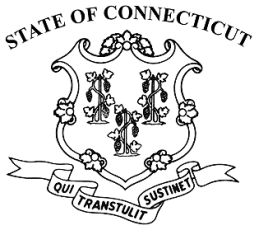

Substitute Senate Bill No. 4

Public Act No. 22-25

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 Section 4a-67d of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2022*):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 Resource 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", "board of directors", "common elements", "condominium instruments", "limited common elements", "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 requirements under any state or federal law or municipal ordinance.

(d) A unit owner may submit an application to the board of directors to install an electric vehicle charging station in a unit parking space, or in a limited common element parking space with the written approval of the unit owner of each unit to which use of the limited common element parking space is reserved. 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 in a unit parking space or limited common element parking space, 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

shall 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) provide a certificate of insurance, within fourteen days of approval, that demonstrates insurance coverage in amounts deemed sufficient by the board of directors; (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) 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 regarding (i) the existence of the electric vehicle charging station, (ii) the associated responsibilities of the unit owner under this section, and (iii) 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 (1) install an electric vehicle charging station in the common elements for the use of all unit owners and develop appropriate rules for such use, (2) create a new parking space where one did not previously exist to facilitate the installation of an electric vehicle charging station, (3) 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, and (4) assess the unit owner for any uninsured portion of a loss associated with an electric vehicle charging station, whether resulting from a deductible or otherwise, regardless of whether the association submits an insurance claim.

(g) 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.

(h) 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", "bylaws", "common elements", "declaration", "executive board", "limited common element", "purchaser", "rule", "unit" and "unit owner" 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 the executive board to install an electric vehicle charging station in a unit parking space, or in a limited common element parking space with the written approval of the unit owner of each unit to which use of the limited common element parking space is reserved. 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 in a unit parking space or limited common element parking space, 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 shall 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) provide a certificate of insurance, within fourteen days of approval, that demonstrates insurance coverage in amounts deemed sufficient by the board of directors; (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) 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 regarding (i) the existence of the electric vehicle charging station, (ii) the associated responsibilities of the unit owner under this section, and (iii) 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 (1) install an electric vehicle charging station in the common elements for the use of all unit owners and develop

appropriate rules for such use, (2) create a new parking space where one did not previously exist to facilitate the installation of an electric vehicle charging station, (3) 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, and (4) assess the unit owner for any uninsured portion of a loss associated with an electric vehicle charging station, whether resulting from a deductible or otherwise, regardless of whether the association submits an insurance claim.

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

(h) 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 tenant's separate interest or a parking spot that is in a common area, but subject to exclusive use rights of an individual tenant, including, but not limited to, a garage space, carport or parking space that is specifically designated for use by a particular tenant; (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) (1) For any rental agreement executed, extended or renewed on or after October 1, 2022, a landlord of two hundred fifty dwelling units or more 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.

(2) For any rental agreement executed, extended or renewed on or after October 1, 2023, a landlord of more than fifty dwelling units but less than two hundred fifty dwelling units 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.

(3) For any rental agreement executed, extended or renewed on or after October 1, 2024, a landlord of fifty dwelling units or less 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) 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.

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

(3) 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, if required by the contractor and consistent with its past performance of work for the landlord, performance bonds;

(4) Payment 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;

(5) Where another tenant will use the electric vehicle charging station, a requirement for the tenant who requested such electric vehicle charging station to enter into a cooperative agreement with the landlord and such other tenant regarding the electricity metering procedures and the responsibilities and duties of each party to such agreement. Any costs, including, but not limited to, attorney's fees, electricity metering costs and other fees related to the cooperative agreement, shall be the responsibility of the tenants participating in the agreement;

(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;

(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 permit the landlord to withhold all or a portion 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 removal of the electric vehicle charging station and its infrastructure; and

(8) A requirement for the tenant to 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.

(f) 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; or (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, (1) "electric vehicle charging station" has the same meaning as provided in section 16-19f of the general statutes, (2) "level two electric vehicle charging station" means an electric vehicle charging station that supplies two hundred eight to two hundred forty volt alternating current, and (3) "direct current fast charging station" means an electric vehicle charging station that utilizes direct current electricity providing forty kilowatts or greater.

(b) On and after January 1, 2023, the Commissioner of Administrative Services shall require each new construction of a state facility, the total project costs of which exceed one hundred thousand dollars, 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.

(c) On and after January 1, 2023, a municipality shall require each new construction of a commercial building or 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 direct current fast charging stations in at least ten per cent of such parking spaces. A municipality may, through its legislative body, require any such commercial building or 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 school buses, as defined in 42 USC 16091(a)(8), as amended from time to time.

