

MAINE STATE LEGISLATURE

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L.D. 1062

Date: 5/26/17

(Filing No. H-320)

ENERGY, UTILITIES AND TECHNOLOGY

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**STATE OF MAINE
HOUSE OF REPRESENTATIVES
128TH LEGISLATURE
FIRST REGULAR SESSION**

COMMITTEE AMENDMENT "A" to H.P. 745, L.D. 1062, Bill, "An Act To Expand the Availability of Electric Vehicle Charging Stations in Maine"

Amend the bill by striking out the title and substituting the following:

'Resolve, To Expand the Availability of Light-duty Zero Emission Vehicle Supply Equipment'

Amend the bill by striking out everything after the title and inserting the following:

'Sec. 1. Light-duty zero emission vehicle supply equipment availability expansion. Resolved: That the Department of Transportation, in consultation with the Department of Environmental Protection and the Governor's Energy Office, shall include in the State's beneficiary mitigation plan under the Volkswagen Mitigation Trust Agreement to receive trust funds pursuant to the Volkswagen Partial Consent Decree, which settles portions of the multidistrict litigation concerning certain Volkswagen diesel engines, a proposal to allocate 15% of funds received for light-duty zero emission vehicle supply equipment as permitted by the Volkswagen Partial Consent Decree.

As used in this resolve, "light-duty zero emission vehicle supply equipment" means level 1, level 2 or direct current fast chargers located in a place available to the public, a workplace or a multi-unit dwelling or hydrogen fuel cell supply equipment, including hydrogen dispensing equipment, that is located in a place available to the public; and be it further

Sec. 2. Grants. Resolved: That, if the State's beneficiary mitigation plan described in section 1 is approved, the portion of the funds allocated for light-duty zero emission vehicle supply equipment must be disbursed in whole or in part through grants for the installation of light-duty zero emission vehicle supply equipment. Preference must be given to proposals for grants that make light-duty zero emission vehicle supply equipment available to the public 24 hours per day and 7 days per week; locate light-duty zero emission vehicle supply equipment in or near an area where no other charging station is available, that is safe due to the presence of lighting or shelter and that is close to important regional attractions, events, facilities, transportation corridors, major

COMMITTEE AMENDMENT

1 thoroughfares and high-traffic areas; and commit a grant applicant to contribute the
2 applicant's own funds to help maintain and operate the light-duty zero emission vehicle
3 supply equipment; and be it further

4 **Sec. 3. Program. Resolved:** That the grants described in section 2 may be
5 disbursed through a new or existing grant program. The grant program must support the
6 installation throughout the State of publicly accessible, universally compatible light-duty
7 zero emission vehicle supply equipment. If a new program is developed, the Department
8 of Transportation shall consult with the Efficiency Maine Trust established in the Maine
9 Revised Statutes, Title 5, section 12004-G, subsection 10-C on the development of that
10 program; and be it further

11 **Sec. 4. Report. Resolved:** That the Department of Transportation shall, by
12 January 15, 2018, submit a report to the Joint Standing Committee on Energy, Utilities
13 and Technology describing the status of the State's beneficiary mitigation plan, the plan to
14 use funds for a new or existing grant program and the need, if any, for legislation for a
15 grant program. The committee may report out a bill based on this report to the Second
16 Regular Session of the 128th Legislature.'

17 **SUMMARY**

18 This amendment requires the Department of Transportation, in consultation with the
19 Department of Environmental Protection and the Governor's Energy Office, to include in
20 the State's beneficiary mitigation plan the proposal to allocate 15% of the trust funds
21 received for light-duty zero emission vehicle supply equipment as permitted by the
22 Volkswagen Partial Consent Decree. If the mitigation plan is approved, it requires that
23 the funds be used in whole or in part to provide grants for the installation of light-duty
24 zero emission vehicle supply equipment. It requires that grants funded with the trust
25 funds be disbursed to projects that meet certain preferential selection criteria. It allows
26 the Department of Transportation to disburse funds for the installation of light-duty zero
27 emission vehicle supply equipment within an existing program or a new program
28 developed in consultation with the Efficiency Maine Trust. Lastly, it requires that the
29 Department of Transportation submit by January 15, 2018 a report to the Joint Standing
30 Committee on Energy, Utilities and Technology describing the status of the State's
31 beneficiary mitigation plan, the plan to use funds for a new or existing grant program and
32 the need, if any, for legislation for a grant program.

33 **FISCAL NOTE REQUIRED**

34 **(See attached)**



128th MAINE LEGISLATURE

LD 1062

LR 538(02)

An Act To Expand the Availability of Electric Vehicle Charging Stations in Maine

Fiscal Note for Bill as Amended by Committee Amendment *A(H-320)*
Committee: Energy, Utilities and Technology
Fiscal Note Required: Yes

Fiscal Note

Current biennium revenue increase - Other Special Revenue Funds
Current biennium cost increase - Other Special Revenue Funds

Fiscal Detail and Notes

The Department of Transportation will receive funding from the litigation settlement concerning Volkswagen Diesel Engines (VDE) once a beneficiary mitigation plan is developed, submitted and approved. The amount of funding to be received is not known at this time and may be received in this biennium or in a future biennium. The department will need to set aside 15% of the funding received for grants for the purpose outlined in the bill.

Any additional costs to the Department of Environmental Protection, the Governor's Energy Office or the Efficiency Maine Trust related to advising on the uses of the funds received as a result of the litigation settlement concerning VDE are anticipated to be minor and can be absorbed within existing budgeted resources.