equitable access to public health,  
12 safety, a cleaner environment, quality jobs, economic  
13 opportunity, and wealth-building, particularly in economically  
14 disadvantaged communities and communities of black,  
15 indigenous, and people of color that have had to bear the  
16 disproportionate burden of dirty fossil fuel pollution.

17 (b) The transportation sector is now the leading source of  
18 carbon pollution in Illinois, responsible for roughly  
19 one-third of all carbon emissions. The State of Illinois  
20 should set forth an ambitious goal to remove the equivalent of  
21 more than 1,000,000 gasoline and diesel-powered vehicles from  
22 our roads by quickly implementing new policies that expand  
23 access to transit, promote walking and biking mobility, and

1 increase electric vehicle adoption. If managed appropriately,  
2 electric vehicle adoption will drastically reduce emissions  
3 from transportation, and could save Illinois residents  
4 billions of dollars.

5 (c) In addition to better air quality and a safer climate,  
6 Illinois residents who do not use electric vehicles also  
7 benefit from greater adoption through lower electric bills  
8 resulting from the greater use of the electric grid during  
9 off-peak hours.

10 (d) The State of Illinois should set forth an ambitious  
11 goal to transition all vehicle fleets operated by or on behalf  
12 of public agencies to full electric power. The transition to  
13 zero-emission fleets should be leveraged to promote increased  
14 investment in domestic manufacturing capacity within the  
15 emerging electric vehicle industry. The resulting new,  
16 high-skilled production jobs can also provide pathways into  
17 the middle class for racially, economically, and  
18 geographically marginalized communities. When procuring  
19 electric vehicles, public agencies shall use high-road  
20 economic development standards, like the U.S. Employment Plan.  
21 By using the U.S. Employment Plan or a Local Employment Plan,  
22 public agencies will incentivize electric vehicle companies to  
23 create and retain high-skilled manufacturing jobs with living  
24 wages and benefits; invest in domestic manufacturing  
25 facilities; and propose plans to recruit, train, and hire  
26 workers who face structural barriers to family-sustaining jobs

1 and career pathways.

2 Section 10. Legislative intent. Electric vehicles are an  
3 important tool to fight the climate crisis, tackle air  
4 pollution, and provide safe, clean, and affordable personal  
5 transportation. The State should encourage urgent and  
6 widespread adoption of electric vehicles. Since most current  
7 electric vehicle owners are single-family homeowners who  
8 charge at home, providing access to home charging for those in  
9 multi-unit dwellings is crucial to wider electric vehicle  
10 adoption. This includes condominium unit owners and renters,  
11 regardless of parking space ownership and regardless of  
12 income. Therefore, a significant portion of parking spaces in  
13 new and renovated residential and commercial developments must  
14 be capable of electric vehicle charging. Additionally, renters  
15 and condominium unit owners must be able to install charging  
16 equipment for their cars under reasonable conditions.

17 Section 15. Applicability. This Act applies to new or  
18 renovated residential or nonresidential buildings that have  
19 parking spaces and are constructed or renovated after the  
20 effective date of this Act.

21 Section 20. Definitions. As used in this Act:

22 "Association" has the meaning set forth in subsection (o)  
23 of Section 2 of the Condominium Property Act or Section 1-5 of

1 the Common Interest Community Association Act, as applicable.

2 "Electric vehicle" means a vehicle that is powered by an  
3 electric motor, runs on a rechargeable battery, and must be  
4 plugged in to charge or charged wirelessly.

5 "Electric vehicle capable" means having an installed  
6 electrical panel capacity with a dedicated branch circuit and  
7 a continuous raceway from the panel to the future electric  
8 vehicle parking space.

9 "Electric vehicle station" means a station that is  
10 designed in compliance with the relevant building code and  
11 delivers electricity from a source outside an electric vehicle  
12 into one or more electric vehicles.

13 "Electric vehicle system" includes several charging points  
14 simultaneously connecting several electric vehicles to the  
15 electric vehicle charging station and any related equipment  
16 needed to facilitate charging an electric vehicle. "Electric  
17 vehicle charging system" means a device that is:

18 (1) used to provide electricity to an electric  
19 vehicle;

20 (2) designed to ensure that a safe connection has been  
21 made between the electric grid and the electric vehicle;  
22 and

23 (3) able to communicate with the vehicle's control  
24 system so that electricity flows at an appropriate voltage  
25 and current level. An electric vehicle charging system may  
26 be wall mounted or pedestal style, may provide multiple

1 cords to connect with electric vehicles, and shall:

2 (i) be certified by underwriters laboratories or  
3 have been granted an equivalent certification; and

4 (ii) comply with the current version of Article  
5 625 of the National Electrical Code.

6 "Electric vehicle supply equipment" means a conductor,  
7 including an ungrounded, grounded, and equipment grounding  
8 conductor, and electric vehicle connectors, attachment plugs,  
9 and all other fittings, devices, power outlets, and  
10 apparatuses installed specifically for the purpose of  
11 transferring energy between the premises wirings and the  
12 electric vehicle.

13 "Electric vehicle ready" means a parking space that is  
14 designed and constructed to include a fully-wired circuit with  
15 a 208-volt to 250-volt, rated no more than 50-ampere electric  
16 vehicle charging receptacle outlet or termination point,  
17 including the conduit, wiring, and electrical service capacity  
18 necessary to serve that receptacle, to allow for future  
19 electric vehicle supply equipment.

20 "Level 1" means a charging system that provides charging  
21 through a 120-volt AC plug with a cord connector that meets the  
22 SAE International J2954 standard or successor standard.

23 "Level 2" means a charging system that provides charging  
24 through a 208-volt to 240-volt AC plug with a cord connector  
25 that meets the SAE International J2954 standard or a successor  
26 standard.

1 "New" means any newly constructed building and associated  
2 newly constructed parking facility.

