

1 HOUSE BILL NO. 55
2 INTRODUCED BY D. LOGE
3 BY REQUEST OF THE TRANSPORTATION INTERIM COMMITTEE
4

5 A BILL FOR AN ACT ENTITLED: "AN ACT ESTABLISHING A TAX ON ELECTRIC VEHICLE CHARGING
6 STATIONS; PROVIDING FOR DEPARTMENT OF LABOR AND INDUSTRY INSPECTION; PROVIDING
7 RULEMAKING AUTHORITY; PROVIDING FOR INSTALLATION OF ELECTRIC METERS AND THE
8 REMITTANCE OF TAXES; PROVIDING DEFINITIONS; AMENDING SECTION 69-8-803, MCA; AND
9 PROVIDING A ~~DELAYED AN~~ IMMEDIATE EFFECTIVE DATE ~~AND DELAYED IMPLEMENTATION DATES.~~"

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11 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:
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13 NEW SECTION. Section 1. Definitions. As used in this part, unless the context clearly indicates
14 otherwise, the following definitions apply:

15 (1) "Charging station" means equipment that is not installed at a residence with a rated capacity
16 greater than 25 kilowatts that transfers electric current to the power system of an electric vehicle and the real
17 property in which the equipment is affixed, AND INCLUDES PUBLIC CHARGING STATIONS AND PUBLIC LEGACY
18 CHARGERS charging stations.

19 (2) "Charging station operator" means a person, firm, general partnership, limited partnership,
20 limited liability partnership, corporation, limited liability company, or other lawfully recognized business entity
21 that operates a public charging station.

22 (3) "Public charging station" means a charging station that is a ~~for-profit~~ business using a metered
23 system to deliver electric current to an electric vehicle and charges the customer either for the electricity
24 transferred or for the duration of time during which the transfer of electricity takes place.

25 (4) "Public legacy ~~charger~~ charging station" means a public charging station operating before July
26 1, 2023, that ~~never measured electricity transferred from the charging station to a vehicle or is incapable of~~
27 ~~measuring the time elapsed while actively charging a vehicle and placing a fee on the charging session~~ HAS
28 NEVER HAD A METERING SYSTEM IN PLACE CAPABLE OF MEASURING ELECTRICITY TRANSFERRED FROM THE CHARGING

1 STATION TO THE VEHICLE OR IS INCAPABLE OF MEASURING THE TIME ELAPSED WHILE ACTIVELY CHARGING A VEHICLE
2 AND PLACING A FEE ON THE CHARGING SESSION.

3 (5) "Public utility" has the meaning as defined in 69-3-101.
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5 NEW SECTION. Section 2. Public charging station tax -- PUBLIC LEGACY ~~CHARGER~~ charging
6 station TAX. (1) ~~There~~ EFFECTIVE JULY 1, 2025 2023, THERE is a tax of 3 cents a kilowatt hour or its equivalent in
7 addition to the public utility's approved rate on the electric current used to charge or recharge the battery or
8 batteries of an electric vehicle at public charging stations installed after July 1, 2023.

9 (2) EFFECTIVE JULY 1, 2028 2025, THERE IS A TAX OF 3 CENTS A KILOWATT HOUR OR ITS EQUIVALENT in
10 addition to the public utility's approved rate ON THE ELECTRIC CURRENT USED TO CHARGE OR RECHARGE THE
11 BATTERY OR BATTERIES OF AN ELECTRIC VEHICLE AT PUBLIC LEGACY-~~CHARGERS~~ charging stations.

12 (2)(3) The tax authorized by this section is based on the rate of tax and electricity transferred during
13 the charging process, and it does not include any fees or charges associated with the method of payment for
14 the charging services.
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16 NEW SECTION. Section 3. Installation of electric meters. (1) Effective July 1, 2023, all new public
17 charging stations must have an electric meter installed or approved by the public utility exclusively dedicated to
18 the public charging station that measures all of the electricity delivered to the public charging station. The
19 charging station owner shall pay the cost of meter installation.

20 (2) Effective July 1, 2025, all public charging stations and public legacy charging stations installed
21 prior to July 1, 2023, must have an electric meter installed or approved by the public utility exclusively dedicated
22 to the public charging station or public legacy charging station that measures all of the electricity delivered to
23 the public charging station or public legacy charging station. The charging station owner shall pay the cost of
24 meter installation.

25 (3) Effective July 1, 2028, all public legacy charging stations must be equipped with metering
26 devices capable of accurately measuring the amount of electricity being delivered to the motor vehicle.

27 (4) It is the public charging station owner's responsibility to comply with the provisions of this
28 section and not the duty of the public utility to enforce compliance.

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NEW SECTION. Section 4. Public charging CHARGING station rate disclosure. A charging station operator shall disclose at the charging station site the rate for electric power transferred to an electric vehicle.

NEW SECTION. Section 5. Charging station operator statements and tax payment. (1) All public legacy chargers CHARGING STATIONS must be registered with the department of transportation 15-30 days after [the effective date of this act].

