AN ACT CONCERNING THE CONNECTICUT CLEAN AIR ACT.

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

Section 1. Section 4a-67d of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (Effective October 1, 2022):

(a) As used in this section, (1) "emergency vehicle" means a vehicle used by the Department of Motor Vehicles, Department of Emergency Services and Public Protection, Department of Energy and Environmental Protection, Department of Correction, Office of State Capitol Police, Department of Mental Health and Addiction Services, Department of Developmental Services, Department of Social Services, Department of Children and Families, Department of Transportation, Judicial Department, Board of Pardons and Paroles, Board of Regents for Higher Education, The University of Connecticut or The University of Connecticut Health Center for law enforcement or emergency response purposes, (2) "hybrid" means a passenger car that draws acceleration energy from two on-board sources of stored energy that consists of either an internal combustion or heat engine which uses combustible fuel and a rechargeable energy storage system and, for any passenger car or light duty truck with a model year of 2004 or newer, that is certified to meet or exceed the California Air Resources Board's
LEV (Low Emission Vehicle) II LEV Standard, (3) "zero-emission bus" means any urban bus certified by the executive officer of the California Air Resources Board to produce zero emissions of any criteria pollutant under all operational modes and conditions, (4) "battery electric vehicle" and "fuel cell electric vehicle" have the same meanings as provided in section 16-19eee, and (5) "camp trailer" has the same meaning as provided in section 14-1.

[(a)] (b) The fleet average for cars or light duty trucks purchased by the state shall: (1) On and after October 1, 2001, have a United States Environmental Protection Agency estimated highway gasoline mileage rating of at least thirty-five miles per gallon and on and after January 1, 2003, have a United States Environmental Protection Agency estimated highway gasoline mileage rating of at least forty miles per gallon, (2) comply with the requirements set forth in 10 CFR 490 concerning the percentage of alternative-fueled vehicles required in the state motor vehicle fleet, and (3) obtain the best achievable mileage per pound of carbon dioxide emitted in its class. The alternative-fueled vehicles purchased by the state to comply with said requirements shall be capable of operating on natural gas or electricity or any other system acceptable to the United States Department of Energy that operates on fuel that is available in the state.

[(b)] (c) Notwithstanding any other provisions of this section, (1) on and after January 1, 2008: (A) At least fifty per cent of all cars and light duty trucks purchased or leased by the state shall be alternative-fueled, hybrid electric or plug-in electric vehicles, (B) all alternative-fueled vehicles purchased or leased by the state shall be certified to the California Air Resources Board's Low Emission Vehicle II Ultra Low Emission Vehicle Standard, and (C) all gasoline-powered light duty and hybrid vehicles purchased or leased by the state shall, at a minimum, be certified to the California Air Resources Board's Low Emission Vehicle II Ultra Low Emission Vehicle Standard, (2) on and after January 1, 2012, one hundred per cent of such cars and light duty trucks shall be alternative-fueled, hybrid electric or plug-in electric vehicles, [and] (3)
on and after January 1, [2030, at least fifty per cent of such cars and light
duty trucks shall be zero-emission vehicles] 2026, at least fifty per cent
of such cars and light duty trucks shall be battery electric vehicles, (4)
on and after January 1, 2028, at least seventy-five per cent of such cars
and light duty trucks shall be battery electric vehicles, and (5) on and
after January 1, 2030, one hundred per cent of such cars and light duty
trucks shall be battery electric vehicles.

[(c)] (d) (1) On and after January 1, 2030, at least thirty per cent of all
buses purchased or leased by the state shall be zero-emission buses.

(2) On and after January 1, 2024, the state shall cease to procure,
purchase or lease any diesel-fueled transit bus.

[(d)] (e) The provisions of subsections [(a)] (b) to [(c)] (d), inclusive,
of this section shall not apply to any (1) emergency vehicle, (2) sport
utility vehicle, (3) bus or van that transports individuals in wheelchairs,
(4) specialty upfitted motor vehicle, or (5) camp trailer.

[(e) As used in this section, (1) "emergency vehicle" means a vehicle
used by the Department of Motor Vehicles, Department of Emergency
Services and Public Protection, Department of Energy and
Environmental Protection, Department of Correction, Office of State
Capitol Police, Department of Mental Health and Addiction Services,
Department of Developmental Services, Department of Social Services,
Department of Children and Families, Department of Transportation,
Judicial Department, Board of Pardons and Paroles, Board of Regents
for Higher Education, The University of Connecticut or The University
of Connecticut Health Center for law enforcement or emergency
response purposes, (2) "hybrid" means a passenger car that draws
acceleration energy from two on-board sources of stored energy that
consists of either an internal combustion or heat engine which uses
combustible fuel and a rechargeable energy storage system, and, for any
passenger car or light duty truck with a model year of 2004 or newer,
that is certified to meet or exceed the California Air Resources Board’s
LEV (Low Emission Vehicle) II LEV Standard, (3) "zero-emission
vehicle" means a battery electric vehicle, hybrid electric vehicle, range-
extended electric vehicle and any vehicle that is certified by the
executive officer of the California Air Resources Board to produce zero
emissions of any criteria pollutant under all operational modes and
conditions, and (4) "zero-emission bus" means any urban bus certified
by the executive officer of the California Air Resources Board to produce
zero emissions of any criteria pollutant under all operational modes and
conditions.]

(f) In performing the requirements of this section, the Commissioners
of Administrative Services, Energy and Environmental Protection and
Transportation shall, whenever possible, consider the use of and impact
on Connecticut-based companies.

