



General Assembly

February Session, 2024

Substitute Bill No. 5485



AN ACT CONCERNING TRANSPORTATION INFRASTRUCTURE FOR ELECTRIC VEHICLES.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. (NEW) (*Effective from passage*) (a) As used in this section, (1)
2 "electric distribution company" has the same meaning as provided in
3 section 16-1 of the general statutes; (2) "battery electric vehicle", "fuel cell
4 electric vehicle", "plug-in hybrid electric vehicle" and "range-extended
5 battery electric vehicle" have the same meanings as provided in section
6 16-19eee of the general statutes; (3) "electric vehicle charging station" has
7 the same meaning as provided in section 16-19f of the general statutes;
8 (4) "environmental justice community" has the same meaning as
9 provided in subsection (a) of section 22a-20a of the general statutes; (5)
10 "level two electric vehicle charging station" and "direct current fast
11 charging station" have the same meanings as provided in section 4b-77
12 of the general statutes; and (6) "housing authority" has the same
13 meaning as provided in section 8-39 of the general statutes.

14 (b) There is established an Electric Vehicle Infrastructure
15 Coordinating Council, to assess and report on strategies and plans
16 necessary to ensure the affordable, equitable, accessible and reliable
17 integration of battery electric vehicles, fuel cell electric vehicles, plug-in
18 hybrid electric vehicles and range-extended battery electric vehicles into
19 the state's transportation network. The council shall be part of the
20 Department of Energy and Environmental Protection for administrative

21 purposes only. The council shall consist of the following forty members:

22 (1) Four appointed by the speaker of the House of Representatives;

23 (2) Four appointed by the president pro tempore of the Senate;

24 (3) Three appointed by the majority leader of the House of
25 Representatives, one of whom is recommended by the Connecticut
26 Equity and Environmental Justice Advisory Council, established by
27 Executive Order 21-3 of Governor Ned Lamont, one of whom is
28 recommended by a nonprofit association or organization representing
29 the interests of motor vehicle dealers in this state and one of whom
30 represents a business that utilizes heavy-duty motor vehicles for its
31 operations;

32 (4) Three appointed by the majority leader of the Senate, one of whom
33 represents an organization that advocates for the protection of the
34 environment, one of whom represents an organization that advocates
35 for electric municipal utilities and one of whom represents a
36 manufacturer of battery electric vehicles, fuel cell electric vehicles, plug-
37 in hybrid electric vehicles or range-extended battery electric vehicles;

38 (5) Three appointed by the minority leader of the House of
39 Representatives, one of whom is recommended by an organization
40 representing the interests of large municipalities, one of whom
41 represents an electric distribution company that has a service area of
42 eighteen or more cities and towns and one of whom represents a
43 professional organization of physicians in the state;

44 (6) Three appointed by the minority leader of the Senate, one of
45 whom represents an electric distribution company that has a service
46 area of not more than seventeen cities and towns, one of whom
47 represents a manufacturer of electric vehicle charging stations and one
48 of whom is recommended by an organization representing the interests
49 of small municipalities;

50 (7) The chairpersons and ranking members of the joint standing

51 committees of the General Assembly having cognizance of matters
52 relating to transportation, the environment and energy; and

53 (8) The Commissioners of Energy and Environmental Protection,
54 Transportation, Administrative Services, Consumer Protection and
55 Public Health, or their designees, the Secretary of the Office of Policy
56 and Management, or the secretary's designee, the chairperson of the
57 Public Utilities Regulatory Authority, or the chairperson's designee, and
58 the Consumer Counsel, or the counsel's designee.

59 (c) Any member of the council appointed under subdivisions (1) to
60 (6), inclusive, of subsection (b) of this section may be a member of the
61 General Assembly.

62 (d) All initial appointments to the council shall be made not later than
63 June 1, 2024, and shall terminate on May 31, 2026, regardless of when
64 the initial appointment was made. Any vacancy shall be filled by the
65 appointing authority. Each appointed member shall serve for a term of
66 two years and may be reappointed or continue to serve until such
67 member's successor is appointed.

