

MAINE STATE LEGISLATURE

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L.D. 347

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Date: 6-15-21

(Filing No. H-651)

MAJORITY

ENERGY, UTILITIES AND TECHNOLOGY

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STATE OF MAINE
HOUSE OF REPRESENTATIVES
130TH LEGISLATURE
FIRST SPECIAL SESSION

COMMITTEE AMENDMENT "A" to H.P. 245, L.D. 347, "An Act To Facilitate Maine's Climate Goals by Encouraging Use of Electric Vehicles"

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

Sec. 1. 35-A MRSA §10125, sub-§1, as enacted by PL 2019, c. 258, §1, is amended by enacting at the end a new first blocked paragraph to read:

The trust may expend funds received under paragraphs A and C consistent with the allowable uses of and any criteria or limitations placed upon the expenditure of those funds by the sources of those funds.

Sec. 2. 35-A MRSA §10126, sub-§1, ¶B, as enacted by PL 2019, c. 258, §1 and reallocated by RR 2019, c. 1, Pt. A, §54, is repealed.

Sec. 3. 35-A MRSA §10126, sub-§3, as enacted by PL 2019, c. 258, §1 and reallocated by RR 2019, c. 1, Pt. A, §54, is amended to read:

3. Rebate program established; eligibility. In accordance with the provisions of this section, the trust shall establish and administer a program that provides rebates for the purchase or lease of electric vehicles. A person may apply for and, as resources within the fund allow, receive a rebate for an electric vehicle, subject to eligibility requirements established by the trust. Eligibility criteria for the vehicle must include that the vehicle is: an eligible a battery electric vehicle or plug-in hybrid electric vehicle; purchased, or leased from its original equipment manufacturer or an authorized licensee of the original equipment manufacturer or a licensed automobile dealer for a term of 36 months or more, in the State; and registered in the State, except that a vehicle is not eligible if it has a gross vehicle weight rating of 6,000 pounds or less, is not a truck or an off-road vehicle and has a manufacturer's suggested retail price greater than \$50,000. To the extent funds are available, the trust may extend program eligibility to medium duty vehicles and heavy duty vehicles that are battery electric vehicles or plug-in hybrid electric vehicles. Eligibility requirements for the recipient of the rebate must include that the recipient attests to a commitment to retain ownership, whether through purchase or lease, of the eligible electric

COMMITTEE AMENDMENT

1 vehicle for at least 36 months from the date of purchase or lease. The trust may require a
2 recipient of a rebate under this section who does not retain ownership of the eligible electric
3 vehicle for at least 36 months to repay the trust up to the full amount of the rebate.

4 The trust shall establish the rebate amount for each eligible electric vehicle. The trust shall
5 establish rebate amounts that it determines most effectively increase the purchase of
6 eligible electric vehicles. For each model of an eligible electric vehicle, the trust may
7 establish different rebate amounts based on the size of the vehicle battery. The trust may
8 establish different rebate amounts for the purpose of providing reasonable opportunity for
9 participation in the program across different customer groups and geographic areas. The
10 trust may establish reasonable limits on the number of rebates per vehicle or per person.

11 **Sec. 4. Public Utilities Commission; inquiry regarding establishment of**
12 **alternative rates to support electric vehicle charging stations.** The Public Utilities
13 Commission shall open an inquiry to review alternative rate structures to support electric
14 vehicle charging stations for nonresidential applications, including, but not limited to, for
15 light duty vehicles, medium duty vehicles, heavy duty vehicles and transit and other fleet
16 vehicles.

17 1. As part of the inquiry, the commission shall direct each transmission and distribution
18 utility in the State to develop and submit by November 1, 2021 one or more proposed rate
19 schedules to support the installation and sustainable operation of existing and new electric
20 vehicle charging stations and shall accept public comment on such rate schedules, including
21 any proposals for such rate schedules, both in advance of and during its review of the
22 proposed rate schedules submitted by each utility. A rate schedule proposed by a
23 transmission and distribution utility must:

24 A. Be designed to support electric vehicle charging and align with and support relevant
25 strategies of the State's climate action plan adopted and updated under the Maine
26 Revised Statutes, Title 38, section 577 and to help achieve the State's greenhouse gas
27 emissions reduction levels under Title 38, section 576-A; and

28 B. Include an evaluation of the relative direct and indirect costs and benefits associated
29 with each proposed rate and must account for varying scenarios of electric vehicle
30 adoption and usage.