3 "Reasonable restriction" means a restriction that does not  
4 significantly increase the cost of the electric vehicle  
5 charging station or electric vehicle charging system or  
6 significantly decrease its efficiency or specified  
7 performance.

8 "Renovated" means altered or added where electrical  
9 service capacity is increased.

10 Section 25. Residential requirements. A new or renovated  
11 residential building shall have:

12 (1) 100% of its total parking spaces electric vehicle  
13 ready, if there are one to 6 parking spaces;

14 (2) 100% of its total parking spaces electric vehicle  
15 capable, of which at least 20% shall be electric vehicle  
16 ready, if there are 6 to 23 parking spaces; or

17 (3) 100% of its total parking spaces electric vehicle  
18 capable, if there are 24 or more parking spaces, of which  
19 at least 5 spots shall be EV Ready. Additionally, if there  
20 are 24 or more parking spaces, a new or renovated  
21 residential building shall provide at least one parking  
22 space with electric vehicle supply equipment installed,  
23 and for each additional parking space with electric  
24 vehicle supply equipment installed, the electric vehicle  
25 ready requirement is decreased by 2%.

1           Where additional parking exists or is feasible, each  
2 parking space shall be marked and signed for common use by  
3 residents. A resident shall use an electric vehicle parking  
4 space only when he or she is charging his or her electric  
5 vehicle.

6           Section 30. Nonresidential requirements. A new or  
7 renovated nonresidential building shall have 20% of its total  
8 parking spaces electric vehicle ready.

9           Section 35. Electric vehicle charging station policy for  
10 unit owners.

11           (a) Any covenant, restriction, or condition contained in  
12 any deed, contract, security interest, or other instrument  
13 affecting the transfer or sale of any interest in a  
14 condominium or common interest community, and any provision of  
15 a governing document that effectively prohibits or  
16 unreasonably restricts the installation or use of an electric  
17 vehicle charging station within a unit owner's unit or a  
18 designated parking space, including, but not limited to, a  
19 deeded parking space, a parking space in a unit owner's  
20 exclusive use common area, or a parking space that is  
21 specifically designated for use by a particular unit owner, or  
22 is in conflict with this Section, is void and unenforceable.

23           (b) This Section does not apply to provisions that impose  
24 a reasonable restriction on an electric vehicle charging



1 station. However, it is the policy of this State to promote,  
2 encourage, and remove obstacles to the use of an electric  
3 vehicle charging station.

4 (c) An electric vehicle charging station shall meet  
5 applicable health and safety standards and requirements  
6 imposed by State and local authorities, and all other  
7 applicable zoning, land use, or other ordinances or land use  
8 permits.

9 (d) If approval is required for the installation or use of  
10 an electric vehicle charging station, the association shall  
11 process and approve the application in the same manner as an  
12 application for approval of an architectural modification to  
13 the property, and the association shall not willfully avoid or  
14 delay the adjudication of the application. The approval or  
15 denial of an application shall be in writing. If an  
16 application is not denied in writing within 60 days from the  
17 date of the receipt of the application, the application shall  
18 be deemed approved unless the delay is the result of a  
19 reasonable request for additional information.

20 (e) If the electric vehicle charging station is to be  
21 placed in a common area or exclusive use common area, as  
22 designated by the condominium or common interest community  
23 association, the following applies:

24 (1) The unit owner shall first obtain approval from  
25 the association to install the electric vehicle charging  
26 station and the association shall approve the installation

1 if the unit owner agrees, in writing, to:

2 (i) comply with the association's architectural  
3 standards for the installation of the electric vehicle  
4 charging station;

5 (ii) engage a licensed electrical contractor to  
6 install the electric vehicle charging station;

7 (iii) within 14 days after approval, provide a  
8 certificate of insurance that names the association as  
9 an additional insured party under the unit owner's  
10 insurance policy as required under paragraph (3); and

11 (iv) pay for both the costs associated with the  
12 installation of and the electricity usage associated  
13 with the electric vehicle charging station.

14 (2) The unit owner, and each successive unit owner of  
15 the electric vehicle charging station, is responsible for:

16 (i) costs for damage to the electric vehicle  
17 charging station, common area, exclusive use common  
18 area, or separate interests resulting from the  
19 installation, maintenance, repair, removal, or  
20 replacement of the electric vehicle charging station;

21 (ii) costs for the maintenance, repair, and  
22 replacement of the electric vehicle charging station  
23 until it has been removed, and for the restoration of  
24 the common area after removal;

25 (iii) costs of electricity associated with the  
26 charging station, which shall be based on:

1 (A) an inexpensive submetering device; or  
2 (B) a reasonable calculation of cost, based on  
3 the average miles driven, efficiency of the  
4 electric vehicle calculated by the United States  
5 Environmental Protection Agency, and the cost of  
6 electricity for the common area; and  
7 (iv) disclosing to a prospective buyer the  
8 existence of any electric vehicle charging station of  
9 the unit owner and the related responsibilities of the  
10 unit owner under this Section.

11 (3) The purpose of the costs under paragraph (2) is  
12 for the reasonable reimbursement of electricity usage, and  
13 shall not be set to deliberately exceed the reasonable  
14 reimbursement.

15 (4) The unit owner of the electric vehicle charging  
16 station, whether the electric vehicle charging station is  
17 located within the common area or exclusive use common  
18 area, shall, at all times, maintain a liability coverage  
19 policy. The unit owner that submitted the application to  
20 install the electric vehicle charging station shall  
21 provide the association with the corresponding certificate  
22 of insurance with 14 days after approval of the  
23 application. The unit owner, and each successive unit  
24 owner, shall provide the association with the certificate  
25 of insurance annually thereafter.

26 (5) A unit owner is not required to maintain a

1 homeowner liability coverage policy for an existing  
2 National Electrical Manufacturers Association standard  
3 alternating current power plug.