(g) The Commissioner of Administrative Services, in consultation
with the Commissioner of Transportation, shall (1) study the feasibility
of creating a competitive bid process for the aggregate procurement of
[zero-emission] light, medium and heavy duty battery electric vehicles,
fuel cell electric vehicles and zero-emission buses, [and] (2) determine
whether such aggregate procurement would achieve a cost savings on
the purchase of such vehicles and buses and related administrative
costs, (3) develop a plan to implement zero-emission buses state wide,
and (4) identify any barriers to such implementation. On or before
January 1, [2020] 2024, the Commissioner of Administrative Services
shall [report] submit, in accordance with the provisions of section 11-4a,
[on] a report on the results of such study and a copy of the
implementation plan to the joint standing committees of the General
Assembly having cognizance of matters relating to government
administration and transportation. The Commissioner of
Administrative Services may proceed with such aggregate procurement
if the commissioner determines such aggregate procurement would
achieve a cost savings.

(h) The Commissioner of Administrative Services shall consider the
lower costs associated with the maintenance of a battery electric vehicle
when establishing the amount to lease such battery electric vehicle to
another state agency.

(i) Not later than January 1, 2026, and annually thereafter, if the fleet average for cars or light duty trucks purchased by the state does not meet the requirements of subsection (c) of this section, the commissioner shall submit, in accordance with the provisions of section 11-4a, a report to the joint standing committees of the General Assembly having cognizance of matters relating to government administration, transportation and the environment. Such report shall (1) explain why such requirements were not met, and (2) propose an alternative schedule to meet such requirements after considering available appropriations and the market conditions for battery electric vehicles and the associated charging infrastructure for battery electric vehicles.

Sec. 2. (NEW) (Effective October 1, 2022) (a) As used in this section:

(1) "Association of unit owners", "limited common elements", "common elements", "board of directors", "condominium instruments", "unit" and "unit owner" have the same meanings as provided in section 47-68a of the general statutes;

(2) "Electric vehicle charging station" has the same meaning as provided in section 16-19f of the general statutes; and

(3) "Reasonable restrictions" means a restriction that does not significantly increase the cost of the electric vehicle charging station or significantly decrease its efficiency or specified performance.

(b) On and after October 1, 2022, any provision of the condominium instruments that either prohibits or unreasonably restricts the installation or use of an electric vehicle charging station in a unit parking space or limited common element parking space, or is otherwise in conflict with the provisions of this section, shall be void and unenforceable.

(c) An electric vehicle charging station installed pursuant to this section shall meet all applicable health and safety standards and
requirement under any state or federal law or municipal ordinance.

(d) A unit owner may submit an application to install an electric vehicle charging station to the board of directors. The board of directors shall acknowledge, in writing, the receipt of any such application not later than thirty days after such receipt, and process such application in the same manner as an application for an addition, alteration or improvement pursuant to the declaration, as described in section 47-70 of the general statutes. The approval or denial of such application shall be in writing and shall be issued not later than sixty days after the date of receipt of such application. If an application is not denied in writing within such sixty-day period, the application shall be deemed approved, unless the board of directors reasonably requests additional information not later than sixty days from the date of receipt of such application.

(e) If a unit owner seeks to install an electric vehicle charging station, the following provisions shall apply:

(1) The unit owner shall obtain approval from the board of directors to install the electric vehicle charging station and the board of directors may approve the installation if the owner agrees in writing to: (A) Comply with the provisions of the declaration regarding an addition, alteration or improvement; (B) engage a licensed and insured contractor to install the electric vehicle charging station; (C) if the proposed electric vehicle charging station is located in a unit parking space, provide a certificate of insurance, within fourteen days of approval, that names the association of unit owners as a named additional insured under the owner's insurance policy; (D) pay for the costs associated with the installation of the electric vehicle charging station, including, but not limited to, increased master policy premiums, attorney's fees incurred by the association of unit owners, engineering fees, professional fees, permit fees and applicable zoning compliance costs; and (E) connect the electricity to the unit's individual meter or install a separate meter to identify and pay the electricity usage costs associated with the electric vehicle charging station.
(2) The unit owner, and each successive owner, of the electric vehicle charging station shall be responsible for: (A) The costs for damage to the electric vehicle charging station, common elements or units resulting from the installation, use, maintenance, repair, removal or replacement of the electric vehicle charging station; (B) the costs for the maintenance, repair and replacement of the electric vehicle charging station until it has been removed; (C) the costs for the restoration of the physical space where the electric vehicle charging station was installed after it is removed; (D) the costs of electricity associated with the electric vehicle charging station; (E) the common expenses as a result of uninsured losses pursuant to any master insurance policy held by the association of unit owners; and (F) making disclosures to prospective buyers (i) regarding the existence of the electric vehicle charging station, (ii) regarding the associated responsibilities of the unit owner under this section, and (iii) of the requirement that the purchaser accepts the electric vehicle charging station unless it is removed prior to the transfer of the unit.

(3) A unit owner shall not be required to maintain a liability coverage policy for an existing National Electrical Manufacturers Association standard alternating current power plug.

(f) An association of unit owners may install an electric vehicle charging station in the common elements for the use of all unit owners. For any such electric vehicle charging station, the association of unit owners shall develop appropriate rules for such use.

(g) An association of unit owners may create a new parking space where one did not previously exist to facilitate the installation of an electric vehicle charging station.

(h) An association of unit owners may require the unit owner to remove the electric vehicle charging station prior to the unit owner's sale of the property unless the purchaser of the property agrees to take ownership of the electric vehicle charging station.
(i) In any action by an association of unit owners seeking to enforce compliance with this section, the prevailing party shall be awarded reasonable attorney's fees.

(j) The provisions of this section shall not apply to an association of unit owners that imposes reasonable restrictions on electric vehicle charging stations or has electric vehicle charging stations at a ratio that is equal to or greater than fifteen per cent of the number of units.

