



General Assembly

February Session, 2024

**Raised Bill No. 5485**

LCO No. 2752



Referred to Committee on TRANSPORTATION

Introduced by:  
(TRA)

***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 June 1, 2026, regardless of when the  
64 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 a chairperson. The three chairpersons shall schedule the  
74 first meeting of the council, which shall be held not later than July 1,  
75 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 any vote taken by the  
80 council.

81 (g) The council shall:

82 (1) Provide direction on the scope of the draft roadmap described in  
83 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 roadmap  
90 submitted pursuant to subsection (j) of this section and each draft  
91 update to the roadmap submitted pursuant to subsection (l) of this  
92 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 roadmap  
97 submitted pursuant to subsection (l) of this section; and

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

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

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

108 (j) Not later than November 15, 2024, the Commissioners of Energy  
109 and Environmental Protection and Transportation and the chairperson  
110 of the Public Utilities Regulatory Authority, in coordination with the  
111 Commissioners of Administrative Services, Consumer Protection and  
112 Public Health, the Secretary of the Office of Policy and Management and  
113 the Consumer Counsel, shall submit a draft Zero-Emission Vehicle  
114 Roadmap to the council. Such draft roadmap shall:

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

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

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

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

136 (5) Make recommendations concerning how to assist any  
137 governmental unit, public agency or the private sector in installing  
138 electric vehicle charging stations and the associated charging  
139 infrastructure, equipment and technology, including within proximity

140 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 costs 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 and the status  
177 and results of such program;

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

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

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

202 (k) Not later than January 8, 2025, the Commissioner of Energy and

203 Environmental Protection shall submit, in accordance with the  
204 provisions of section 11-4a of the general statutes, the final Zero-  
205 Emission Vehicle Roadmap to the joint standing committees of the  
206 General Assembly having cognizance of matters relating to  
207 transportation, the environment and energy. Such final roadmap shall  
208 include the information specified in subdivisions (1) to (15), inclusive,  
209 of subsection (j) of this section. The commissioner shall publish such  
210 final roadmap on the Internet web site of the Department of Energy and  
211 Environmental Protection.

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

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

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

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

234 (d) On and after July 1, 2022, the Commissioner of Energy and



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

270 under the program shall have a base manufacturer's suggested retail  
271 price of not more than fifty thousand dollars.

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

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

304 information on program participation and the environmental benefits  
305 accruing to environmental justice communities and communities  
306 overburdened by air pollution.

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

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

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

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

336 from the sale of any such bonds so authorized may be issued in  
337 accordance with section 3-20 of the general statutes and from time to  
338 time renewed. Such bonds shall mature at such time or times not  
339 exceeding twenty years from their respective dates as may be provided  
340 in or pursuant to the resolution or resolutions of the State Bond  
341 Commission authorizing such bonds. None of such bonds shall be  
342 authorized except upon a finding by the State Bond Commission that  
343 there has been filed with it a request for such authorization that is signed  
344 by or on behalf of the Secretary of the Office of Policy and Management  
345 and states such terms and conditions as said commission, in its  
346 discretion, may require. Such bonds issued pursuant to this section shall  
347 be general obligations of the state and the full faith and credit of the state  
348 of Connecticut are pledged for the payment of the principal of and  
349 interest on such bonds as the same become due, and accordingly and as  
350 part of the contract of the state with the holders of such bonds,  
351 appropriation of all amounts necessary for punctual payment of such  
352 principal and interest is hereby made, and the State Treasurer shall pay  
353 such principal and interest as the same become due.

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

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

367       Sec. 5. (*Effective from passage*) The Commissioner of Transportation  
368 shall study and make recommendations concerning the feasibility of

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

To (1) establish the Electric Vehicle Infrastructure Coordinating Council, (2) revise the Connecticut Hydrogen and Electric Automobile Purchase Rebate program, (3) authorize the state to issue bonds for the installation of electric vehicle charging infrastructure and provision of incentives and rebates for electric vehicles, (4) specify the rate used to charge a customer for the provision of electricity to a separately metered level-2 charger, and (5) study the feasibility of expanding mobility options in rural communities.

*[Proposed deletions are enclosed in brackets. Proposed additions are indicated by underline, except that when the entire text of a bill or resolution or a section of a bill or resolution is new, it is not underlined.]*