68 (e) The council shall have three chairpersons. Notwithstanding the
69 provisions of section 4-9a of the general statutes, the speaker of the
70 House of Representatives and the president pro tempore of the Senate
71 shall select two chairpersons of the council from among the members of
72 the council. The Commissioner of Energy and Environmental Protection
73 shall serve as the third chairperson. The three chairpersons shall
74 schedule the first meeting of the council, which shall be held not later
75 than July 1, 2024.

76 (f) A majority of the membership of the council shall constitute a
77 quorum for the purpose of meeting to review and assess the draft Zero-
78 Emission Vehicle Roadmap submitted in accordance with the
79 provisions of subsection (j) of this section, or for any vote taken by the
80 council.

81 (g) The council shall:

82 (1) Provide direction on the scope of the draft Zero-Emission Vehicle
83 Roadmap described in subsection (j) of this section;

84 (2) Hold informational meetings to solicit input from stakeholders on
85 the benefits and impacts of the integration of battery electric vehicles,
86 fuel cell electric vehicles, plug-in hybrid electric vehicles and range-
87 extended battery electric vehicles into the state's transportation
88 network;

89 (3) Recommend modifications related to the draft Zero-Emission
90 Vehicle Roadmap submitted pursuant to subsection (j) of this section
91 and each draft update to the Zero-Emission Vehicle Roadmap submitted
92 pursuant to subsection (l) of this section;

93 (4) Hold public hearings, including one hearing after November 15,
94 2024, but prior to January 8, 2025, regarding the draft Zero-Emission
95 Vehicle Roadmap submitted pursuant to subsection (j) of this section,
96 and not less than one hearing on each draft update to the Zero-Emission
97 Vehicle Roadmap submitted pursuant to subsection (l) of this section;
98 and

99 (5) Obtain from any executive department, board, commission or
100 other agency of the state such assistance and data as necessary and
101 available to carry out the purposes of this section, within available
102 resources and subject to the limitations of any pending adjudicatory
103 proceeding before any such agency.

104 (h) The members of the council shall serve without compensation.

105 (i) The council shall meet at least once every two months, or at such
106 other times as deemed necessary by the chairpersons or a majority of the
107 council, and shall provide the opportunity for public comment at each
108 such meeting.

109 (j) Not later than November 15, 2024, the Commissioners of Energy
110 and Environmental Protection and Transportation and the chairperson
111 of the Public Utilities Regulatory Authority, in coordination with the

112 Commissioners of Administrative Services, Consumer Protection and
113 Public Health, the Secretary of the Office of Policy and Management and
114 the Consumer Counsel, shall submit a draft Zero-Emission Vehicle
115 Roadmap to the council. Such draft roadmap shall:

116 (1) Analyze the benefits and costs associated with the usage of light,
117 medium and heavy-duty zero-emission vehicles, including, but not
118 limited to, the impacts to public health, air quality and consumers and
119 the attainment of the greenhouse gas emission reductions required by
120 section 22a-200a of the general statutes;

121 (2) Identify the number of battery electric vehicles, fuel cell electric
122 vehicles, plug-in hybrid electric vehicles and range-extended battery
123 electric vehicles registered in the state;

124 (3) Estimate the number of battery electric vehicles, fuel cell electric
125 vehicles, plug-in hybrid electric vehicles and range-extended battery
126 electric vehicles to be sold and registered in the state for the year of the
127 report and the next ten succeeding years based, in part, on the
128 attainment of the emission reductions required by section 22a-200a of
129 the general statutes;

130 (4) Estimate the number and type of electric vehicle charging stations
131 needed to support the estimated number of battery electric vehicles, fuel
132 cell electric vehicles, plug-in hybrid electric vehicles and range-
133 extended battery electric vehicles in public and private sector settings,
134 including, but not limited to, transit facilities and parking facilities at
135 commercial and industrial properties and one-family, two-family or
136 multifamily residential dwellings;