Sec. 3. (NEW) (Effective October 1, 2022) (a) As used in this section:

(1) "Association", "limited common element", "common elements", "executive board", "bylaws", "declaration", "rule", "unit", "unit owner" and "purchaser" have the same meanings as provided in section 47-202 of the general statutes;

(2) "Electric vehicle charging station" has the same meaning as provided in section 16-19f of the general statutes; and

(3) "Reasonable restrictions" means a restriction that does not significantly increase the cost of the electric vehicle charging station or significantly decrease its efficiency or specified performance.

(b) On and after October 1, 2022, any provision of the declaration or bylaws that either prohibits or unreasonably restricts the installation or use of an electric vehicle charging station in a unit parking space or limited common element parking space, or is otherwise in conflict with the provisions of this section, shall be void and unenforceable.

(c) An electric vehicle charging station installed pursuant to this section shall meet all applicable health and safety standards and requirements under any state or federal law or municipal ordinance.

(d) A unit owner may submit an application to install an electric vehicle charging station to the executive board. The executive board shall acknowledge, in writing, the receipt of any such application not later than thirty days after such receipt, and process such application in...
the same manner as an application for an addition, alteration or improvement pursuant to the declaration or bylaws. The approval or denial of such application shall be in writing and shall be issued not later than sixty days after the date of receipt of such application. If an application is not denied in writing within such sixty-day period, the application shall be deemed approved, unless the executive board reasonably requests additional information not later than sixty days from the date of receipt of such application.

(e) If a unit owner seeks to install an electric vehicle charging station, the following provisions shall apply:

(1) The unit owner shall obtain approval from the executive board to install the electric vehicle charging station and the executive board may approve the installation if the owner agrees in writing to: (A) Comply with the provisions of the declaration or bylaws regarding an addition, alteration or improvement; (B) engage a licensed and insured contractor to install the electric vehicle charging station; (C) if the proposed electric vehicle charging station is located in a unit parking space, provide a certificate of insurance, within fourteen days of approval, that names the association as a named additional insured under the owner's insurance policy; (D) pay for the costs associated with the installation of the electric vehicle charging station, including, but not limited to, increased master policy premiums, attorney's fees incurred by the association, engineering fees, professional fees, permits and applicable zoning compliance; and (E) connect the electricity to the unit's individual meter or install a separate meter to identify and pay the electricity usage costs associated with the electric vehicle charging station.

(2) The unit owner, and each successive owner, of the electric vehicle charging station shall be responsible for: (A) The costs for damage to the electric vehicle charging station, common elements or units resulting from the installation, use, maintenance, repair, removal or replacement of the electric vehicle charging station; (B) the costs for the maintenance, repair and replacement of the electric vehicle charging station until it
has been removed; (C) the costs for the restoration of the physical space
where the electric vehicle charging station was installed after it is
removed; (D) the costs of electricity associated with the electric vehicle
charging station; (E) the common expenses as a result of uninsured
losses pursuant to any master insurance policy held by the association
of unit owners; and (F) making disclosures to prospective buyers (i)
regarding the existence of the electric vehicle charging station, (ii)
regarding the associated responsibilities of the unit owner under this
section, and (iii) of the requirement that the purchaser accepts the
electric vehicle charging station unless it is removed prior to the transfer
of the unit.

(3) A unit owner shall not be required to maintain a liability coverage
policy for an existing National Electrical Manufacturers Association
standard alternating current power plug.

(f) An association may install an electric vehicle charging station in
the common elements for the use of all unit owners. For any such electric
vehicle charging station, the association shall develop appropriate rules
for such use.

(g) An association may create a new parking space where one did not
previously exist to facilitate the installation of an electric vehicle
charging station.

(h) An association may require the unit owner to remove the electric
vehicle charging station prior to the unit owner's sale of the property
unless the purchaser of the property agrees to take ownership of the
electric vehicle charging station.

(i) In any action by an association seeking to enforce compliance with
this section, the prevailing party shall be awarded reasonable attorney's
fees.

(j) The provisions of this section shall not apply to an association that
imposes reasonable restrictions on electric vehicle charging stations or
has electric vehicle charging stations at a ratio that is equal to or greater
than fifteen per cent of the number of units.

Sec. 4. (NEW) (Effective October 1, 2022) (a) As used in this section (1)
"dedicated parking space" means a parking space located within a
lessee's separate interest or a parking spot that is in a common area, but
subject to exclusive use rights of an individual lessee, including, but not
limited to, a garage space, carport or parking space that is specifically
designated for use by a particular lessee; (2) "electric vehicle charging
station" has the same meaning as provided in section 16-19f of the
general statutes; and (3) "dwelling unit", "landlord", "rent", "rental
agreement" and "tenant" have the same meanings as provided in section
47a-1 of the general statutes.

(b) For any rental agreement executed, extended or renewed on or
after October 1, 2022, a landlord of a dwelling unit shall approve a
tenant's written request to install an electric vehicle charging station at
a dedicated parking space for the tenant that meets the requirements of
this section and complies with the landlord's procedural approval
process for modifications to the property.

(c) A landlord shall not be obligated to provide an additional parking
space to a tenant in order to accommodate an electric vehicle charging
station.

(d) If the electric vehicle charging station has the effect of providing
the tenant with a reserved parking space, the landlord may charge a
monthly rental amount for such parking space.

(e) An electric vehicle charging station installed pursuant to this
section, and all modifications and improvements to the property, shall
comply with any state or federal law or municipal ordinance, and all
applicable zoning requirements, land use requirements, and covenants,
conditions and restrictions.