Sec. 7. Section 22a-202 of the general statutes is repealed and the

following is substituted in lieu thereof (*Effective July 1, 2022, and applicable to appointments made on and after said date*):

(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 who is an owner or manager of a business engaged in the sale or repair of bicycles 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 representative of an association representing electric vehicle manufacturers 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. Each member appointed pursuant to subdivisions (1) to (10), inclusive, of this subsection or appointed by the Commissioner of Energy and Environmental Protection shall serve for a term of two years and may service until such member's successor is appointed. 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**]** July 1, 2022, 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 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 10-16n or assistance provided by Operation Fuel, Incorporated. Any such rebate or voucher awarded to a resident of an environmental justice community shall be in an amount up to one hundred per cent more than the standard rebate level or voucher amount. 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 a fleet of motor vehicles 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 of Energy and Environmental Protection 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 **[**board**]** 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 (1) administering the Connecticut Hydrogen and Electric Automobile Purchase Rebate program **[**established pursuant to subsection (b) of this section**]** and the voucher program established pursuant to section 14 of this act, and (2) paying the staffing needs associated with administering the grant program for zero-emission buses and providing administrative and technical assistance for such grant program pursuant to section 13 of this act.

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**]** subsection 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 established pursuant to section 13b-68, and **[**(2)**]** (B) forty-two and one-half per cent of such payments collected shall be deposited into the General Fund. 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) Not later than January 1, 2023, and annually thereafter, the Secretary of the Office of Policy and Management, in consultation with the Commissioners of Energy and Environmental Protection, Transportation and Motor Vehicles, shall submit a report, in accordance with the provisions of section 11-4a, to the joint standing committees of the General Assembly having cognizance of matters relating to appropriations and the budgets of state agencies, the environment and transportation indicating (A) the amount of payments collected pursuant to subdivision (1) of this subsection during the preceding fiscal year, and (B) all state funds expended during the preceding fiscal year associated with implementing the requirements of the federal Clean Air Act, improving air quality and reducing transportation sector greenhouse gas emissions.

Sec. 10. 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.

(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. 11. (NEW) (*Effective July 1, 2022*) 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 projects undertaken by two or more municipalities.

Sec. 12. 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 zero-emission school bus, as defined in 42 USC 16091(a)(8), as amended from time to time; 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. 13. (NEW) (*Effective July 1, 2022*) (a) As used in this section, (1) "zero-emission school bus" has the same meaning as provided in 42 USC 16091(a)(8), as amended from time to time, (2) "alternative fuel school bus" means a school bus that reduces emissions and is operated entirely or in part using liquefied natural gas, compressed natural gas, hydrogen, propane or biofuels, and (3) "environmental justice community" has the same meaning as provided in subsection (a) of section 22a-20a of the general statutes.

(b) Except as provided in subsection (c) of this section, (1) 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 school buses or alternative fuel school buses, and (2) on and after January 1, 2040, one hundred per cent of the school buses that provide transportation for all school districts in the state shall be zero-emission school buses.

(c) On and after January 1, 2030, one hundred per cent of the school buses that provide transportation for school districts entirely within an environmental justice community as of July 1, 2022, or in an area that encompasses at least one environmental justice community as of July 1, 2022, shall be zero-emission school buses.

(d) 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 school buses

and electric vehicle charging or fueling 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 school 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.

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

Sec. 14. (NEW) (*Effective October 1, 2022*) On and after January 1, 2023, the Commissioner of Energy and Environmental Protection, in consultation with the Commissioners of Motor Vehicles, Transportation and Education, may establish, within available funding, a voucher program to support the (1) 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 technology, including, but not limited to, battery electric and fuel cell systems, and (2) installation of electric vehicle charging infrastructure. Applications for the voucher program shall be filed with the Commissioner of Energy and Environmental Protection at such time and in such manner as the commissioner prescribes. In awarding any such voucher, 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. Vouchers shall not be awarded for vehicle classes where there is no commercially available zero-emission technology.

Sec. 15. Section 22a-174g of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(a) On or before December 31, 2004, the Commissioner of Energy and Environmental Protection shall adopt regulations, in accordance with the provisions of chapter 54, to implement the light duty motor vehicle emission standards of the state of California, and shall amend such regulations from time to time, in accordance with changes in said standards. Such regulations shall be applicable to motor vehicles with a model year 2008 and later. Such regulations may incorporate by reference the California motor vehicle emission standards set forth in final regulations issued by the California Air Resources Board pursuant to Title 13 of the California Code of Regulations and promulgated under the authority of Division 26 of the California Health and Safety Code, as may be amended from time to time. Nothing in this section shall limit the commissioner's authority to regulate motor vehicle emissions for any other class of vehicle.

(b) As part of the state's implementation plan under the federal Clean Air Act, the Commissioner of Energy and Environmental Protection may establish a program to allow the sale, purchase and use of motor vehicles which comply with any regulations adopted by the commissioner which implement the California motor vehicles emissions standards for purposes of generating any emission reduction credits under said act. Nothing in this section shall prohibit the Commissioner of Energy and Environmental Protection from establishing a program to require the sale, purchase and use of motor vehicles which comply with any regulations adopted by the commissioner which implement the California motor vehicle emissions standards.

