



129th MAINE LEGISLATURE

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Legislative Document

No. 1464

H.P. 1071

House of Representatives, April 2, 2019

**An Act To Support Electrification of Certain Technologies for the
Benefit of Maine Consumers and Utility Systems and the
Environment**

Reference to the Committee on Energy, Utilities and Technology suggested and ordered printed.

A handwritten signature in cursive script that reads "R B. Hunt".

ROBERT B. HUNT
Clerk

Presented by Representative RILEY of Jay.
Cosponsored by Senator WOODSOME of York and
Representatives: CAIAZZO of Scarborough, DOUDERA of Camden, GROHOSKI of
Ellsworth, HUBBELL of Bar Harbor, RYKERSON of Kittery.

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

2 **Sec. 1. 35-A MRSA §10102, sub-§3-A** is enacted to read:

3 **3-A. Beneficial electrification.** "Beneficial electrification" means electrification of
4 a technology that would otherwise require energy from a fossil fuel that provides a
5 benefit to a utility, a ratepayer or the environment by improving the efficiency of the
6 electricity grid or reducing consumer costs or emissions, including carbon emissions.

7 **Sec. 2. 35-A MRSA §10110, sub-§1, ¶C,** as enacted by PL 2009, c. 372, Pt. B,
8 §3, is amended to read:

9 C. "Conservation programs" means programs developed by the trust pursuant to this
10 section designed to reduce inefficient electricity use or to increase the efficiency with
11 which electricity is used.

12 **Sec. 3. 35-A MRSA §10110, sub-§2, ¶A,** as enacted by PL 2009, c. 372, Pt. B,
13 §3, is amended to read:

14 A. The trust shall consider, without limitation, conservation programs that:

- 15 (1) Increase consumer awareness of cost-effective options for conserving energy;
- 16 (2) Create more favorable market conditions for the increased use of energy-
17 efficient products and services;
- 18 (3) Promote sustainable economic development and reduce environmental
19 damage;
- 20 (4) Reduce the price of electricity over time for all consumers by achieving
21 reductions in demand for electricity during peak use periods, including by the
22 implementation of beneficial electrification; and
- 23 (5) Reduce total energy costs for electricity consumers in the State by increasing
24 the efficiency with which electricity is consumed.

25 **Sec. 4. Efficiency Maine Trust to study barriers to beneficial**
26 **electrification.** The Efficiency Maine Trust established in the Maine Revised Statutes,
27 Title 35-A, section 10103, in coordination with the Public Utilities Commission, shall
28 study barriers to beneficial electrification in the transportation and heating sectors in the
29 State. The study must identify social, technological, legal, regulatory and economic
30 barriers to beneficial electrification for the transportation and heating sectors in the State.
31 The study must include information, which the trust may request the commission to
32 compile, on potential roles for electric utilities, natural gas utilities and competitive
33 markets in supporting beneficial electrification, including benefits and drawbacks of these
34 potential roles and examples of specific activities that may be conducted and specific
35 needs that may be best served by the electric utilities, natural gas utilities or competitive
36 markets. The Department of Transportation and the Maine Turnpike Authority shall
37 provide information to the trust on potential barriers to beneficial electrification and
38 solutions to overcome those barriers in areas under their jurisdiction. The trust may seek
39 information regarding the study from other agencies or from private persons,

1 organizations or interest groups. The trust shall provide public notice of the opportunity
2 for the public to submit written information or comments to the trust before and after a
3 draft of the study is completed. The trust shall develop a report based on the study. The
4 report must:

- 5 1. Identify barriers to beneficial electrification in the transportation and heating
6 sectors of the State;
- 7 2. Identify additional information that the trust may require to make additional
8 recommendations or analyses;
- 9 3. Consider potential roles of utilities in supporting beneficial electrification;
- 10 4. Identify areas or populations in the State less likely to benefit directly from
11 beneficial electrification without additional policy development or utility intervention;
12 and
- 13 5. Recommend opportunities for beneficial electrification.