(f) A tenant's written request to modify the rental property to install
an electric vehicle charging station shall indicate such tenant's consent
to enter into a written agreement with the landlord that includes, but is
not limited to, provisions regarding:

(1) The installation, use, maintenance and removal of the electric vehicle charging station and its infrastructure;

(2) Permission for the landlord to withhold all or a part of the security deposit pursuant to section 47a-21 of the general statutes at the time the tenancy is terminated for any damages suffered by the landlord due to the tenant's failure to comply with the landlord's requirements regarding maintenance and removal of the electric vehicle charging station and its infrastructure;

(3) A complete financial analysis and scope of work regarding the installation of the electric vehicle charging station and its infrastructure;

(4) Payment to the landlord of any costs associated with the landlord’s installation of the electric vehicle charging station and its infrastructure prior to any modification or improvement to the rental property. The costs associated with modifications and improvements include, but are not limited to, the cost of permits, supervision, construction and, solely if required by the contractor and consistent with its past performance of work for the landlord, performance bonds;

(5) Payment, as part of the tenant's rent, of the landlord’s incurred costs associated with the electrical usage of the electric vehicle charging station, and costs for damage, maintenance, repair, removal and replacement of the electric vehicle charging station, including such modifications or improvements made to the rental property associated with the electric vehicle charging station;

(6) Maintenance of a general liability insurance policy that covers an electric vehicle charging station at a tenant's dedicated parking space and to name the landlord as a named additional insured under the policy commencing with the date of approval for construction until the tenant forfeits possession of the dwelling unit to the landlord; and

(7) A requirement for the tenant to post a surety bond in an amount
equal to the cost of removing the electric vehicle charging station or agree to designate the electric vehicle charging station as a fixture of the rental property if the tenant does not remove the electric vehicle charging station upon the termination of the lease.

(g) This section shall not apply to a residential rental property where:

1. The dwelling unit provides electric vehicle charging stations for use by tenants in a ratio that is equal to or greater than ten per cent of the designated parking spaces;
2. parking is not provided as part of the rental agreement;
3. there are fewer than five parking spaces;
4. the development of such property is assisted by an allocation of Low Income Housing Tax Credits pursuant to Section 42 of the Internal Revenue Code of 1986, or any subsequent corresponding internal revenue code of the United States, as amended from time to time;
5. such property is managed by a housing authority created under section 8-40 of the general statutes.

Sec. 5. (NEW) (Effective October 1, 2022) (a) As used in this section, "level two electric vehicle charging station" means an electric component assembly or cluster of component assemblies designed specifically to supply electricity to battery electric vehicles at two hundred forty volts and equal to or less than eighty amperes.

(b) The Commissioner of Administrative Services shall require each new construction of a state facility and a school building project, as defined in section 10-282 of the general statutes, to be installed with level two electric vehicle charging stations in at least twenty per cent of the designated parking spaces for cars or light duty trucks at such facility or school.

(c) A municipality shall require each new construction of a commercial building and a multiunit residential building with thirty or more designated parking spaces for cars or light duty trucks to include electric vehicle charging infrastructure that is capable of supporting level two electric vehicle charging stations or a higher level of electric vehicle charging in at least ten per cent of such parking spaces. A
municipality may, through its legislative body, require any such commercial building and multiunit residential building to include such electric vehicle charging infrastructure in more than ten per cent of such parking spaces.

Sec. 6. Section 12-81 of the 2022 supplement to the general statutes is amended by adding subdivisions (80) and (81) as follows (Effective October 1, 2022, and applicable to assessment years commencing on or after October 1, 2022):

(NEW) (80) Level two electric vehicle charging stations, as defined in section 5 of this act, that are located on commercial or industrial properties, electric vehicle charging stations, as defined in section 16-19f, that are located on residential properties, and any refueling equipment for fuel cell electric vehicles, as defined in section 16-19eee; and

(NEW) (81) Zero-emission buses, as defined in section 4a-67d, as amended by this act.

Sec. 7. Section 22a-202 of the general statutes is repealed and the following is substituted in lieu thereof (Effective from passage):

(a) As used in this section, (1) "environmental justice community" has the same meaning as provided in subsection (a) of section 22a-20a, (2) "battery electric vehicle", "electric vehicle", "fuel cell electric vehicle" and "plug-in hybrid electric vehicle" have the same meanings as provided in section 16-19eee, and (3) "electric bicycle" has the same meaning as provided in section 14-1.

(b) The Commissioner of Energy and Environmental Protection shall establish and administer a Connecticut Hydrogen and Electric Automobile Purchase Rebate program.

[(a)] (c) There is established a Connecticut Hydrogen and Electric Automobile Purchase Rebate Advisory Board, which shall be within the Department of Energy and Environmental Protection for administrative
purposes only. The advisory board shall advise the Commissioner of Energy and Environmental Protection concerning priorities for the allocation, distribution and utilization of funds for the Connecticut Hydrogen and Electric Automobile Purchase Rebate program. The advisory board shall consist of the Commissioner of Energy and Environmental Protection or the commissioner's designee, the Commissioner of Consumer Protection or the commissioner's designee, the president of the Connecticut Green Bank or the president's designee, the chairperson of the Public Utilities Regulatory Authority or the chairperson's designee and [six] ten members appointed as follows: (1) One representative of an environmental organization knowledgeable in electric vehicle policy appointed by the speaker of the House of Representatives; (2) one [member] representative of an association representing electric vehicle manufacturers appointed by the president pro tempore of the Senate; (3) one representative of an organization that represents the interests of an environmental justice community [as defined in subsection (a) of section 22a-20a.] appointed by the majority leader of the House of Representatives; (4) one representative of an association representing automotive retailers in the state appointed by the majority leader of the Senate; (5) one [member] representative of an association representing electric vehicle consumers appointed by the minority leader of the House of Representatives; [and] (6) one member appointed by the minority leader of the Senate; (7) one representative of an organization interested in the promotion of walking or bicycling appointed by the House chairperson of the joint standing committee of the General Assembly having cognizance of matters relating to transportation; (8) one member appointed by the Senate chairperson of the joint standing committee of the General Assembly having cognizance of matters relating to transportation; (9) one member who is an owner or manager of a business engaged in the sale or repair of bicycles appointed by the House ranking member of the joint standing committee of the General Assembly having cognizance of matters relating to transportation; and (10) one member appointed by the Senate ranking member of the joint standing committee of the General Assembly having cognizance of matters relating to transportation. The
Commissioner of Energy and Environmental Protection may appoint to the advisory board not more than three additional representatives from other industrial fleet or transportation companies. The Commissioner of Energy and Environmental Protection, or the commissioner's designee, shall serve as chairperson of the advisory board. The advisory board shall meet at such times as it deems necessary and may establish rules governing its internal procedures.