137 (5) Make recommendations concerning how to assist any
138 governmental unit or the private sector in installing electric vehicle
139 charging stations and the associated charging infrastructure, equipment
140 and technology, including within proximity of on-street parking;

141 (6) Identify strategies, including non-ratepayer-funded strategies, to
142 ensure the installation of electric vehicle charging stations in urban,

143 suburban and rural areas, including, but not limited to, low-income and
144 moderate-income communities;

145 (7) Recommend strategies for ensuring electric vehicle charging
146 stations are maintained in full and continuous working order;

147 (8) Report on the adequacy of electric transmission and generation
148 supply and storage infrastructure to serve the electric vehicle charging
149 needed to support the number of battery electric vehicles, fuel cell
150 electric vehicles, plug-in hybrid electric vehicles and range-extended
151 battery electric vehicles estimated pursuant to subdivision (2) of this
152 subsection;

153 (9) (A) Identify the cost trends associated with the purchase of a new
154 battery electric vehicle, plug-in hybrid electric vehicle, fuel cell electric
155 vehicle or range-extended battery electric vehicle using the
156 manufacturer's suggested retail price, (B) identify and evaluate the cost
157 impact of applicable existing and future state and federal incentives, and
158 (C) identify the cost trends for the purchase of a new or used motor
159 vehicle operated by an internal combustion engine as applicable state
160 and federal motor vehicle emission laws become effective;

161 (10) Using information from the preceding calendar year, (A) identify
162 trends regarding the adoption and distribution of battery electric
163 vehicles, fuel cell electric vehicles and plug-in hybrid electric vehicles in
164 the state using information from the Connecticut Hydrogen and Electric
165 Automobile Purchase Rebate program established pursuant to section
166 22a-202 of the general statutes, as amended by this act, and (B) include
167 information regarding the availability and equitable distribution of
168 rebates and vouchers issued by the Commissioner of Energy and
169 Environmental Protection under said program among residents of
170 differing socioeconomic status;

171 (11) Include any other assessments or information that promote the
172 utilization of battery electric vehicles, plug-in hybrid electric vehicles,
173 fuel cell electric vehicles or range-extended battery electric vehicles in
174 the state;

175 (12) Provide information describing the implementation of the
176 National Electric Vehicle Infrastructure Formula Program pursuant to
177 the Infrastructure Investment and Jobs Act, P.L. 117-58, as amended
178 from time to time, and the status and results of such program;

179 (13) Determine the impact of electrification on bus service in the state
180 by identifying (A) the purchase and operating costs for battery electric
181 buses, (B) the level of funding needed for the deployment of battery
182 electric buses, (C) the service territory of battery electric buses currently
183 in operation, and (D) battery electric bus service in low-income and
184 moderate-income communities;

185 (14) (A) Summarize each electric distribution company's progress
186 toward meeting state-wide deployment targets established by the
187 Public Utilities Regulatory Authority for direct current fast charging
188 stations and level two electric vehicle charging stations, (B) identify the
189 percentage of direct current fast charging stations and level two electric
190 vehicle charging stations installed in environmental justice communities
191 and for housing owned or managed by a housing authority, (C) describe
192 the methodology that electric distribution companies use to track how
193 electric vehicle charging infrastructure facilitates the deployment of
194 battery electric vehicles, plug-in hybrid electric vehicles, fuel cell electric
195 vehicles and range-extended battery electric vehicles throughout the
196 state, (D) provide aggregated results of the charging programs managed
197 by the electric distribution companies that are designed to integrate and
198 optimize electric vehicle charging onto the electric distribution system,
199 and (E) identify the available electric vehicle tariff offerings by customer
200 class, charger type and service territory; and

201 (15) Address other topics or include other information as requested
202 by the Electric Vehicle Infrastructure Coordinating Council.