14 By February 1, 2020, the trust shall submit its report and any recommended
15 legislation to the Joint Standing Committee on Energy, Utilities and Technology. The
16 committee may report out legislation to the Second Regular Session of the 129th
17 Legislature related to the report.

18 For purposes of this section, "beneficial electrification" means electrification of a
19 technology that would otherwise require energy from a fossil fuel that provides a benefit
20 to a utility, a ratepayer or the environment by improving the efficiency of the electricity
21 grid or reducing consumer costs or emissions, including carbon emissions.

22 **Sec. 5. Public Utilities Commission to request proposals for pilot**
23 **program to implement beneficial electrification in the transportation sector.**

24 The Public Utilities Commission, referred to in this section as "the commission," shall
25 request proposals from utilities and from entities that are not utilities, including the
26 Efficiency Maine Trust established in the Maine Revised Statutes, Title 35-A, section
27 10103 for pilot programs that are limited in duration and scope to support beneficial
28 electrification of the transportation sector of the State.

29 1. Proposals under this section must be submitted to the commission no later than
30 February 1, 2020 and must consider and implement the analysis and recommendations of
31 the study conducted under section 4. A proposal under this section may address:

32 A. Electric vehicle chargers that make use of load management. For purposes of this
33 paragraph, "load management" means the process of balancing the supply of
34 electricity on a network with the electrical load by adjusting the load rather than the
35 power station output;

36 B. Utility investment in electricity delivery infrastructure for direct current electric
37 vehicle fast-charging technology, including polyphase electric service;

1 C. Fees for the delivery of electricity for direct current electric vehicle fast-charging
2 technology, including the use of financial incentives or short-term waivers of the
3 fees; and

4 D. Customer engagement and awareness programs. An applicant shall include the
5 participation of the Efficiency Maine Trust as a neutral 3rd party to provide input into
6 the development and content of information submitted under this paragraph.

7 The commission shall allow public comment on a proposal submitted under this section.
8 On or before October 1, 2020, the commission may select one or more proposals
9 submitted under this section that further the efforts regarding beneficial electrification.

10 2. Subsequent to the selection of proposals under subsection 1, the commission may
11 request additional proposals under this section that include criteria under subsection 1 and
12 other criteria the commission determines necessary to be submitted no earlier than
13 December 1, 2020. A proposal submitted under this subsection must be reviewed
14 pursuant to the Maine Revised Statutes, Title 5, chapter 375, subchapter 4. The
15 commission shall allow public comment on a proposal submitted under this subsection.
16 On or before August 1, 2021, the commission may select one or more proposals
17 submitted under this subsection that are reasonably likely to result in beneficial
18 electrification.

19 3. The commission shall determine a schedule to implement a proposal selected
20 under subsection 1 or 2. By December 1, 2022, the commission shall complete a review
21 of the implemented pilot program that assesses the effectiveness of each of the program's
22 elements in supporting beneficial electrification of the transportation sector of the State.

23 4. For purposes of this section, "beneficial electrification" means electrification of a
24 technology that would otherwise require energy from a fossil fuel that provides a benefit
25 to a utility, a ratepayer or the environment by improving the efficiency of the electricity
26 grid or reducing consumer costs or emissions, including carbon emissions.

27 **SUMMARY**

28 This bill:

29 1. Amends provisions in the law regarding the conservation programs of the
30 Efficiency Maine Trust by clarifying that conservation programs seek to increase the
31 efficiency with which electricity is used and defining "beneficial electrification" as the
32 electrification of a technology that would otherwise require energy from a fossil fuel that
33 provides a benefit to a utility, a ratepayer or the environment by improving the efficiency
34 of the electricity grid or reducing consumer costs or emissions, including carbon
35 emissions;

36 2. Requires the Efficiency Maine Trust to conduct a study regarding the barriers to
37 beneficial electrification of the transportation and heating sectors in the State; and

38 3. Requires the Public Utilities Commission to issue a request for proposals from
39 utilities and entities that are not utilities to conduct a pilot program to support beneficial
40 electrification of the transportation sector of the State.