

HOUSE No. 2699

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.