
Amend the bill by striking out the title and substituting the following:

'An Act Requiring the Installation of Electric Vehicle Charger-ready Spaces in New Commercial and Multifamily Parking Facility Construction'

Amend the bill by striking out everything after the enacting clause and inserting the following:

'Sec. 1. 10 MRSA §9721, sub-§1-B is enacted to read:

1-B. Charger-ready space. "Charger-ready space" means a parking space or set of parking spaces equipped with a cabinet, box or enclosure connected by conduit to a power source that provides a minimum electrical capacity sufficient to allow for the future installation of a level 2 charger.

Sec. 2. 10 MRSA §9721, sub-§1-C is enacted to read:

1-C. Covered development. "Covered development" means:

A. The construction of a parking facility with 10 or more parking spaces; or

B. The enlargement of a parking facility that has 20 or more parking spaces in order to increase the number of parking spaces by 30% or more.

Sec. 3. 10 MRSA §9721, sub-§1-D is enacted to read:

1-D. Level 2 charger. "Level 2 charger" means a charging system that uses a 208-volt to 240-volt alternating current plug with a cord connector that meets SAE International standard J1772 or a successor standard.

Sec. 4. 10 MRSA §9721, sub-§5 is enacted to read:

5. Multifamily dwelling. "Multifamily dwelling" means a residence with more than 2 dwelling units, as defined by the board by rule.
Sec. 5. 10 MRSA §9721, sub-§6 is enacted to read:

6. Parking facility. "Parking facility" means a parking structure or parking lot composed of off-street parking spaces.

Sec. 6. 10 MRSA §9722, sub-§6, ¶B, as amended by PL 2019, c. 391, §4, is further amended by amending subparagraph (8) to read:

(8) ASHRAE Standard 90.1 Energy Standard for Buildings Except Low-Rise Residential Buildings; and

Sec. 7. 10 MRSA §9722, sub-§6, ¶B, as amended by PL 2019, c. 391, §4, is further amended by amending subparagraph (9) to read:

(9) Standard Practice for Radon Control Options for the Design and Construction of New Low-Rise Residential Buildings published by the American Society for Testing and Materials.; and

Sec. 8. 10 MRSA §9722, sub-§6, ¶B, as amended by PL 2019, c. 391, §4, is further amended by enacting a new subparagraph (10) to read:

(10) Beginning January 1, 2024, standards for covered developments adopted by the board by rule in accordance with paragraph Q.

Sec. 9. 10 MRSA §9722, sub-§6, ¶O, as amended by PL 2021, c. 524, §2, is further amended to read:

O. No later than July 1, 2020, adopt, amend and maintain an appendix to the Maine Uniform Building and Energy Code as an optional part of the code that contains energy conservation and efficiency requirements that are based on established national voluntary efficiency standards that exceed the energy code requirements established in the Maine Uniform Building and Energy Code. As the code is updated, the board shall ensure that the energy conservation and efficiency requirements in the appendix continue to exceed the requirements established in the Maine Uniform Building and Energy Code. The appendix must be made available for voluntary adoption by any municipality. The board shall maintain a list of municipalities that have voluntarily adopted the appendix to the Maine Uniform Building and Energy Code on its publicly accessible website; and

Sec. 10. 10 MRSA §9722, sub-§6, ¶P, as enacted by PL 2021, c. 524, §3, is amended to read:

P. Ensure, through the adoption of necessary amendments, that the Maine Uniform Building and Energy Code expressly allows the installation and use of acceptable refrigeration or air conditioning products or equipment as defined in section 9724, subsection 7.; and

Sec. 11. 10 MRSA §9722, sub-§6, ¶Q is enacted to read:

Q. Adopt by rule, in accordance with this paragraph, standards for covered developments. The standards must require, except as permitted by variance in accordance with the rules adopted by the board, that:

(1) At least 10% of the total parking spaces in a parking facility for a multifamily dwelling be charger-ready spaces;
(2) At least 10% of the total parking spaces for a lodging facility, as defined by the board by rule, be charger-ready spaces;

(3) At least 10% of the total parking spaces for a medical facility, as defined by the board by rule, be charger-ready spaces;

(4) At least 10% of the total parking spaces for an educational building, as defined by the board by rule, be charger-ready spaces;

(5) At least 3% of the total parking spaces for an office building, as defined by the board by rule, be charger-ready spaces;

(6) At least 1% of the total parking spaces for an industrial facility, as defined by the board by rule, be charger-ready spaces; and

(7) At least 1% of the total parking spaces in a facility not described in subparagraphs (1) to (6), other than a parking facility for a single-family dwelling or 2-family dwelling, be charger-ready spaces.

The rules must provide that, if the calculation of the required number of charger-ready spaces does not result in a whole number, the result will be rounded up to the nearest whole number. The rules must permit municipalities to grant exemptions from the standards established pursuant to this paragraph for covered developments without electric service or with limited electric service or that are not intended to be used for electric vehicles, including but not limited to parking for tractor-trailers.'

Amend the bill by relettering or renumbering any nonconsecutive Part letter or section number to read consecutively.

SUMMARY

This amendment replaces the bill, which is a concept draft, and changes the title. It requires the Technical Building Codes and Standards Board, by January 1, 2024, to adopt by rule and include in the Maine Uniform Building and Energy Code standards for certain parking facilities. The standards must require that when a parking facility with 10 or more parking spaces is constructed or a parking facility with 20 or more parking spaces is enlarged to increase the number of parking spaces by 30% or more, a certain percentage of the parking spaces are charger-ready spaces. Single-family dwellings and 2-family dwellings are excepted from these standards.

FISCAL NOTE REQUIRED

(See attached)