31 2. The commission shall review all proposed rate schedules submitted by transmission
32 and distribution utilities and, using the information provided by the utilities and any other
33 information available to the commission, including any submitted public comments or
34 proposals, shall evaluate the costs and benefits of the proposed schedules and develop
35 recommendations regarding the establishment of alternative rate structures to support
36 electric vehicle charging stations for nonresidential applications. In developing
37 recommendations, the commission shall consider clean transportation recommendations
38 included in the State's climate action plan, as adopted and updated under the Maine Revised
39 Statutes, Title 38, section 577, or any reports or recommendations issued by a state
40 department or agency relating to clean transportation or electric vehicle infrastructure and
41 use, as well as the results of any completed or ongoing pilot program in the State related to
42 electric vehicle charging.

43 On or before February 15, 2022, the commission shall submit a report to the Joint
44 Standing Committee on Energy, Utilities and Technology regarding its findings from the
45 inquiry under this section and any recommendations, including any proposed legislation,

1 regarding the establishment of alternative rate structures to support electric vehicle
2 charging stations for nonresidential applications. After reviewing the report, the joint
3 standing committee may report out legislation related to the commission's report to the
4 130th Legislature.'

5 Amend the bill by relettering or renumbering any nonconsecutive Part letter or section
6 number to read consecutively.

7 **SUMMARY**

8 This amendment, which is the majority report of the committee, replaces the bill and
9 does the following.

10 1. It amends the Electric Vehicle Charging Infrastructure Fund established in the
11 Maine Revised Statutes, Title 35-A, section 10125 to provide that expenditures from the
12 fund must be consistent with the allowable uses of and any criteria or limitations placed
13 upon the expenditure of those funds by the sources of those funds.

14 2. It amends eligibility criteria for electric vehicle rebates under the Electric Vehicle
15 Fund established in Title 35-A, section 10126.

16 3. It directs the Public Utilities Commission to open an inquiry to review alternative
17 rate structures to support electric vehicle charging stations for nonresidential applications,
18 including, but not limited to, for light duty vehicles, medium duty vehicles, heavy duty
19 vehicles and transit and other fleet vehicles. As part of that inquiry, the commission must
20 require each transmission and distribution utility in the State to develop and submit by
21 November 1, 2021 one or more proposed rate schedules to support the installation and
22 sustainable operation of existing and new electric vehicle charging stations. On or before
23 February 15, 2022, the commission is required to submit a report to the Joint Standing
24 Committee on Energy, Utilities and Technology regarding its findings from that inquiry
25 and any recommendations, including any proposed legislation, regarding the establishment
26 of alternative rate structures to support electric vehicle charging stations for nonresidential
27 applications. After reviewing the report, the joint standing committee may report out
28 legislation related to the commission's report to the 130th Legislature.

FISCAL NOTE REQUIRED
(See attached)



Approved: 06/11/21 *MBC*

130th MAINE LEGISLATURE

LD 347

LR 1178(02)

An Act To Facilitate Maine's Climate Goals by Encouraging Use of Electric Vehicles

Fiscal Note for Bill as Amended by Committee Amendment *ACH-651*

Committee: Energy, Utilities and Technology

Fiscal Note Required: Yes

Fiscal Note

Minor cost increase - Other Special Revenue Funds

Minor cost increase - Efficiency Maine Trust

Fiscal Detail and Notes

This bill changes the eligibility criteria for the Electric Vehicle Charging Infrastructure Fund administered by the Efficiency Maine Trust (EMT) and directs the Public Utilities Commission (PUC) to review alternative rate structures for electric vehicle charging stations. Any additional costs to EMT or PUC as a result of this bill are anticipated to be minor and can be absorbed within existing budgeted resources.