[(b)] (d) On and after [January 1, 2020, until December 31, 2025, inclusive, the board] the effective date of this section, the Commissioner of Energy and Environmental Protection shall establish and administer a program to provide rebates [that total at least three million dollars annually] or vouchers to residents, [of] municipalities, businesses, nonprofit organizations and tribal entities located in this state [who (1)] when such residents, municipalities, businesses, organizations or tribal entities purchase or lease a new or used battery electric vehicle, plug-in hybrid electric vehicle or fuel cell electric vehicle, [or (2) purchase a used hydrogen vehicle or electric vehicle.] The [board] commissioner, in consultation with the advisory board, shall establish and revise, as necessary, appropriate rebate levels, voucher amounts and maximum income eligibility for such rebates [for used hydrogen vehicles or electric vehicles] or vouchers. The commissioner shall prioritize the granting of rebates or vouchers to residents of environmental justice communities, residents having household incomes at or below three hundred percent of the federal poverty level, and residents who participate in state and federal assistance programs, including, but not limited to, the state-administered federal Supplemental Nutrition Assistance Program, state-administered federal Low Income Home Energy Assistance Program, a Head Start program established pursuant to section 10-16n or assistance provided by Operation Fuel, Incorporated. Any such rebates or vouchers shall be in an amount not less than five thousand dollars to residents of environmental justice communities. An eligible municipality, business, nonprofit organization or tribal entity may receive not more than ten rebates or vouchers a year, within available funds, and not more than a total of twenty rebates or vouchers, except
the commissioner may issue additional rebates or vouchers to an eligible business or nonprofit organization that operates fleets exclusively in an environmental justice community. On and after July 1, 2022, and until June 30, 2027, inclusive, a battery electric vehicle, plug-in hybrid electric vehicle or fuel cell electric vehicle that is eligible for a rebate or voucher under the program shall have a base manufacturer's suggested retail price of not more than fifty thousand dollars.

(e) As a part of the Connecticut Hydrogen and Electric Automobile Purchase Rebate program, the commissioner shall also establish and administer a program to provide rebates or vouchers to residents of the state who purchase an electric bicycle. The commissioner, in consultation with the advisory board, shall establish and revise, as necessary, maximum income eligibility for such rebates or vouchers. Any such rebate or voucher amount shall be in an amount not less than five hundred dollars. The rebate or voucher program shall be designed to maximize the air quality benefits associated with the deployment of electric bicycles and prioritize providing vouchers to residents of environmental justice communities, residents having household incomes at or below three hundred per cent of the federal poverty level, and residents who participate in state and federal assistance programs, including, but not limited to, the state-administered federal Supplemental Nutrition Assistance Program, state-administered federal Low Income Home Energy Assistance Program, a Head Start program established pursuant to section 10-16 or assistance provided by Operation Fuel, Incorporated. On and after July 1, 2022, and until June 30, 2027, inclusive, an electric bicycle that is eligible for a rebate or voucher under the program shall have a base manufacturer's suggested retail price of not more than three thousand dollars.

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

(g) The Commissioner of Energy and Environmental Protection shall conduct outreach programs and implement a marketing campaign for the promotion of the Connecticut Hydrogen and Electric Automobile Purchase Rebate program.

[(c)] (h) There is established an account to be known as the "Connecticut hydrogen and electric automobile purchase rebate program account" which shall be a separate, nonlapsing account within the General Fund. The account shall contain any moneys required by law to be deposited in the account. Moneys in the account shall be expended by the [Connecticut Hydrogen and Electric Automobile Purchase Rebate Board] Commissioner of Energy and Environmental Protection for the purposes of administering the Connecticut Hydrogen and Electric Automobile Purchase Rebate program. [established pursuant to subsection (b) of this section.]

Sec. 8. Subsection (a) of section 14-49 of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (Effective July 1, 2022):

(a) For the registration of each passenger motor vehicle, [other than an electric motor vehicle,] the fee shall be one hundred twenty dollars every three years, provided any individual who is sixty-five years of age or older may, at such individual's discretion, renew the registration of such passenger motor vehicle owned by such individual for either a one-year period or the registration period as determined by the commissioner pursuant to subsection (a) of section 14-22. The registration fee shall be prorated accordingly for any such registration that is renewed for a one-year period. The triennial fee for any motor vehicle for which special license plates have been issued under the
provisions of section 14-20 shall be one hundred twenty dollars. The
provisions of this subsection relative to the triennial fee charged for the
registration of each antique, rare or special interest motor vehicle for
which special license plates have been issued under section 14-20 shall
not apply to an antique fire apparatus or transit bus owned by a
nonprofit organization and maintained primarily for use in parades,
exhibitions or other public events but not for purposes of general
transportation.