203 (k) Not later than January 8, 2025, the Commissioner of Energy and
204 Environmental Protection shall submit, in accordance with the
205 provisions of section 11-4a of the general statutes, the final Zero-
206 Emission Vehicle Roadmap to the joint standing committees of the

207 General Assembly having cognizance of matters relating to
208 transportation, the environment and energy. Such final roadmap shall
209 include the information specified in subdivisions (1) to (15), inclusive,
210 of subsection (j) of this section. The commissioner shall publish such
211 final roadmap on the Internet web site of the Department of Energy and
212 Environmental Protection.

213 (l) Not later than November 15, 2025, and annually thereafter, the
214 Commissioners of Energy and Environmental Protection and
215 Transportation and the chairperson of the Public Utilities Regulatory
216 Authority, in coordination with the Commissioners of Administrative
217 Services, Consumer Protection and Public Health, the Secretary of the
218 Office of Policy and Management and the Consumer Counsel, shall
219 submit a draft update to the Zero-Emission Vehicle Roadmap to the
220 Electric Vehicle Infrastructure Coordinating Council.

221 (m) Not later than January 1, 2026, and annually thereafter, the
222 Commissioner of Energy and Environmental Protection shall submit, in
223 accordance with the provisions of section 11-4a of the general statutes,
224 the most recent final update to the Zero-Emission Vehicle Roadmap to
225 the joint standing committees of the General Assembly having
226 cognizance of matters relating to transportation, the environment and
227 energy. The commissioner shall publish each such final update to the
228 roadmap on the Internet web site of the Department of Energy and
229 Environmental Protection.

230 (n) Nothing in this section shall be construed to require the adoption
231 of zero-emission vehicle standards.

232 Sec. 2. Subsections (d) to (g), inclusive, of section 22a-202 of the 2024
233 supplement to the general statutes are repealed and the following is
234 substituted in lieu thereof (*Effective from passage*):

235 (d) On and after July 1, 2022, the Commissioner of Energy and
236 Environmental Protection shall establish and administer a program to
237 provide rebates or vouchers to residents, municipalities, businesses,
238 nonprofit organizations and tribal entities located in this state when

239 such residents, municipalities, businesses, organizations or tribal
240 entities purchase or lease a new or used battery electric vehicle, plug-in
241 hybrid electric vehicle or fuel cell electric vehicle. The commissioner, in
242 consultation with the advisory board, shall establish and revise, as
243 necessary, appropriate rebate levels, voucher amounts and maximum
244 income eligibility for such rebates or vouchers. The program shall have
245 a goal of distributing, by January 1, 2030, at least forty per cent of the
246 funds used for any such rebates or vouchers to a United State census
247 block group, as determined in accordance with the most recent United
248 States census, for which thirty per cent or more of the population
249 consists of persons who have an income below two hundred per cent of
250 the federal poverty level. The commissioner shall prioritize the granting
251 of rebates or vouchers to residents of environmental justice
252 communities, [residents having] who have household incomes at or
253 below three hundred per cent of the federal poverty level [and residents]
254 or who participate in state and federal assistance programs, including,
255 but not limited to, the state-administered federal Supplemental
256 Nutrition Assistance Program, state-administered federal Low Income
257 Home Energy Assistance Program, a Head Start program established
258 pursuant to section 10-16n or assistance provided by Operation Fuel,
259 Incorporated. Any such rebate or voucher awarded to a resident of an
260 environmental justice community shall be in an amount [up to one
261 hundred] not less than two hundred per cent more than the standard
262 rebate level or voucher amount. An eligible municipality, business,
263 nonprofit organization or tribal entity may receive not more than ten
264 rebates or vouchers a year, within available funds, and not more than a
265 total of twenty rebates or vouchers, except the commissioner may issue
266 additional rebates or vouchers to an eligible business or nonprofit
267 organization that operates a fleet of motor vehicles exclusively in an
268 environmental justice community. On and after July 1, 2022, and until
269 June 30, 2027, inclusive, a battery electric vehicle, plug-in hybrid electric
270 vehicle or fuel cell electric vehicle that is eligible for a rebate or voucher
271 under the program shall have a base manufacturer's suggested retail
272 price of not more than fifty thousand dollars.