4 (f) Except as provided in subsection (g), the installation  
5 of an electric vehicle charging station for the exclusive use  
6 of a unit owner in a common area that is not an exclusive use  
7 common area shall be authorized by the association only if  
8 installation in the unit owner's designated parking space is  
9 impossible or unreasonably expensive. In such an event, the  
10 association shall enter into a license agreement with the unit  
11 owner for the use of the space in a common area, and the unit  
12 owner shall comply with all of the requirements in subsection  
13 (e).

14 (g) An association may install an electric vehicle  
15 charging station in the common area for the use of all unit  
16 owners and members of the association. The association shall  
17 develop appropriate terms of use for the electric vehicle  
18 charging station.

19 (h) An association may create a new parking space where  
20 one did not previously exist to facilitate the installation of  
21 an electric vehicle charging station.

22 (i) An association that willfully violates this Section  
23 shall be liable to the unit owner for actual damages and shall  
24 pay a civil penalty to the unit owner not to exceed \$1,000.

25 (j) In any action by a unit owner requesting to have an  
26 electric vehicle charging station installed and seeking to

1 enforce compliance with this Section, the court shall award  
2 reasonable attorney's fees to a prevailing plaintiff.

3 Section 40. Electric vehicle charging system policy for  
4 renters.

5 (a) Notwithstanding any provision in the lease to the  
6 contrary, and subject to subsection (b):

7 (1) A tenant may install, at the tenant's expense for  
8 the tenant's own use, a level 1 or level 2 electric vehicle  
9 charging system on or in the leased premises.

10 (2) A landlord shall not assess or charge a tenant any  
11 fee for the placement or use of an electric vehicle  
12 charging system, except that:

13 (i) The landlord may:

14 (A) require reimbursement for the actual cost  
15 of electricity provided by the landlord that was  
16 used by the electric vehicle charging system; or

17 (B) charge a reasonable fee for access. If the  
18 electric vehicle charging system is part of a  
19 network for which a network fee is charged, the  
20 landlord's reimbursement may include the amount of  
21 the network fee. Nothing in this subparagraph  
22 requires a landlord to impose upon a tenant a fee  
23 or charge other than the rental payments specified  
24 in the lease.

25 (ii) The landlord may require reimbursement for

1 the cost of the installation of the electric vehicle  
2 charging system, including any additions or upgrades  
3 to existing wiring directly attributable to the  
4 requirements of the electric vehicle charging system,  
5 if the landlord places or causes the electric vehicle  
6 charging system to be placed at the request of the  
7 tenant.

8 (iii) If the tenant desires to place an electric  
9 vehicle charging system in an area accessible to other  
10 tenants, the landlord may assess or charge the tenant  
11 a reasonable fee to reserve a specific parking space  
12 in which to install the electric vehicle charging  
13 system.

14 (b) A landlord may require a tenant to comply with:

15 (1) bona fide safety requirements consistent with an  
16 applicable building code or recognized safety standard for  
17 the protection of persons and property;

18 (2) a requirement that the electric vehicle charging  
19 system be registered with the landlord within 30 days  
20 after installation; or

21 (3) reasonable aesthetic provisions that govern the  
22 dimensions, placement, or external appearance of an  
23 electric vehicle charging system.

24 (c) A tenant may place an electric vehicle charging system  
25 in an area accessible to other tenants if:

26 (1) the electric vehicle charging system is in

1 compliance with all applicable requirements adopted by a  
2 landlord under subsection (b); and

3 (2) the tenant agrees, in writing, to:

4 (i) comply with the landlord's design  
5 specifications for the installation of an electric  
6 vehicle charging system;

7 (ii) engage the services of a duly licensed and  
8 registered electrical contractor familiar with the  
9 installation and code requirements of an electric  
10 vehicle charging system; and

11 (iii) provide, within 14 days after receiving the  
12 landlord's consent for the installation, a certificate  
13 of insurance naming the landlord as an additional  
14 insured party on the tenant's renter's insurance  
15 policy for any claim related to the installation,  
16 maintenance, or use of the electric vehicle charging  
17 system or, at the landlord's option, reimbursement to  
18 the landlord for the actual cost of any increased  
19 insurance premium amount attributable to the electric  
20 vehicle charging system, notwithstanding any provision  
21 to the contrary in the lease. The tenant shall provide  
22 reimbursement for an increased insurance premium  
23 amount within 14 days after the tenant receives the  
24 landlord's invoice for the amount attributable to the  
25 electric vehicle charging system.

26 (d) If the landlord consents to a tenant's installation of

1 an electric vehicle charging system on property accessible to  
2 other tenants, including a parking space, carport, or garage  
3 stall, then, unless otherwise specified in a written agreement  
4 with the landlord:

5 (1) The tenant, and each successive tenant with  
6 exclusive rights to the area where the electric vehicle  
7 charging system is installed, is responsible for costs for  
8 damages to the electric vehicle charging system and to any  
9 other property of the landlord or another tenant resulting  
10 from the installation, maintenance, repair, removal, or  
11 replacement of the electric vehicle charging system.

12 (i) Costs under this paragraph shall be based on:

13 (A) an inexpensive submetering device; or

14 (B) a reasonable calculation of cost, based on  
15 the average miles driven, efficiency of the  
16 electric vehicle calculated by the United States  
17 Environmental Protection Agency, and the cost of  
18 electricity for the common area.

19 (ii) The purpose of the costs under this paragraph  
20 is for reasonable reimbursement of electricity usage  
21 and shall not be set to deliberately exceed that  
22 reasonable reimbursement.

23 (2) Each successive tenant with exclusive rights to  
24 the area where the electric vehicle charging system is  
25 installed shall assume responsibility for the repair,  
26 maintenance, removal, and replacement of the electric



1 vehicle charging system until the electric vehicle  
2 charging system is removed.