Sec. 9. Subsection (a) of section 14-49b of the general statutes is
repealed and the following is substituted in lieu thereof (Effective July 1,
2022):

(a) (1) For each new registration or renewal of registration of any
motor vehicle with the Commissioner of Motor Vehicles pursuant to this
chapter, the person registering such vehicle shall pay to the
commissioner a fee of fifteen dollars for registration for a triennial
period, ten dollars for registration for a biennial period and five dollars
for registration for an annual period, except that any individual who is
sixty-five years of age or older on or after January 1, 1994, may, at the
discretion of such individual, pay the fee for a one-year period if such
individual obtains a one-year registration under subsection (a) of
section 14-49, as amended by this act. The provisions of this subsection
shall not apply to any motor vehicle that is not self-propelled, that is
electrically powered, or that is exempted from payment of a registration
fee. This fee may be identified as the "federal Clean Air Act fee" on any
registration form provided by the commissioner. Payments collected
pursuant to the provisions of this section shall be deposited as follows:

[(1)] (A) Fifty-seven and one-half per cent of such payments collected
shall be deposited into the [Special Transportation Fund] reduce
transportation-related greenhouse gases account established pursuant
to subsection (d) of section 13b-68, as amended by this act, and [(2)] (B)
fourty-two and one-half per cent of such payments collected shall be
deposited into the [General Fund] federal Clean Air Act account
established pursuant to subdivision (2) of this section. The fee required
by this subsection is in addition to any other fees prescribed by any other provision of this title for the registration of a motor vehicle. No part of the federal Clean Air Act fee shall be subject to a refund under subsection (z) of section 14-49.

(2) There is established an account to be known as the "federal Clean Air Act account" which shall be a separate, nonlapsing account within the General Fund. The account shall contain any moneys required by law to be deposited in the account. Moneys in the account shall be expended by the Commissioner of Energy and Environmental Protection for the purposes of implementing the requirements of the federal Clean Air Act, improving air quality and reducing carbon emissions.

Sec. 10. Section 13b-68 of the general statutes is repealed and the following is substituted in lieu thereof (Effective July 1, 2022):

(a) There is established a fund to be known as the "Special Transportation Fund". The fund may contain any moneys required or permitted by law to be deposited in the fund and any moneys recovered by the state for overpayments, improper payments or duplicate payments made by the state relating to any transportation infrastructure improvements which have been financed by special tax obligation bonds issued pursuant to sections 13b-74 to 13b-77, inclusive, and shall be held by the Treasurer separate and apart from all other moneys, funds and accounts. Investment earnings credited to the assets of said fund shall become part of the assets of said fund. Any balance remaining in said fund at the end of any fiscal year shall be carried forward in said fund for the fiscal year next succeeding.

(b) The Special Transportation Fund shall be a perpetual fund, the resources of which shall be expended solely for transportation purposes. Such purposes include the payment of debt service on obligations of the state incurred for transportation purposes. All sources of moneys, funds and receipts of the state required to be credited, deposited or transferred to said fund by state law on or after June 30, 2015, shall continue to be
credited, deposited or transferred to said fund, so long as the sources of such moneys, funds and receipts are collected or received by the state or any officer thereof. No law shall be enacted authorizing the resources of said fund to be expended other than for transportation purposes.

(c) There is established a fund to be known as the "Transportation Grants and Restricted Accounts Fund". Upon certification by the Comptroller and the Secretary of the Office of Policy and Management that the CORE-CT project for fiscal services is operational, the fund shall contain all transportation moneys that are restricted, not available for general use and previously accounted for in the Special Transportation Fund as "Federal and Other Grants". The Comptroller is authorized to make such transfers as are necessary to provide that, notwithstanding any provision of the general statutes, all transportation moneys that are restricted and not available for general use are in the Transportation Grants and Restricted Accounts Fund.

(d) There is established an account to be known as the "reduce transportation-related greenhouse gases account" which shall be a separate, nonlapsing account within the Special Transportation Fund. The account shall contain any moneys required by law to be deposited in the account. Moneys in the account shall be expended by the Commissioner of Transportation for the purposes of transportation-related expenditures to reduce transportation-related greenhouse gases.

Sec. 11. Section 22a-201c of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (Effective July 1, 2022):

(a) For each registration of a new motor vehicle with the Commissioner of Motor Vehicles pursuant to chapter 246, the person registering such vehicle shall pay to the commissioner a fee of fifteen dollars, in addition to any other fees required for registration, for the following registration types: Passenger, motor home, combination or antique.
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(b) For each new registration or renewal of registration of any motor vehicle, except a new motor vehicle, with the Commissioner of Motor Vehicles pursuant to chapter 246, the person registering such vehicle shall pay to the commissioner a fee of seven dollars and fifty cents for registration for a triennial period and five dollars for registration for a biennial period for the following registration types: Passenger, motor home, combination or antique. Any person who is sixty-five years of age or older and who obtains a one-year registration renewal for any motor vehicle under section 14-49, as amended by this act, for such registration type shall pay two dollars and fifty cents for the annual registration period.

(c) The fee imposed by this [subsection] section may be identified as the "greenhouse gas reduction fee" on any registration form, or combined with the fee specified by subdivision (3) of subsection (k) of section 14-164c on any registration form. [The first three million dollars received from the payment of such fee] Payments collected pursuant to the provisions of this section shall be deposited into the Connecticut hydrogen and electric automobile purchase rebate program account, established pursuant to subsection [(c)] (h) of section 22a-202, as amended by this act. [Any revenue from such fee in excess of the first three million dollars in each fiscal year shall be deposited into the General Fund.] No part of the greenhouse gas reduction fee shall be subject to a refund under subsection (z) of section 14-49.

Sec. 12. (NEW) (Effective from passage) The Commissioner of Transportation shall establish a matching grant program for the purpose of assisting municipalities to modernize existing traffic signal equipment and operations to make such equipment and operations capable of utilizing transit signal priority and responsive to congestion and to reduce idling. Applications shall be submitted annually to the commissioner at such times and in such manner as the commissioner prescribes. The commissioner shall develop the eligibility criteria for participation in the program and determine the amount a municipality shall be required to provide to match any such grant. The commissioner...
shall give preference to applications submitted by two or more municipalities and establish incentives for regional projects.

Sec. 13. (Effective July 1, 2022) (a) For the purposes described in subsection (b) of this section, the State Bond Commission shall have the power from time to time to authorize the issuance of bonds of the state in one or more series and in principal amounts not exceeding in the aggregate seventy-five million dollars.