(c) The Commissioner of Energy and Environmental Protection may adopt regulations, in accordance with the provisions of chapter 54, to implement the medium and heavy-duty motor vehicle standards of the state of California. If the commissioner adopts such regulations, the commissioner shall amend such regulations from time to time, in accordance with changes to such standards. Such regulations may incorporate by reference the California motor vehicle standards established in final regulations issued by the California Air Resources Board pursuant to Title 13 of the California Code of Regulations and promulgated under the authority of Division 26 of the California Health and Safety Code, as may be amended from time to time.

Sec. 16. Section 47-261b of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2022*):

(a) At least ten days before adopting, amending or repealing any rule, the executive board shall give all unit owners notice of (1) The executive board's intention to adopt, amend or repeal a rule and shall include with such notice the text of the proposed rule or amendment, or the text of the rule proposed to be repealed; and (2) the date on which the executive board will act on the proposed rule, amendment or repeal after considering comments from unit owners.

(b) Following adoption, amendment or repeal of a rule, the association shall give all unit owners notice of its action and include with such notice a copy of any new or amended rule.

(c) Subject to the provisions of the declaration, an association may adopt rules to establish and enforce construction and design criteria and aesthetic standards. If an association adopts such rules, the association shall adopt procedures for enforcement of those rules and for approval of construction applications, including a reasonable time within which the association **[**must**]** shall act after an application is submitted and the consequences of its failure to act.

(d) A rule regulating display of the flag of the United States **[**must**]** shall be consistent with federal law. In addition, the association may not prohibit display, on a unit or on a limited common element adjoining a unit, of the flag of this state, or signs regarding candidates for public or association office or ballot questions, but the association may adopt rules governing the time, place, size, number and manner of those displays.

(e) Unit owners may peacefully assemble on the common elements to consider matters related to the common interest community, but the association may adopt rules governing the time, place and manner of those assemblies.

(f) An association may adopt rules that affect the use of or behavior in units that may be used for residential purposes, only to:

(1) Implement a provision of the declaration;

(2) Regulate any behavior in or occupancy of a unit which violates the declaration or adversely affects the use and enjoyment of other units or the common elements by other unit owners; or

(3) Restrict the leasing of residential units to the extent those rules are reasonably designed to meet underwriting requirements of institutional lenders that regularly make loans secured by first mortgages on units in common interest communities or regularly purchase those mortgages, provided no such restriction shall be enforceable unless notice thereof is recorded on the land records of each town in which any part of the common interest community is located. Such notice shall be indexed by the town clerk in the grantor index of such land records in the name of the association.

(g) In the case of a common interest community that is not a condominium or a cooperative, an association may not adopt or enforce any rules that would have the effect of prohibiting any unit owner from

installing a solar power generating system on the roof of such owner's unit, provided such roof is not shared with any other unit owner. An association may adopt rules governing (1) the size and manner of affixing, installing or removing a solar power generating system; (2) the unit owner's responsibilities for periodic upkeep and maintenance of such solar power generating system; and (3) a prohibition on any unit owner installing a solar power generating system upon any common elements of the association.

[(g)**]** (h) An association's internal business operating procedures need not be adopted as rules.

[(h)**]** (i) Each rule of the association **[**must**]** shall be reasonable.

Sec. 17. Subsection (b) of section 10-291 of the 2022 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2022*):

(b) The Department of Administrative Services shall not approve a school building project plan or site, as applicable, if:

(1) The site is in an area of moderate or high radon potential, as indicated in the Department of Energy and Environmental Protection's Radon Potential Map, or similar subsequent publications, except where the school building project plan incorporates construction techniques to mitigate radon levels in the air of the facility;

(2) The plans incorporate new roof construction or total replacement of an existing roof and do not provide for the following: (A) A minimum roof pitch that conforms with the requirements of the State Building Code, (B) a minimum twenty-year unlimited manufacturer's guarantee for water tightness covering material and workmanship on the entire roofing system, (C) the inclusion of vapor retarders, insulation, bitumen, felts, membranes, flashings, metals, decks and any other feature required by the roof design, and (D) that all manufacturer's materials to

be used in the roofing system are specified to meet the latest standards for individual components of the roofing systems of the American Society for Testing and Materials;

(3) In the case of a major alteration, renovation or extension of a building to be used for public school purposes, the plans do not incorporate the guidelines set forth in the Sheet Metal and Air Conditioning Contractors National Association's publication entitled "Indoor Air Quality Guidelines for Occupied Buildings Under Construction" or similar subsequent publications;