3 (3) The tenant, and each successive tenant with  
4 exclusive rights to the area where the electric vehicle  
5 charging system is installed, shall, at all times, have  
6 and maintain an insurance policy covering the obligations  
7 of the tenant under this subsection and shall name the  
8 landlord as an additional insured party under the policy.

9 (4) The tenant, and each successive tenant with  
10 exclusive rights to the area where the electric vehicle  
11 charging system is installed, is responsible for removing  
12 the system if reasonably necessary or convenient for the  
13 repair, maintenance, or replacement of any property of the  
14 landlord, whether or not leased to another tenant.

15 (e) An electric vehicle charging system installed at the  
16 tenant's cost is the property of the tenant. Upon termination  
17 of the lease, if the electric vehicle charging system is  
18 removable, the tenant may either remove it or sell it to the  
19 landlord or another tenant for an agreed price. Nothing in  
20 this subsection requires the landlord or another tenant to  
21 purchase the electric vehicle charging system.

22 (f) A landlord that willfully violates this Section shall  
23 be liable to the tenant for actual damages, and shall pay a  
24 civil penalty to the tenant in an amount not to exceed \$1,000.

25 (g) In any action by a tenant requesting to have an  
26 electric vehicle charging system installed and seeking to

1 enforce compliance with this Section, the court shall award  
2 reasonable attorney's fees to a prevailing plaintiff.

3 Section 45. The Electric Vehicle Act is amended by adding  
4 Sections 30, 35, and 40 as follows:

5 (20 ILCS 627/30 new)

6 Sec. 30. Electric Vehicle Access for All Program.

7 (a) Purpose. The General Assembly finds that it is  
8 necessary to provide access to electric vehicles to residents  
9 in communities for individuals whom car ownership is not an  
10 option, affordable, or a preference, particularly for  
11 environmental justice communities and low-income communities.

12 (b) Definitions. As used in this Section:

13 "Department" means the Department of Commerce and Economic  
14 Opportunity.

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

19 "Low-income" means persons and families whose income does  
20 not exceed 80% of area median income, adjusted for family size  
21 and revised every 2 years.

22 (c) Within 120 days after the effective date of this  
23 amendatory Act of the 102nd General Assembly, and for a period  
24 of not less than 36 months thereafter, the Department of

1 Commerce and Economic Opportunity shall establish and  
2 implement an Electric Vehicle Access for All Program designed  
3 to maximize opportunities for carbon-free transportation  
4 across the State, particularly targeting environmental justice  
5 and low-income communities, which shall include the following  
6 initiatives:

7 (1) Car Sharing Program. The Department of Commerce  
8 and Economic Opportunity shall develop and implement an  
9 Electric Vehicle Car Sharing Program that provides  
10 residents with opportunities to use electric vehicles  
11 owned by third parties for occasional commutes,  
12 employment, or other needs.

13 (2) Carbon-Free Last Mile of Commutes Program. The  
14 Department shall develop a Program to address the "last  
15 mile" of commutes, enabling a larger number of residents  
16 to access public transportation, and reduce the pollution  
17 impact of the entire commute.

18 (3) Community Energy, Climate, and Jobs Plans. The  
19 Department shall dedicate a portion of funding for local  
20 governments' eligible Community Energy, Climate, and Jobs  
21 Plans that include Electric Vehicle Access for All Program  
22 initiatives. To the extent possible, the Department shall  
23 coordinate the Electric Vehicle Access for All Program  
24 with the other programs established in this Act.

25 (4) Low-income rebate program. A rebate of up to  
26 \$4,000 at time of purchase shall be made available to

1       low-income residents of Illinois.

2               (i) Such rebates are only available for new  
3       passenger battery electric vehicles at a prerebate  
4       cost of \$45,000 or less or for used battery electric  
5       vehicles at a prerebate cost of \$35,000 or less. This  
6       cost cut off is exclusive of any electric  
7       vehicle-specific rebates offered by any level of  
8       government; if the cost of the electric vehicle would  
9       be higher than the cut off-points mentioned above  
10       without any electric vehicle-specific rebates, then  
11       the vehicle is not eligible for rebates.

12               (ii) This low-income rebate may be combined with  
13       other rebates for eligible vehicles and drivers. The  
14       funds for this program shall be derived from 50% of the  
15       Electric Vehicle Access for All Program funds, up to  
16       \$5,250,000 per year. The rebate may only be applied  
17       one time per Vehicle Identification Number. The rebate  
18       may only be used once per person in any 5-year period.  
19       To be eligible for the low-income rebate, a purchaser  
20       must be a resident of Illinois and provide proof of  
21       residence at the time of purchase. The State shall  
22       direct rebate recipients to local electric utilities  
23       where additional charging equipment rebates may be  
24       available.

25       (c) The Electric Vehicle Access for All Program and its  
26       initiatives shall be designed to maximize opportunities for

1 carbon-free transportation across the State, particularly  
2 targeting environmental justice and low-income communities,  
3 and to provide grants to pilot programs with the purpose of  
4 bridging public transportation gaps between residences and  
5 employment locations. Eligible programs may include electric  
6 shuttles, electric and nonelectric bicycle and scooter  
7 sharing, electric vehicle sharing, and other carbon-free  
8 alternatives. The Department of Commerce and Economic  
9 Opportunity shall hire or select, through a competitive  
10 bidding program, a program administrator to oversee and  
11 administer the Program.

12 (d) In conducting the Program, the Department of Commerce  
13 and Economic Opportunity shall partner with appropriate  
14 transit agencies, employers, community organizations, local  
15 governments, and other transportation services to increase the  
16 number of employment, healthcare, civic, education, or  
17 recreation locations reachable, in coordination with public  
18 transit, with the addition of Electric Vehicle Access for All  
19 Program initiatives and investments. The Department of  
20 Commerce and Economic Opportunity shall additionally partner  
21 with local governments engaging in Community Energy, Climate,  
22 and Job Planning, as described in the Community Energy,  
23 Climate, and Jobs Planning Act, to implement programs  
24 efficiently with needs identified in Community Energy,  
25 Climate, and Jobs Plans.