273 (e) As a part of the Connecticut Hydrogen and Electric Automobile
274 Purchase Rebate program, the Commissioner of Energy and
275 Environmental Protection shall also establish and administer a program
276 to provide rebates or vouchers to residents of the state who purchase an
277 electric bicycle. The commissioner, in consultation with the advisory
278 board, shall establish and revise, as necessary, maximum income
279 eligibility for such rebates or vouchers. Any such rebate or voucher
280 amount shall be in an amount not less than five hundred dollars. The
281 rebate or voucher program shall be designed to maximize the air quality
282 benefits associated with the deployment of electric bicycles and
283 prioritize providing vouchers to residents of environmental justice
284 communities, [residents having] who have household incomes at or
285 below three hundred per cent of the federal poverty level [, and
286 residents] or who participate in state and federal assistance programs,
287 including, but not limited to, the state-administered federal
288 Supplemental Nutrition Assistance Program, state-administered federal
289 Low Income Home Energy Assistance Program, a Head Start program
290 established pursuant to section 10-16 or assistance provided by
291 Operation Fuel, Incorporated. On and after July 1, 2022, and until June
292 30, 2027, inclusive, an electric bicycle that is eligible for a rebate or
293 voucher under the program shall have a base manufacturer's suggested
294 retail price of not more than three thousand dollars. Not less than sixty
295 days prior to distributing any rebate or voucher pursuant to this
296 subsection, the commissioner shall conduct an outreach and marketing
297 campaign pursuant to subsection (g) of this section.

298 (f) The Commissioner of Energy and Environmental Protection shall
299 evaluate the Connecticut Hydrogen and Electric Automobile Purchase
300 Rebate program on an annual basis. Not later than June 20, 2024, and
301 annually thereafter, the commissioner shall submit a report to the joint
302 standing committees of the General Assembly having cognizance of
303 matters relating to the environment and transportation regarding the
304 status and effectiveness of such program. Such report shall include
305 information on program participation and the environmental benefits
306 accruing to environmental justice communities and communities

307 overburdened by air pollution.

308 (g) The Commissioner of Energy and Environmental Protection shall
309 conduct outreach programs and implement a marketing campaign for
310 the promotion of the Connecticut Hydrogen and Electric Automobile
311 Purchase Rebate program. Such marketing campaign shall target
312 environmental justice communities, be conducted in languages in
313 addition to English and involve community-based organizations that
314 serve environmental justice communities.

315 Sec. 3. (*Effective July 1, 2024*) (a) For the purposes described in
316 subsection (b) of this section, the State Bond Commission shall have the
317 power from time to time to authorize the issuance of bonds of the state
318 in one or more series and in principal amounts not exceeding in the
319 aggregate ten million dollars.

320 (b) The proceeds of the sale of such bonds, to the extent of the amount
321 stated in subsection (a) of this section, shall be used by the Department
322 of Energy and Environmental Protection for the purpose of (1)
323 providing grants to municipal electric utilities for the installation of
324 electric vehicle charging infrastructure located in environmental justice
325 communities, as defined in subsection (a) of section 22a-20a of the
326 general statutes, within the service area of such utility, (2) providing
327 incentives and rebates for electric vehicles and hybrid electric vehicles,
328 as those terms are defined in section 16-19eee of the general statutes, and
329 for the installation of electric vehicle charging infrastructure, and (3)
330 providing incentives for the installation of electric vehicle charging
331 infrastructure in public rights-of-way.