(4) In the case of a new construction, extension, renovation or replacement, the plans do not provide that the building maintenance staff responsible for such facility are trained in or are receiving training in, or that the applicant plans to provide training in, the appropriate areas of plant operations including, but not limited to, heating, ventilation and air conditioning systems pursuant to section 10-231e, with specific training relative to indoor air quality;

(5) In the case of a project for new construction, extension, major alteration, renovation or replacement involving a school entrance for inclusion on any listing submitted to the General Assembly in accordance with section 10-283 on or after July 1, 2008, the plans do not provide for a security infrastructure for such entrance; **[**or**]**

(6) In the case of a project for new construction, extension, major alteration, renovation or replacement on any listing submitted to the General Assembly in accordance with section 10-283 on or after July 1, 2022, the plans do not provide for the installation of at least one water bottle filling station (A) per one hundred students of the projected enrollment for the school building, (B) on each new floor or wing of the school building, and (C) in any food service area of the school building; or

(7) In the case of a project for new construction of a school building on any listing submitted to the General Assembly in accordance with section 10-283 on or after July 1, 2023, the plans do not provide for the installation of level two electric vehicle charging stations, as defined in section 5 of this act, in at least twenty per cent of the designated parking spaces for cars or light duty trucks at the school building.

Sec. 18. Section 22a-200c of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2022*):

(a) The Commissioner of Energy and Environmental Protection shall adopt regulations, in accordance with chapter 54, to implement the Regional Greenhouse Gas Initiative.

(b) The Department of Energy and Environmental Protection shall auction all emissions allowances and invest the proceeds, which shall be deposited into a Regional Greenhouse Gas account established by the Comptroller as a separate, nonlapsing account within the General Fund, on behalf of electric ratepayers in energy conservation, load management, **[**and**]** Class I renewable energy programs and programs that reduce transportation sector greenhouse gas emissions. In making such investments, the Commissioner of Energy and Environmental Protection shall consider strategies that maximize cost effective reductions in greenhouse gas emission. Allowances shall be auctioned under the oversight of the Department of Energy and Environmental Protection by a contractor or trustee on behalf of the electric ratepayers. **[**On or before July 1, 2015, notwithstanding subparagraph (C) of subdivision (5) of subsection (f) of section 22a-174-31 of the regulations of Connecticut state agencies, the commissioner may allocate to the Connecticut Green Bank any portion of auction proceeds in excess of the amounts budgeted by electric distribution companies in the plan submitted to the department on November 1, 2012, in accordance with section 16-245m, to support energy efficiency programs, provided any such excess proceeds may be calculated and allocated on a pro rata basis

at the conclusion of any auction.**]**

(c) The regulations adopted pursuant to subsection (a) of this section may include provisions to cover the reasonable administrative costs associated with the implementation of the Regional Greenhouse Gas Initiative in Connecticut and to fund the assessment, **[**and**]** planning and implementation of measures to reduce emissions, mitigate the impacts of climate change and to cover the reasonable administrative costs of state agencies associated with the adoption of regulations, plans and policies in accordance with section 22a-200a. Such costs shall not exceed seven and one-half per cent of the total projected allowance value. Such regulations may also set aside a portion of the allowances to support the voluntary renewable energy provisions of the Regional Greenhouse Gas Initiative model rule and combined heat and power.

(d) Any allowances or allowance value allocated to the energy conservation load management program on behalf of electric ratepayers shall be incorporated into the planning and procurement process in sections 16a-3a and 16a-3b.

(e) Beginning with the first auction occurring on or after January 1, **[**2017**]** 2023, and notwithstanding the provisions of subsection (a) of this section and subdivision (6) of subsection (f) of section 22a-174-31 of the regulations of Connecticut state agencies, auction proceeds **[**totaling three million three hundred thousand dollars shall be diverted to the General Fund in the fiscal year ending June 30, 2017, provided all proceeds in excess of said amount in the auction or auctions where such diversion occurs, and all proceeds in all subsequent auctions, shall be**]** annually calculated and allocated in accordance with subdivision (6) of subsection (f) of section 22a-174-31 of the regulations of Connecticut state agencies to the Connecticut Green Bank may be utilized by the Connecticut Green Bank, in consultation with the Department of Energy and Environmental Protection, for clean energy resources that do not emit greenhouse gas emissions, provided that any proceeds calculated

and allocated to the Connecticut Green Bank in excess of five million two hundred thousand dollars in any fiscal year shall be diverted for the fiscal year ending June 30, 2024, and each fiscal year thereafter, to the Connecticut hydrogen and electric automobile purchase rebate program account established pursuant to subsection (h) of section 22a-202, as amended by this act. For the purposes of this subsection, "clean energy" has the same meaning as provided in section 16-245n.

Sec. 19. Subsection (f) of section 14-49 of the 2022 supplement to the general statutes is repealed. (*Effective July 1, 2022*)

Approved May 10, 2022