

MAINE STATE LEGISLATURE

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LAWS
OF THE
STATE OF MAINE

AS PASSED BY THE

ONE HUNDRED AND THIRTY-FIRST LEGISLATURE

SECOND REGULAR SESSION
January 3, 2024 to May 10, 2024

THE GENERAL EFFECTIVE DATE FOR
SECOND REGULAR SESSION
NON-EMERGENCY LAWS IS
AUGUST 9, 2024

PUBLISHED BY THE REVISOR OF STATUTES
IN ACCORDANCE WITH THE MAINE REVISED STATUTES ANNOTATED,
TITLE 3, SECTION 163-A, SUBSECTION 4.

Augusta, Maine
2024

**CHAPTER 534
H.P. 1330 - L.D. 2067
An Act to Continue the
Arrearage Management
Program for Low-income
Residential Electricity
Customers**

Emergency preamble. Whereas, acts and resolves of the Legislature do not become effective until 90 days after adjournment unless enacted as emergencies; and

Whereas, the current laws governing arrearage management programs are repealed September 30, 2024; and

Whereas, this legislation proposes to continue transmission and distribution utilities' arrearage management programs for low-income residential customers; and

Whereas, to prevent the repeal of current laws governing arrearage management programs, this legislation must take effect immediately; and

Whereas, in the judgment of the Legislature, these facts create an emergency within the meaning of the Constitution of Maine and require the following legislation as immediately necessary for the preservation of the public peace, health and safety; now, therefore,

Be it enacted by the People of the State of Maine as follows:

Sec. 1. 35-A MRSA §3214, sub-§2-A, as amended by PL 2021, c. 101, §1, is further amended by amending the 3rd blocked paragraph to read:

No later than January 28, ~~2024~~ 2028, the commission shall prepare a report assessing the effectiveness of arrearage management programs from October 1, 2024 through September 30, 2027, including the number of participants enrolled in the programs, the number of participants completing the programs, the number of participants who have failed to complete the programs, ~~the payment patterns of participating customers after completing the programs, the dollar amount of arrears forgiven, a comparison of outcomes for those participating in the programs and those not participating,~~ the impact on any participating transmission and distribution utility's bad debt as a result of the programs, the costs and benefits to all ratepayers associated with the programs and recommendations for ways in which the programs might be improved or continued for the benefit of all ratepayers. In preparing its report, the commission shall hold at least one formal stakeholder meeting involving affected parties, including the Office of the Public Advocate and the participating transmission and distribution utilities. Parties must also be provided

an opportunity to submit written comments to the commission regarding the performance of the programs.

Sec. 2. 35-A MRSA §3214, sub-§2-A, as amended by PL 2021, c. 101, §1, is further amended by amending the 4th blocked paragraph to read:

The joint standing committee of the Legislature having jurisdiction over utilities matters may report out a bill relating to the commission report to the Second Regular Session of the ~~134th~~ 133rd Legislature.

Sec. 3. 35-A MRSA §3214, sub-§2-A, as amended by PL 2021, c. 101, §1, is further amended by amending the 5th blocked paragraph to read:

This subsection is repealed September 30, ~~2024~~ 2028.

Sec. 4. 35-A MRSA §10110, sub-§2, ¶1, as amended by PL 2021, c. 101, §2, is further amended by amending the first blocked paragraph to read:

This paragraph is repealed September 30, ~~2024~~ 2028.

Emergency clause. In view of the emergency cited in the preamble, this legislation takes effect when approved.

Effective March 14, 2024.

**CHAPTER 535
S.P. 61 - L.D. 122**

**An Act to Update the Electric
Vehicle Rebate Program and to
Establish a Pilot Program to
Support the Uptake of Medium
Duty and Heavy Duty
Zero-emission Vehicles**

Be it enacted by the People of the State of Maine as follows:

Sec. 1. 35-A MRSA §10126, sub-§3, as amended by PL 2023, c. 140, §2, is further amended to read:

