

1 Sec. 1. REPORT; ELECTRIC VEHICLE CONTRIBUTION TO
2 TRANSPORTATION INFRASTRUCTURE

3 (a) After providing an opportunity for submission of written information
4 and conducting one or more workshops, the Public Utility Commission
5 (Commission) shall submit a written report concerning how to establish in
6 electric rates an assessment on the charging of plug-in electric vehicles (EV) in
7 Vermont to ensure that such vehicles contribute an appropriate amount to
8 supporting transportation infrastructure.

9 (b) The report shall be submitted on or before [date TBD] to the House and
10 Senate Committees on Transportation, the House Committee on Energy and
11 Technology, and the Senate Committee on Finance.

12 (c) Parties to the proceeding shall include the Agencies of Natural
13 Resources and of Transportation, the Department of Public Service, each
14 Vermont retail electricity provider as defined in 30 V.S.A. § 8002, each
15 efficiency entity appointed pursuant to 30 V.S.A. § 209(d) to deliver services
16 to electric customers, and such other persons as may intervene under
17 Commission rules.

18 (d) The Commission shall address each of the following during the
19 proceeding and in the report:

20 (1) The appropriate method for determining the impact of an EV on
21 Vermont's transportation infrastructure, including differentiating that impact

1 by size and type of EV, such as buses used for school or public transit and
2 passenger vehicles.

3 (2) Based on that impact, a recommended methodology for calculating a
4 charge per kWh delivered to an EV in Vermont, differentiated by size and type
5 of EV.

6 (3) Recommendations on how to implement such a fee on bills to
7 customers from Vermont retail electricity providers and at EV charging
8 stations, including recommendations with respect to appropriate metering
9 technology and how to estimate the delivery of kWh to an EV when such
10 delivery is not separately metered.

11 (4) Consideration of a phase-in for such a fee, beginning initially with
12 EV buses used for school or public transit and then expanding to other EVs.

13 (4) The potential, if any, for such a fee or its structure to create counter-
14 incentives to efforts to encourage EV charging at times that are beneficial to
15 the utility transmission and distribution system.