26 (e) Projects, programs, or other initiatives funded

1 through this Program must participate in time-of-use rates,  
2 hourly pricing electric rates, charging plans or rates that  
3 encourage off-peak charging, optimized charging programs,  
4 demand response, or similar programs as part of a beneficial  
5 electrification program, as provided under Section 16-107.8 of  
6 the Public Utilities Act, to the extent practicable, to  
7 minimize the impact to the electric grid of new electric  
8 vehicle charging infrastructure and to use electricity at  
9 times when renewable energy generation is highest.

10 (f) The Department of Commerce and Economic Opportunity  
11 shall design the Program within the budget described under  
12 Section 16-107.8 of the Public Utilities Act and invoice the  
13 electric utilities specified in Section 16-107.8 of the Public  
14 Utilities Act for the costs incurred in the execution of the  
15 Program.

16 (g) The Department of Commerce and Economic Opportunity  
17 shall report to the Governor and the General Assembly  
18 regarding the effectiveness of the Program no later than  
19 October 1, 2023.

20 (20 ILCS 627/35 new)

21 Sec. 35. Administrative review. All final administrative  
22 decisions, including, but not limited to, funding allocation  
23 and rules issued by the Department under this Act are subject  
24 to judicial review under the Administrative Review Law. No  
25 action may be commenced under this Section prior to 60 days

1 after the complainant has given notice in writing of the  
2 action to the Department.

3 (20 ILCS 627/40 new)

4 Sec. 40. Authorized expenditure of State-controlled funds  
5 to accelerate electric vehicle adoption.

6 (a) Within 120 days after the effective date of this  
7 amendatory Act of the 102nd General Assembly, the  
8 Environmental Protection Agency must initiate a comprehensive  
9 stakeholder process to solicit input on the development of an  
10 updated plan for expenditure of the remaining Volkswagen  
11 Settlement Environment Mitigation Fund and for the use of the  
12 \$70,000,000 funds from Article 8, Section 25 of Public Act  
13 101-29. At a minimum, the stakeholder process shall include  
14 representatives from community-based organizations in  
15 environmental justice communities, community-based  
16 organizations serving economically disadvantaged persons and  
17 families, and community-based organizations focused on  
18 transportation equality and access. These stakeholders shall  
19 be representative of the entire State and located throughout  
20 the State. The Environmental Protection Agency shall provide  
21 administrative support for the stakeholder process and all  
22 meetings shall be accessible with rotating locations, call-in  
23 options, and materials and agendas circulated well in advance,  
24 and there shall be opportunities for input outside of meetings  
25 from those with limited capacity and ability to attend via

1 one-on-one meetings, surveys, and calls subject to compliance  
2 with the Open Meetings Act. The plan should prioritize the  
3 purchase of electric vehicles and equipment, including public  
4 transit, school buses, and other public fleet vehicles and  
5 spending should be prioritized toward economically  
6 disadvantaged communities and environmental justice  
7 communities.

8 (b) Within 9 months after the effective date of this  
9 amendatory Act of the 102nd General Assembly, the  
10 Environmental Protection Agency must publish a comprehensive  
11 plan for both the use of the Volkswagen Settlement Environment  
12 Mitigation Fund and for the \$70,000,000 funds from Article 8,  
13 Section 25 of Public Act 101-29, as amended, reappropriated  
14 from the Build Illinois Bond Fund to the Environmental  
15 Protection Agency for grants for transportation  
16 electrification infrastructure projects; including, but not  
17 limited to grants for the purpose of encouraging electric  
18 vehicle charging infrastructure, prioritizing investments in  
19 medium and heavy-duty charging, and electrifying public  
20 transit, school bus transit, and vehicles operated by or on  
21 behalf of public agencies. Those Volkswagen and capital funds  
22 which are allocated to charging infrastructure must be spent  
23 within 3 years of passage and at least 25% of those funds must  
24 be spent per year until the funds are depleted.

25 (c) The Environmental Protection Agency shall issue  
26 reports, to be posted on its public website and sent to the



1 Illinois Commerce Commission, summarizing all funds granted  
2 and investments made using funds from the Volkswagen  
3 Settlement Environmental Mitigation Fund, and all grants or  
4 investments currently planned to be made from said fund but  
5 not yet disbursed, at a minimum of the following 2 times:

6 (1) no later than 2 weeks prior to the first meeting of  
7 the Plan Development Stakeholder Process initiated by the  
8 Illinois Commerce Commission; and

9 (3) when the Fund has been fully spent, or when less  
10 than \$1,000,000 remains in the fund for a period of more  
11 than 6 months.

12 Section 90-10. The Public Utilities Act is amended by  
13 adding Section 16-107.8 as follows:

14 (220 ILCS 5/16-107.8 new)

15 Sec. 16-107.8. Beneficial electrification.

16 (a) It is the intent of the General Assembly to decrease  
17 reliance on fossil fuels, reduce pollution from the  
18 transportation sector, increase access to electrification for  
19 all consumers, and ensure that electric vehicle adoption and  
20 increased electricity usage and demand do not place  
21 significant additional burdens on the electric system and  
22 create benefits for Illinois residents.