3. Rebate Incentive program established; eligibility. In accordance with the provisions of this section, the trust shall establish and administer a program that provides ~~rebates~~ incentives for the purchase or lease of electric vehicles. A person may apply for and, as resources within the fund allow, receive ~~a rebate~~ an incentive for an electric vehicle, subject to eligibility requirements established by the trust. Eligibility criteria for the vehicle must include that the vehicle is: a battery electric vehicle or a plug-in hybrid electric vehicle; the vehicle is purchased, or leased for a term of 36 months or more, 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 or from its original equipment manufacturer, wherever located; and, to the extent required by Title 29-A, chapter 5, the vehicle is registered in the State. An automobile, as defined in Title 29-A, section 101, subsection 7, with a gross vehicle weight rating of 6,000 pounds or less is not eligible for the program if it has a manufacturer's suggested retail price greater than \$50,000 \$55,000. 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 and to electric bicycles. Eligibility requirements for the recipient of the rebate incentive must include that the recipient attests to a commitment to retain ownership maintain a registration in this State to the extent required by Title 29-A, chapter 5, whether through purchase or lease, of the eligible electric vehicle for at least 36 months from the date of purchase or lease. The trust may require a recipient of a rebate an incentive under this section who does not retain ownership maintain a registration in this State of the eligible electric vehicle for at least 36 months to repay the trust up to the full amount of the rebate incentive. If the trust extends program eligibility to electric bicycles, the trust shall limit the electric bicycle rebates incentives to recipients who are low-income and moderate-income individuals and to entities that serve those individuals, as determined by the trust. For a recipient to receive a rebate an incentive for the purchase of an electric bicycle under the program, the electric bicycle must serve as the recipient's principal means of commuting, as determined by the trust.~~

The trust shall establish the rebate incentive amount for each eligible electric vehicle. The trust shall establish rebate incentive amounts that it determines most effectively increase the purchase use of eligible electric vehicles in the State to advance the State's carbon reduction targets and reduce transportation-related energy costs. For each model of an eligible electric vehicle, the trust may establish different rebate incentive amounts based on the size of the vehicle battery. The trust may establish different rebate incentive amounts for the purpose of providing reasonable opportunity for participation in the program across different customer groups and geographic areas. The trust may establish reasonable limits on the number of rebates incentives per vehicle or per person.

Sec. 2. 35-A MRSA §10126, sub-§4, as enacted by PL 2019, c. 258, §1 and reallocated by RR 2019, c. 1, Pt. A, §54, is amended to read:

4. List of eligible electric vehicles; applications.

The trust shall develop, make available on its publicly accessible website and periodically update a list of eligible electric vehicles and rebates incentives included in the program. The trust shall develop and make available at its offices and on its publicly accessible website all forms and other documents necessary for a person to

apply for and receive a direct rebate incentive under this section.

Sec. 3. Medium duty and heavy duty electric vehicle pilot program. For fiscal years 2023-24 to 2025-26, to the extent that funds within the Electric Vehicle Fund established by the Maine Revised Statutes, Title 35-A, section 10126, subsection 2 allow, the Efficiency Maine Trust, referred to in this section as "the trust," shall establish a pilot program to provide incentives for the purchase or lease of medium duty and heavy duty vehicles in commercial applications that are electric vehicles. For the purposes of this section, "electric vehicle" means a battery electric vehicle as defined in Title 35-A, section 10126, subsection 1, paragraph A. The pilot program must be designed to demonstrate the performance of the electric vehicles that are purchased or leased by pilot program participants and gather information about the electric vehicles' costs, benefits and other considerations relevant to their use and adoption in this State. The pilot program participants must be limited to businesses with 500 or fewer employees, that have their principal place of business in this State and that may use medium duty and heavy duty vehicles, excluding school buses, rated Class 2b through Class 8 under the United States Environmental Protection Agency classification system. In providing incentives for the purchase or lease of medium duty and heavy duty vehicles under the pilot program, the trust shall:

1. Ensure that at least 50% of funds used to provide incentives under the pilot program are provided to businesses with 50 or fewer employees;
2. Give preference to purchases or leases that use supply channels in this State; and
3. Prioritize vehicle types commonly used and commercially available in the State for which the duty cycle proposed by the business is suitable for the electric vehicle model as determined by the trust, while giving consideration for the amount and type of daily use and the potential to improve energy independence and reduce greenhouse gas emissions.

By December 31, 2026, the trust shall submit a report of the activities and findings of the pilot program to the joint standing committee of the Legislature having jurisdiction over energy matters. The committee may report out a bill related to the trust's report to the 133rd Legislature in 2027.

See title page for effective date.