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Date: (Filing No. H- )

**ENERGY, UTILITIES AND TECHNOLOGY**

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

COMMITTEE AMENDMENT “ ” 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 A, §54, is repealed.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

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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.