23 (b) As used in this Section:

24 "Beneficial electrification programs" means programs that

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

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

12 (2) hourly pricing electric rates;

13 (3) charging plans or rates set by electric vehicle  
14 service providers that encourage off-peak charging;

15 (4) optimized charging programs or programs that  
16 encourage charging at times beneficial to the electric  
17 grid;

18 (5) demand-response programs specifically related to  
19 electrification efforts;

20 (6) incentives for electrification and associated  
21 infrastructure tied to using electricity at beneficial  
22 times;

23 (7) incentives for electrification and associated  
24 infrastructure targeted to medium-duty and heavy-duty  
25 vehicles used by transit agencies;

26 (8) incentives for electrification and associated

1 infrastructure targeted to school buses;

2 (9) incentives for electrification and associated  
3 infrastructure for medium-duty and heavy-duty government  
4 and private fleet vehicles;

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

8 (11) incentives for electrification in low-income and  
9 environmental justice communities;

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

14 (13) incentives or programs to develop electric  
15 vehicles infrastructure to ensure electric vehicles can  
16 travel statewide, filling the gaps in deployment,  
17 particularly in rural areas or along highway corridors;

18 (14) incentives or planning to encourage the  
19 development in close proximity of electrification and  
20 renewable energy generation to reduce grid impacts; and

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

22 "Disadvantaged participant contractor" has the meaning set  
23 forth in Clean Jobs, Workforce and Contractor Equity Act.

24 "Environmental justice communities" means the definition  
25 of that term based on existing methodologies and findings,  
26 used and as may be updated by the Illinois Power Agency and its

1 program administrator in the Illinois Solar for All Program.

2 "Labor peace agreement" means an agreement between an  
3 entity and any labor organization recognized under the  
4 National Labor Relations Act, referred to in this Act as a bona  
5 fide labor organization, that may prohibit labor organizations  
6 and members from engaging in picketing, work stoppages,  
7 boycotts, and any other economic interference with the entity.  
8 This agreement means that the entity has agreed not to disrupt  
9 efforts by the bona fide labor organization to communicate  
10 with, and attempt to organize and represent, the entity's  
11 employees. The agreement shall provide a bona fide labor  
12 organization access at reasonable times to areas in which the  
13 entity's employees work, for the purpose of meeting with  
14 employees to discuss their right to representation, employment  
15 rights under State law, and terms and conditions of  
16 employment. This type of agreement shall not mandate a  
17 particular method of election or certification of the bona  
18 fide labor organization.

19 "Low-income" means persons and families whose income does  
20 not exceed 80% of area median income, adjusted for family size  
21 and revised every 2 years.

22 "Optimized charging programs" mean programs whereby owners  
23 of electric vehicles can set their vehicles to be charged  
24 based on the electric system's current demand, retail or  
25 wholesale market rates, incentives, the carbon or other  
26 pollution intensity of the electric generation mix, the

1 provision of grid services, efficient use of the electric  
2 grid, or the availability of clean energy generation.  
3 Optimized charging programs may be operated by utilities as  
4 well as third parties.

5 "BIPOC" and "black, indigenous, and people of color" are  
6 identical in meaning and have the same definition as used in  
7 the Clean Jobs, Workforce and Contractor Equity Act.

8 (c) No later than November 30, 2021, electric utilities  
9 serving greater than 500,000 customers in the State shall  
10 initiate a stakeholder workshop process to solicit input on  
11 the design of beneficial electrification programs that the  
12 utility shall offer. The stakeholder workshop process shall  
13 take into consideration the benefits of electric vehicle  
14 adoption and barriers to adoption, including:

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

17 (2) benefits from electric vehicle usage of the  
18 distribution system;

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

21 (4) energy price and cost reductions; and

22 (5) environmental benefits, including greenhouse gas  
23 emission and other pollution reductions.

24 (6) current barriers to mass-market adoption,  
25 including cost of ownership and availability of charging  
26 stations;

1           (7) benefits of and incentives for medium-duty and  
2           heavy-duty fleet vehicle electrification;

3           (8) opportunities for environmental justice and  
4           low-income communities to benefit from electrification.

5           The workshops should consider barriers, incentives,  
6           enabling rate structures, and other opportunities for the  
7           bill reduction and environmental benefits described in  
8           this subsection.

9           Stakeholders and the electric utilities shall propose  
10          discrete beneficial electrification programs and shall provide  
11          estimates of the costs and benefits of those programs in the  
12          workshops. The process shall be open and transparent with  
13          inclusion of stakeholder interests, including stakeholders  
14          representing environmental justice and low-income communities.

15          (d) No later than May 31, 2022, electric utilities serving  
16          greater than 500,000 customers in the State shall file a  
17          Beneficial Electrification Plan with the Illinois Commerce  
18          Commission for programs that start no later than January 1,  
19          2023. The Beneficial Electrification Plan shall specifically  
20          address, at a minimum, the following:

21               (1) the development and implementation of time-of-use  
22               rates and their benefit for electric vehicle users and for  
23               all customers;

24               (2) the development of optimized charging programs to  
25               achieve savings identified, and new contracts and  
26               compensation for services in those programs, through

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

5 (3) plans to address environmental justice interests  
6 and the provision of opportunities for residents and  
7 businesses in environmental justice communities to  
8 directly benefit from transportation electrification;

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

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

20 (6) opportunities for coordination and cohesion with  
21 electric vehicle and electric vehicle charging equipment  
22 incentives established by any agency, department, board,  
23 or commission of the State of Illinois, any other unit of  
24 government in the State, any national programs, or any  
25 unit of the federal government;

26 (7) ideas for the development of online tools,

1 applications, and data sharing that provide essential  
2 information to those charging electric vehicles, and  
3 enable an automated charging response to price signals,  
4 emission signals, real-time renewable generation  
5 production, and other Commission-approved or  
6 customer-desired indicators of beneficial charging times;  
7 and

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

18 (e) The initial Beneficial Electrification Plans submitted  
19 under subsection (d) shall include at least the following  
20 programs:

21 (1) Electric Vehicle Access for All Program. Electric  
22 utilities that serve more than 3,000,000 retail customers  
23 in the State shall reimburse \$7,500,000 per year, or 15%  
24 of the total plan budget, to the Department of Commerce  
25 and Economic Opportunity for programs developed under the  
26 Electric Vehicle Access for All Program. Electric



1 utilities that serve less than 3,000,000 retail customers  
2 but more than 500,000 retail customers in the State shall  
3 reimburse \$3,150,000, or 15% of the total plan budget, to  
4 the Department of Commerce and Economic Opportunity for  
5 programs developed under the Electric Vehicle for All  
6 Program.