(b) The proceeds of the sale of such bonds, to the extent of the amount stated in subsection (a) of this section, shall be used by the Department of Transportation for the purpose of modernizing existing traffic signal equipment and operations pursuant to section 12 of this act.

(c) All provisions of section 3-20 of the general statutes, or the exercise of any right or power granted thereby, that are not inconsistent with the provisions of this section are hereby adopted and shall apply to all bonds authorized by the State Bond Commission pursuant to this section. Temporary notes in anticipation of the money to be derived from the sale of any such bonds so authorized may be issued in accordance with section 3-20 of the general statutes and from time to time renewed. Such bonds shall mature at such time or times not exceeding twenty years from their respective dates as may be provided in or pursuant to the resolution or resolutions of the State Bond Commission authorizing such bonds. None of such bonds shall be authorized except upon a finding by the State Bond Commission that there has been filed with it a request for such authorization that is signed by or on behalf of the Secretary of the Office of Policy and Management and states such terms and conditions as said commission, in its discretion, may require. Such bonds issued pursuant to this section shall be general obligations of the state and the full faith and credit of the state of Connecticut are pledged for the payment of the principal of and interest on such bonds as the same become due, and accordingly and as part of the contract of the state with the holders of such bonds, appropriation of all amounts necessary for punctual payment of such principal and interest is hereby made, and the State Treasurer shall pay
such principal and interest as the same become due.

Sec. 14. (NEW) (Effective from passage) (a) On and after January 1, 2023, and within available funds, the Commissioner of Energy and Environmental Protection, in consultation with the Commissioners of Motor Vehicles, Transportation and Education, may establish a voucher program to support the deployment of any vehicle classified within Class 5 to Class 13, inclusive, by the Federal Highway Administration's vehicle category classification system, as amended from time to time, and any school bus classified within Class 3 to Class 8, inclusive, by said classification system, that is equipped with zero emission vehicle technology, including, but not limited to, battery electric and fuel cell systems and the installation of electric vehicle charging infrastructure. In awarding vouchers, the Commissioner of Energy and Environmental Protection shall consider the amount of funding available and set aside forty per cent of such funding to be used toward maximizing air pollution reductions in environmental justice communities, as defined in section 22a-20a of the general statutes. Vouchers shall not be awarded for vehicle classes where there is no commercially available zero-emission technology.

(b) There is established an account to be known as the "medium and heavy duty vehicle voucher account" which shall be a separate, nonlapsing account within the General Fund. The account shall contain any moneys required by law to be deposited in the account. Moneys in the account shall be expended by the Commissioner of Energy and Environmental Protection for the purposes of the voucher program established under subsection (a) of this section.

Sec. 15. Subsection (a) of section 10-220 of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (Effective October 1, 2022):

(a) Each local or regional board of education shall maintain good public elementary and secondary schools, implement the educational interests of the state, as defined in section 10-4a, and provide such other
educational activities as in its judgment will best serve the interests of
the school district; provided any board of education may secure such
opportunities in another school district in accordance with provisions of
the general statutes and shall give all the children of the school district,
including children receiving alternative education, as defined in section
10-74j, as nearly equal advantages as may be practicable; shall provide
an appropriate learning environment for all its students which includes
(1) adequate instructional books, supplies, materials, equipment,
staffing, facilities and technology, (2) equitable allocation of resources
among its schools, (3) proper maintenance of facilities, and (4) a safe
school setting; shall, in accordance with the provisions of subsection (f)
of this section, maintain records of allegations, investigations and
reports that a child has been abused or neglected by a school employee,
as defined in section 53a-65, employed by the local or regional board of
education; shall have charge of the schools of its respective school
district; shall make a continuing study of the need for school facilities
and of a long-term school building program and from time to time make
recommendations based on such study to the town; shall adopt and
implement an indoor air quality program that provides for ongoing
maintenance and facility reviews necessary for the maintenance and
improvement of the indoor air quality of its facilities; shall adopt and
implement a green cleaning program, pursuant to section 10-231g, that
provides for the procurement and use of environmentally preferable
cleaning products in school buildings and facilities; on and after July 1,
2021, and every five years thereafter, shall report to the Commissioner
of Administrative Services on the condition of its facilities and the action
taken to implement its long-term school building program, indoor air
quality program and green cleaning program, which report the
Commissioner of Administrative Services shall use to prepare a report
every five years that said commissioner shall submit in accordance with
section 11-4a to the joint standing committee of the General Assembly
having cognizance of matters relating to education; shall advise the
Commissioner of Administrative Services of the relationship between
any individual school building project pursuant to chapter 173 and such
long-term school building program; shall have the care, maintenance
and operation of buildings, lands, apparatus and other property used for school purposes and at all times shall insure all such buildings and all capital equipment contained therein against loss in an amount not less than eighty per cent of replacement cost; shall determine the number, age and qualifications of the pupils to be admitted into each school; shall develop and implement a written plan for minority educator recruitment for purposes of subdivision (3) of section 10-4a; shall employ and dismiss the teachers of the schools of such district subject to the provisions of sections 10-151 and 10-158a; shall designate the schools which shall be attended by the various children within the school district; shall make such provisions as will enable each child of school age residing in the district to attend some public day school for the period required by law and provide for the transportation of children wherever transportation is reasonable and desirable, and for such purpose may make contracts covering periods of not more than (A) five years, or (B) ten years if such contract includes transportation provided by at least one school bus that is a zero-emission bus, as defined in section 4a-67d, as amended by this act; may provide alternative education, in accordance with the provisions of section 10-74j, or place in another suitable educational program a pupil enrolling in school who is nineteen years of age or older and cannot acquire a sufficient number of credits for graduation by age twenty-one; may arrange with the board of education of an adjacent town for the instruction therein of such children as can attend school in such adjacent town more conveniently; shall cause each child five years of age and over and under eighteen years of age who is not a high school graduate and is living in the school district to attend school in accordance with the provisions of section 10-184, and shall perform all acts required of it by the town or necessary to carry into effect the powers and duties imposed by law.

