

**HOUSE . . . . . No. 2699**

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**The Commonwealth of Massachusetts**

PRESENTED BY:

***Jonathan Hecht and Frank I. Smizik***

*To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled:*

The undersigned legislators and/or citizens respectfully petition for the adoption of the accompanying bill:

An Act promoting zero-emission vehicles.

PETITION OF:

NAME:	DISTRICT/ADDRESS:	DATE ADDED:
<i>Jonathan Hecht</i>	<i>29th Middlesex</i>	<i>1/20/2017</i>
<i>Frank I. Smizik</i>	<i>15th Norfolk</i>	<i>1/26/2017</i>
<i>Jennifer E. Benson</i>	<i>37th Middlesex</i>	<i>1/25/2017</i>
<i>Linda Dean Campbell</i>	<i>15th Essex</i>	<i>2/2/2017</i>
<i>James M. Cantwell</i>	<i>4th Plymouth</i>	<i>1/27/2017</i>
<i>Mike Connolly</i>	<i>26th Middlesex</i>	<i>1/31/2017</i>
<i>Marjorie C. Decker</i>	<i>25th Middlesex</i>	<i>2/3/2017</i>
<i>Michelle M. DuBois</i>	<i>10th Plymouth</i>	<i>1/31/2017</i>
<i>Carmine L. Gentile</i>	<i>13th Middlesex</i>	<i>1/25/2017</i>
<i>Solomon Goldstein-Rose</i>	<i>3rd Hampshire</i>	<i>2/1/2017</i>
<i>Carlos González</i>	<i>10th Hampden</i>	<i>2/3/2017</i>
<i>Kenneth I. Gordon</i>	<i>21st Middlesex</i>	<i>2/1/2017</i>
<i>Paul R. Heroux</i>	<i>2nd Bristol</i>	<i>2/2/2017</i>
<i>Kay Khan</i>	<i>11th Middlesex</i>	<i>1/31/2017</i>
<i>Jack Lewis</i>	<i>7th Middlesex</i>	<i>1/30/2017</i>
<i>Jason M. Lewis</i>	<i>Fifth Middlesex</i>	<i>1/26/2017</i>
<i>Barbara A. L'Italien</i>	<i>Second Essex and Middlesex</i>	<i>2/1/2017</i>
<i>Jeffrey N. Roy</i>	<i>10th Norfolk</i>	<i>2/3/2017</i>

<i>Paul A. Schmid, III</i>	<i>8th Bristol</i>	<i>2/3/2017</i>
<i>John W. Scibak</i>	<i>2nd Hampshire</i>	<i>1/24/2017</i>
<i>Bruce E. Tarr</i>	<i>First Essex and Middlesex</i>	<i>2/3/2017</i>
<i>Chris Walsh</i>	<i>6th Middlesex</i>	<i>2/3/2017</i>

**HOUSE . . . . . No. 2699**

By Messrs. Hecht of Watertown and Smizik of Brookline, a petition (accompanied by bill, House, No. 2699) of Jonathan Hecht and others relative to promotion and regulation of zero-emission vehicles. Telecommunications, Utilities and Energy.

**The Commonwealth of Massachusetts**

**In the One Hundred and Ninetieth General Court  
(2017-2018)**

An Act promoting zero-emission vehicles.

*Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:*

1           SECTION 1. The commissioner of the department of energy resources is hereby  
2 authorized and directed to apportion proceeds from the RGGI Auction Trust Fund as provided  
3 for in section 35II of chapter 10 of the general laws to establish a grant program providing  
4 rebates to consumers to defray the expense of the purchase or lease of a zero-emissions vehicle,  
5 which shall take effect upon the exhaustion of funds currently allocated to the Massachusetts  
6 Offers Rebates for Electric Vehicles program, referred to hereafter as the MOR-EV program.  
7 The commissioner shall promulgate rules and regulations to determine qualifying criteria for  
8 zero-emission vehicles, to set rebate values, and to provide for the administration of the program  
9 in a timely fashion that ensures no incentive gap between the MOR-EV program and the rebate  
10 program authorized herein. Rebate values shall be set no lower than MOR-EV program rebate  
11 values. The commissioner shall review the rules and regulations of the program on a biannual  
12 basis. If the commissioner deems it appropriate to make any changes to the program, he or she

13 shall prepare a report to be submitted to the house and senate ways and means committee and the  
14 joint committee on transportation detailing and providing a rationale for the changes made.

15 SECTION 2. The commissioner of the department of energy resources is hereby  
16 authorized and directed to apportion proceeds from the RGGI Auction Trust Fund as provided  
17 for in section 35II of chapter 10 of the general laws to establish a grant program providing  
18 rebates to consumers, private institutions, and municipalities and other public entities to defray  
19 the expense of purchasing and installing an electric vehicle charging station or stations. Not later  
20 than one year after the effective date of this act, the commissioner shall promulgate rules and  
21 regulations to determine qualifying criteria for private institutions and public entities, electric  
22 vehicle charging stations, to set rebate values, and to provide for the administration of the  
23 program. Rebate values shall be set no lower than \$2500 dollars or 50 percent of the cost of  
24 purchasing and installing an electric vehicle charging station, whichever is lesser. Private  
25 institutions, municipalities and other public entities shall only be eligible for rebates under this  
26 program upon the exhaustion of funds currently allocated to the Massachusetts Electric Vehicle  
27 Incentive Program. The commissioner shall review the rules and regulations of the program on a  
28 biannual basis. If the commissioner deems it appropriate to make any changes to the program, he  
29 or she shall prepare a report to be submitted to the house and senate ways and means committee  
30 and the joint committee on transportation detailing and providing a rationale for the changes  
31 made.

32 SECTION 3. Not later than six months after the effective date of this act, the department  
33 of energy resources shall publish a guide to assist cities and towns to develop programs that  
34 allow residents unable to install off-street electric vehicle charging stations to install curbside  
35 electric vehicle charging stations proximate to their residences.

36 SECTION 4. Not later than six months after the effective date of this act, distribution  
37 companies, as defined in section 1 of chapter 164 of the general laws, shall submit to the  
38 department of public utilities for approval proposals to offer an opt-in electric vehicle time of use  
39 rate, defined for the purposes of this section as a rate designed to reflect the cost of providing  
40 electricity to a consumer charging an electric vehicle at an electric vehicle charging station at  
41 different times of the day, but shall not include demand charges. For department approval, such  
42 proposals shall encourage energy conservation, optimal and efficient use of a distribution  
43 company's facilities and resources, and equitable rates for electric consumers.

44 SECTION 5. Not later than six months after the effective date of this act, the department  
45 of energy resources shall file a study with the clerks of the senate and house of representatives  
46 and with the joint committee on telecommunications, utilities, and energy, evaluating the costs  
47 and benefits of electric vehicle adoption, including, but not limited to, its impacts on the electric  
48 distribution system and distribution company customer rates.

49 SECTION 6. Not later than six months after the effective date of this act, the department  
50 of energy resources and department of transportation shall file a report with the joint committee  
51 on transportation, identifying state routes, U.S. routes, and interstate highways in Massachusetts  
52 that are high priority for public electric vehicle charging station installation. Determinations of  
53 priority shall be based on total traffic volume on the route, volume of trips on the route that  
54 exceed 50 miles, importance of the route for accessing employment centers, tourist attractions,  
55 and other frequent destinations, and other factors as detailed in the report.