7 (2) Medium-Duty and Heavy-Duty Vehicle Charging  
8 Programs. Electric utilities that serve more than  
9 3,000,000 retail customers in the State must offer a  
10 rebate program that averages \$25,000,000 per year, or 50%  
11 of the program budget, for the duration of the plan for  
12 rebates to government entity retail customers to support  
13 the electrification of public transit, as well as  
14 government, commercial and school bus fleet vehicles.  
15 Electric utilities that serve less than 3,000,000 retail  
16 customers but more than 500,000 retail customers in the  
17 State shall reimburse \$10,500,000, or 50% of the program  
18 budget, for the duration of the plan for rebates to  
19 government entity retail customers to support the  
20 electrification of public transit, as well as government,  
21 commercial and school bus fleet vehicles. Rebates for  
22 public transit agencies must be used toward the purchase  
23 and installation of all-electric transit buses, the  
24 purchase and installation of electric vehicle charging  
25 infrastructure, or necessary supporting infrastructure, to  
26 be used in transit routes that primarily serve low-income

1 communities or environmental justice communities. The  
2 amount of the rebate should be designed to cover the  
3 expected capital gap and needs of Illinois transit  
4 agencies. Rebates for government, commercial, or other  
5 retail customers to support the electrification of fleets  
6 and school buses must be used toward the purchase and  
7 installation of electric transit or school buses, electric  
8 vehicle charging infrastructure, or necessary supporting  
9 infrastructure, for vehicles that primarily serve or  
10 travel through low-income communities or environmental  
11 justice communities. Recipients of rebates under this  
12 paragraph must participate in an optimized charging  
13 program. Operations, whether private or public, that  
14 primarily serve governmental or educational institutions,  
15 shall be prioritized over commercial vehicle operations  
16 that do not primarily serve a governmental or educational  
17 institution.

18 (3) Mass-market program. All electric utilities  
19 servicing more than 500,000 customers may spend up to the  
20 remaining plan budget each year on rebates that support  
21 the widespread adoption and integration of electric  
22 vehicles. Electric utilities servicing more than 500,000  
23 customers may offer a rebate program that offers retail  
24 customers a rebate of up to \$500 for the purchase or  
25 installation of electric vehicle charging infrastructure,  
26 provided that the customer takes electric service under an

1 hourly pricing program or a time-of-use rate, or  
2 participates in an optimized charging program. Further,  
3 electric utilities serving more than 500,000 customers  
4 shall offer a rebate program to incentivize the purchase  
5 and installation of publicly accessible electric vehicle  
6 charging stations throughout its service territory, with a  
7 prioritization for workplace charging and public charging  
8 in dense urban areas and in low-income communities.  
9 Finally, electric utilities serving more than 500,000  
10 customers shall offer a rebate program to incentivize the  
11 development of publicly accessible fast charging stations  
12 targeted to fill the gaps in deployment, and along State  
13 highway corridors.

14 (f) The Commission shall open an investigation into the  
15 electric utility's (if serving more than 500,000 customers)  
16 Beneficial Electrification Plan to determine if the proposed  
17 plan is cost-beneficial. The plan shall be determined to be  
18 cost-beneficial if the total cost of beneficial  
19 electrification expenditures is less than the net present  
20 value of increased electricity costs (defined as marginal  
21 avoided energy, avoided capacity, and avoided transmission and  
22 distribution system costs) avoided by programs under the plan,  
23 the net present value of reductions in other customer energy  
24 costs, and the societal value of reduced carbon emissions and  
25 surface-level pollutants, particularly in environmental  
26 justice communities. The calculation of costs and benefits

1 should be based on net impacts. The Commission shall review  
2 the Plan and determine whether the portfolio of programs or  
3 initiatives as a whole is optimized to address all key policy  
4 objectives, including: maximizing total energy cost savings,  
5 maximizing rate reductions so that nonparticipants can  
6 benefit, facilitating better grid management, maximizing  
7 carbon emission reductions, reducing other harmful emissions  
8 and particularly localized emissions in economically  
9 disadvantaged and environmental justice communities, and  
10 addressing environmental justice interests by ensuring there  
11 are significant opportunities for residents and businesses in  
12 environmental justice communities to directly participate in  
13 and benefit from programs.

14 (g) Any electric utility serving more than 500,000  
15 customers shall update its Beneficial Electrification Plan  
16 every 3 years and, beginning with the first update, shall  
17 develop the Plan in conjunction with the distribution system  
18 planning process described in Section 16-105.17 of this Act,  
19 including incorporation of stakeholder feedback from that  
20 process.

21 (h) For utilities serving more than 3,000,000 retail  
22 customers in the State, the annual total cost of all programs  
23 and initiatives in the Beneficial Electrification Plan shall  
24 not exceed \$50,000,000 per year and shall be recovered  
25 volumetrically from all retail customers as an operating  
26 expense. For utilities serving less than 3,000,000 retail

1 customers, but more than 500,000 retail customers, the annual  
2 total cost of all programs and initiatives in the Beneficial  
3 Electrification Plan shall not exceed \$21,000,000 per year and  
4 shall be recovered volumetrically from all retail customers as  
5 an operating expense.

6 (i) In meeting the requirements of this Section, to the  
7 extent feasible and consistent with State and federal law, all  
8 beneficial electrification programs included in Beneficial  
9 Electrification Plans shall provide employment opportunities  
10 for all segments of the population and workforce, including  
11 BIPOC-owned and women-owned business enterprises, as well as  
12 BIPOC-owned and women-owned worker-owned cooperatives or other  
13 such employee-owned entities, and shall not, consistent with  
14 State and federal law, discriminate based on race or  
15 socioeconomic status.