332 (c) All provisions of section 3-20 of the general statutes, or the exercise
333 of any right or power granted thereby, that are not inconsistent with the
334 provisions of this section are hereby adopted and shall apply to all
335 bonds authorized by the State Bond Commission pursuant to this
336 section. Temporary notes in anticipation of the money to be derived
337 from the sale of any such bonds so authorized may be issued in
338 accordance with section 3-20 of the general statutes and from time to

339 time renewed. Such bonds shall mature at such time or times not
340 exceeding twenty years from their respective dates as may be provided
341 in or pursuant to the resolution or resolutions of the State Bond
342 Commission authorizing such bonds. None of such bonds shall be
343 authorized except upon a finding by the State Bond Commission that
344 there has been filed with it a request for such authorization that is signed
345 by or on behalf of the Secretary of the Office of Policy and Management
346 and states such terms and conditions as said commission, in its
347 discretion, may require. Such bonds issued pursuant to this section shall
348 be general obligations of the state and the full faith and credit of the state
349 of Connecticut are pledged for the payment of the principal of and
350 interest on such bonds as the same become due, and accordingly and as
351 part of the contract of the state with the holders of such bonds,
352 appropriation of all amounts necessary for punctual payment of such
353 principal and interest is hereby made, and the State Treasurer shall pay
354 such principal and interest as the same become due.

355 Sec. 4. (NEW) (*Effective from passage*) (a) For the purposes of this
356 section, "electric distribution company" has the same meaning as
357 provided in section 16-1 of the general statutes and "level 2 charger" has
358 the same meaning as "AC Level 2" in 23 CFR 680.104, as amended from
359 time to time.

360 (b) Notwithstanding any provision of title 16 or 16a of the general
361 statutes, an electric distribution company shall charge a customer for the
362 provision of electricity to such customer's separately metered level 2
363 charger at the same rate that such company charges residential
364 customers, provided such charger is (1) available for residential use, and
365 (2) located in either a (A) multifamily residential building, or (B)
366 multiuse building if residential use constitutes fifty per cent or more of
367 the metered energy for such building.

368 Sec. 5. (*Effective from passage*) The Commissioner of Transportation
369 shall study and make recommendations concerning the feasibility of
370 expanding mobility options in rural communities. Such study and
371 recommendations shall take into consideration (1) the cost of operation

372 and maintenance, including new or additional transit services, (2) the
373 size and availability of currently utilized vehicles and compatibility
374 with rural operations, (3) the viability of operating sustained transit
375 services to any such rural communities, including the availability of
376 operators and maintenance capacity, and (4) best practices from other
377 rural communities in the country. Not later than July 1, 2026, the
378 commissioner shall submit the results of such study and the
379 commissioner's recommendations, in accordance with the provisions of
380 section 11-4a of the general statutes, to the joint standing committee of
381 the General Assembly having cognizance of matters relating to
382 transportation.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>from passage</i>	New section
Sec. 2	<i>from passage</i>	22a-202(d) to (g)
Sec. 3	<i>July 1, 2024</i>	New section
Sec. 4	<i>from passage</i>	New section
Sec. 5	<i>from passage</i>	New section

Statement of Legislative Commissioners:

In Section 1(d), "June 1, 2026" was changed to "May 31, 2026" for consistency with standard drafting conventions; in Section 1(e), "a" was changed to "the third" for clarity; in Section 1(g), "roadmap" was changed to "Zero-Emission Vehicle Roadmap" for consistency; in Section 1(j)(1) "greenhouse gas" was added for consistency; in Section 1(j)(5), ", any public agency" was deleted to eliminate redundancy; in Section 1(j)(12), "pursuant to the Infrastructure Investment and Jobs Act, P.L. 117-58, as amended from time to time," was inserted for clarity; in Section 1(m), "most recent" was inserted for accuracy; in Section 4(a) , a reference to "AC Level 2" was added for accuracy; and in Section 5(1) and (3), "transit" was added for clarity.

TRA *Joint Favorable Subst. -LCO*