Sec. 16. (NEW) (Effective July 1, 2022) (a) As used in this section, "zero-emission bus" has the same meaning as provided in section 4a-67d of the general statutes, as amended by this act, and "environmental justice community" has the same meaning as provided in subsection (a) of
section 22a-20a of the general statutes.

(b) (1) On and after January 1, 2030, one hundred per cent of the school buses that provide transportation for school districts in environmental justice communities shall be zero-emission buses.

(2) On and after January 1, 2035, one hundred per cent of the school buses that provide transportation for all school districts in the state shall be zero-emission buses.

(c) The Commissioner of Energy and Environmental Protection shall establish and administer a grant program for the purpose of providing matching funds necessary for municipalities, school districts and school bus operators to submit federal grant applications in order to maximize federal funding for the purchase or lease of zero-emission buses and electric vehicle charging infrastructure. Applications for such grants shall be filed with the commissioner at such time and in such manner as the commissioner prescribes. The commissioner shall give preference to applications concerning the purchase or lease of a zero-emission bus that will be operated primarily in an environmental justice community. The commissioner shall determine the amount a municipality, school district or school bus operator shall be required to provide to match such grant.

(d) The Commissioner of Energy and Environmental Protection shall, within available appropriations, provide administrative and technical assistance to municipalities, school districts and school bus operators that are applying for federal grants for zero-emission buses and installing electric vehicle charging infrastructure.

Sec. 17. (Effective July 1, 2022) (a) For the purposes described in subsection (b) of this section, the State Bond Commission shall have the power from time to time to authorize the issuance of bonds of the state in one or more series and in principal amounts not exceeding in the aggregate twenty million dollars.

(b) The proceeds of the sale of such bonds, to the extent of the amount
stated in subsection (a) of this section, shall be used by the Department of Energy and Environmental Protection for the purpose of administering the grant program established pursuant to subsection (c) of section 16 of this act.

(c) All provisions of section 3-20 of the general statutes, or the exercise of any right or power granted thereby, that are not inconsistent with the provisions of this section are hereby adopted and shall apply to all bonds authorized by the State Bond Commission pursuant to this section. Temporary notes in anticipation of the money to be derived from the sale of any such bonds so authorized may be issued in accordance with section 3-20 of the general statutes and from time to time renewed. Such bonds shall mature at such time or times not exceeding twenty years from their respective dates as may be provided in or pursuant to the resolution or resolutions of the State Bond Commission authorizing such bonds. None of such bonds shall be authorized except upon a finding by the State Bond Commission that there has been filed with it a request for such authorization that is signed by or on behalf of the Secretary of the Office of Policy and Management and states such terms and conditions as said commission, in its discretion, may require. Such bonds issued pursuant to this section shall be general obligations of the state and the full faith and credit of the state of Connecticut are pledged for the payment of the principal of and interest on such bonds as the same become due, and accordingly and as part of the contract of the state with the holders of such bonds, appropriation of all amounts necessary for punctual payment of such principal and interest is hereby made, and the State Treasurer shall pay such principal and interest as the same become due.

Sec. 18. (NEW) (Effective October 1, 2022) (a) Not later than July 1, 2024, and annually thereafter, the Commissioner of Transportation, in consultation with the Commissioner of Energy and Environmental Protection, shall establish a transportation carbon budget for the state that sets the maximum amount of greenhouse gas emissions permitted from the transportation sector. The commissioners shall consider the
long-term emission reductions required by section 22a-200a of the general statutes when establishing the transportation carbon budget.

(b) The Commissioner of Transportation shall adopt regulations, in accordance with the provisions of chapter 54 of the general statutes, to ensure transportation projects undertaken by the state, regional entities or municipalities adhere to the transportation carbon budget. The regulations shall include, but need not be limited to, (1) a definition of "transportation project" that excludes transportation projects that are necessary for safety reasons or maintenance, (2) the methodology to calculate the greenhouse gas emissions expected from future transportation projects, (3) where such projects are estimated to increase net greenhouse gas emissions, the ways to offset such emissions by undertaking greenhouse gas mitigation transportation projects that will reduce such emission, and (4) a description of such greenhouse gas mitigation transportation projects, including, but not limited to, improving public transportation, constructing bikeways, pedestrian walkways or other multiuse trails or paths and installing electric vehicle charging infrastructure. Not later than July 1, 2024, the commissioner shall submit the regulations to the standing legislative regulation review committee for consideration under section 4-170 of the general statutes.

(c) The Commissioner of Transportation, in consultation with the Commissioner of Energy and Environmental Protection, shall implement a public outreach plan to ensure sufficient public and stakeholder engagement in the development of the transportation carbon budget and the regulations.

(d) On or before February 1, 2025, and annually thereafter, the Commissioner of Transportation shall submit, in accordance with the provisions of section 11-4a of the general statutes, a copy of the transportation carbon budget for the state and a description of and the results of the public outreach conducted pursuant to subsection (c) of this section to the joint standing committees of the General Assembly having cognizance of matters relating to transportation and the environment.
Sec. 19. *(Effective July 1, 2022)* The sum of fifteen million dollars is appropriated to the Department of Energy and Environmental Protection from the General Fund, for the fiscal year ending June 30, 2023, for deposit into the medium and heavy duty vehicle voucher account, established under subsection (b) of section 14 of this act, for providing vouchers in accordance with section 14 of this act.

Sec. 20. Subsection (f) of section 14-49 of the 2022 supplement to the general statutes is repealed. *(Effective July 1, 2022)*

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