16 Specifically, to the extent feasible and consistent with  
17 State and federal law, as utilities conduct selection and  
18 contracting of businesses, nonprofit organizations, or  
19 worker-owned cooperatives for implementation of beneficial  
20 electrification programs or projects providing electrification  
21 for vehicles and associated electric vehicle infrastructure,  
22 utilities must give preference to businesses, nonprofit  
23 organizations, or worker-owned cooperatives as described in  
24 the workforce equity actions points calculation as specified  
25 in this subsection (i). Utilities shall track and award equity  
26 actions in selection of businesses, nonprofit organizations,

1 or worker-owned cooperatives, using a points system totaling a  
2 maximum of 235 points. This system shall consider both equity  
3 actions to meet the goals described in this Section and the bid  
4 prices, as specified in paragraphs (1) through (9) of this  
5 subsection (i). Businesses, nonprofit organizations, and  
6 worker-owned cooperatives that are selected and contracted for  
7 implementation of beneficial electrification programs or  
8 projects providing electrification for vehicles and associated  
9 electric vehicle infrastructure by utilities shall submit no  
10 later than June 1 of each applicable year an annual report of  
11 elements described in the equity actions points calculation in  
12 paragraphs (1) through (9) of this subsection (i) for the  
13 first 3 years after the year in which installation contracts  
14 were awarded.

15 (1) Hiring Equity Action (up to 20 points): awarded based  
16 on the percentage of the company's or entity's workforce  
17 (measured by full-time equivalents as defined by the  
18 Government Accountability Office of the United States  
19 Congress) are black, indigenous, and people of color and are  
20 paid at or above the prevailing wage. One point shall be  
21 awarded for each 5% of the workforce which is composed of BIPOC  
22 persons who are also paid at or above the prevailing wage, up  
23 to a maximum of 20 points.

24 (2) Clean Jobs Workforce and Returning Residents Action  
25 (up to 20 points): awarded based on the percentage of the  
26 workers associated with the project who are graduates or

1 trainees from equity-focused workforce training programs  
2 designated by the Illinois Power Agency, or have equivalent  
3 certification, and paid at or above the prevailing wage; one  
4 point shall be awarded for each 5% of the workforce which is  
5 composed of such graduates or trainees, up to a maximum of 20  
6 points.

7 (3) BIPOC Business Enterprise Action (30 points): being  
8 (i) an entity defined as a minority-owned business under  
9 Section 2 of the Business Enterprise for Minorities, Women,  
10 and Persons with Disabilities Act or (ii) an entity, including  
11 a business, a nonprofit, or a worker-owned cooperative  
12 registered with other state, regional, or local programs  
13 intended to certify minority-owned entities.

14 (4) Contracting Equity Action (20 points): awarded based  
15 on the percentage of the company's or entity's subcontractors  
16 or vendors are entities defined as a minority-owned business  
17 or a women-owned business under Section 2 of the Business  
18 Enterprise for Minorities, Women, and Persons with  
19 Disabilities Act or on the percentage of the subcontracted  
20 workers associated with the project, including from all  
21 subcontractors and vendors, are BIPOC persons (members of a  
22 racial or ethnic minority group) paid at or above the  
23 prevailing wage; 5 points shall be awarded for each 10% of  
24 either subcontractors or subcontractors' workers who are BIPOC  
25 persons, whichever is greater, up to a maximum of 20 points. If  
26 a company or entity does not use subcontractors or vendors,

1 points awarded for the Contracting Equity Action shall be  
2 equivalent to the point value awarded for the Hiring Equity  
3 Action under paragraph(1).

4 (5) Expanding Clean Energy Entrepreneurship Action (20  
5 points): awarded to entities who are current or former  
6 participants in contractor incubator programs or  
7 entrepreneurship programs designated by the Illinois Power  
8 Agency, or have equivalent qualification.

9 (6) Community Benefits Action (15 points): (i) for  
10 projects 100 kW in size or larger, project has an executed  
11 Community Benefits Agreement that could include, but is not  
12 limited to a commitment to hire local workers, union workers,  
13 energy workers transitioning to clean energy jobs, graduates  
14 or trainees from equity-focused workforce training programs  
15 designated by the Illinois Power Agency, or current or former  
16 participants in contractor incubator programs or  
17 entrepreneurship programs designated by the Illinois Power  
18 Agency, or have equivalent qualifications, a commitment to pay  
19 workers at or above the prevailing wage; and a commitment to  
20 give communities ownership opportunities in electric vehicle  
21 projects, where relevant; and (ii) for projects under 100 kW  
22 in size, companies pay their workforces at or above the  
23 prevailing wage.

24 (7) Small Business Action (15 points): the entity's  
25 workforce is composed of 3 or fewer full-time employees  
26 (measured by full-time equivalents as defined by the



1 Government Accountability Office of the United States  
2 Congress).

3 (8) Labor Peace Agreements Action (10 points): (i) for an  
4 installer with 20 or more employees: the installer attests  
5 that the installer has entered into a labor peace agreement,  
6 will abide by the terms of the agreement, and will submit a  
7 copy of the page of the labor peace agreement that contains the  
8 signatures of the union representative and the installer, or  
9 (ii) for an installer that is a party to a labor peace  
10 agreement with a bona fide labor organization that currently  
11 represents, or is actively seeking to represent electric  
12 vehicle infrastructure and equipment installers and other  
13 workers in Illinois, or (iii) the installer submits an  
14 attestation affirming that the installer will use best efforts  
15 to use union labor in the installer's projects and in the  
16 construction or retrofit of the facilities associated with the  
17 installer's electric vehicle infrastructure and equipment  
18 operations, where applicable.

19 (9) Price of bid (130 points): as scored by utilities  
20 awarding contracts to electric vehicle installers.

21 Bids scoring fewer than 135 points shall not be awarded  
22 contracts.

23 Section 99. Effective date. This Act takes effect upon  
24 becoming law.