(2) Public charging CHARGING stations that begin operation after [the effective date of this act] must be registered with the department of transportation no later than 15-30 days after the first day of operation.

~~(3) — A EFFECTIVE JULY 1, 2025, a public charging station tax and required reports must be filed with the department of transportation no later than the 25th day of the month following the month during which the charging for an electric vehicle occurred AT INTERVALS REQUIRED BY THE DEPARTMENT.~~

~~(4) — Public charging stations are exempt from EXACTING AND remitting the tax levied in [section 2] until July 1, 2025.~~

~~(5) — (A) Public EXCEPT AS PROVIDED IN SUBSECTION (5)(B), PUBLIC legacy chargers that have never charged a fee for their use are exempt from EXACTING AND remitting the tax levied in [section 2] until July 1, 2025-2028.~~

~~(B) — THE DEPARTMENT OF TRANSPORTATION SHALL ADOPT RULES THAT ALLOW THE OWNER OF A PUBLIC LEGACY CHARGER TO APPLY FOR AND RECEIVE AN EXEMPTION FROM SUBSECTION (5)(A) FOR A PERIOD OF TIME NOT TO EXCEED 5 YEARS ON A SHOWING OF UNDUE ECONOMIC HARDSHIP.~~

~~(3) (a) The public utility shall collect the tax levied in [section 2] in its monthly invoice to the public charging station owner and remit the proceeds as calculated in subsection (3)(b) to the department of transportation within 30 days following the preceding calendar quarter when the tax was collected.~~

~~(b) The public utility shall remit 2.75 cents for each kilowatt hour of electricity sold to a charging station owner to the department of transportation and is authorized to retain 0.25 cents per kilowatt to cover costs associated with collecting the tax.~~

~~(c) The public utility may create a new class of customers for billing at its discretion consisting solely of public charging stations.~~

Amendment - 1st Reading-white - Requested by: John Fitzpatrick - (H) Appropriations

1 (d) The billing rate for public charging stations must include the tax levied in [section 2] in addition
2 to the public utility's approved rate or tariff.

3 (e) Taxes collected in accordance with this section are not subject to review or approval by the
4 public service commission.

5 (4) The department of transportation may adopt rules to implement this section.

6 (6)(5) The revenue derived from [section 2] must be deposited in the highway restricted account
7 provided for in 15-70-126.

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9 NEW SECTION. Section 5. Authority to promulgate rules and regulations. (1) The department of
10 transportation shall promulgate rules to credit Montana residents for any tax collected under [section 2] but not
11 to exceed the total amount of registration fees ANY REGISTRATION FEE BASED ON THE WEIGHT for electric vehicles
12 paid by a taxpayer during the year in which the taxpayer claims the credit.

13 (2) The department of transportation may promulgate rules and regulations to carry out the
14 purpose of [sections 1 through 6], INCLUDING RULES FOR REPORTING AND REMITTING THE TAX LEVIED IN [SECTION 2].

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16 NEW SECTION. Section 6. Public charging station inspection. (1) The department of labor and
17 industry may inspect the premises and equipment of any charging station operator to enforce compliance with
18 this section.

19 (2) The department of labor and industry may:

20 (a) require third-party testing and calibration of charging stations;

21 (b) assess charging station operator costs incurred by the department to enforce testing,
22 calibration, and inspection requirements; and

23 (c) promulgate rules to implement the provisions of this section and set fees necessary to carry out
24 the duties and responsibilities of this section, WHICH MUST BE REASONABLY RELATED TO THE ACTUAL COSTS TO THE
25 DEPARTMENT.

26
27 **Section 6.** Section 69-8-803, MCA, is amended to read:

28 **"69-8-803. Electric vehicle charging stations -- service entity requirements.** (1) A public utility

Amendment - 1st Reading-white - Requested by: John Fitzpatrick - (H) Appropriations

68th Legislature

Drafter: Julie Johnson, 406-444-4024

HB0055.003.004

1 mayshall allow an electric vehicle charging station that meets the requirements in subsection (2) to be
2 interconnected to its distribution system.

3 (2) A public utility may sell power to an entity to service electric vehicle charging stations that:

4 (a) procure power supplied by the public utility for the purpose of electric vehicle charging; and

5 (b) service electric vehicle charging stations within the public utility's service territory.

6 (3) Entities operating electric vehicle charging stations are not public utilities.

7 ~~(4) Charges pertaining to fueling electric vehicles may not be based on the cost of electricity."~~

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9 NEW SECTION. Section 7. Codification instruction. [Sections 1 through ~~6 5~~] are intended to be
10 codified as an integral part of Title ~~15 69~~, chapter ~~70 3~~, and the provisions of Title ~~15 69~~, chapter ~~70 3~~, apply to
11 [sections 1 through ~~65~~].

12

13 NEW SECTION. Section 8. Effective date. [This act] is effective ~~January 1, 2025~~ JULY 1, 2023 on
14 passage and approval.

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- END -