

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 DEFINITIONS; REDUCING ADDITIONAL ELECTRIC VEHICLE
8 REGISTRATION FEES FOR MONTANA RESIDENTS WHEN THE TAX ON CHARGING GOES INTO
9 EFFECT; AMENDING SECTION 69-8-803, MCA; AND PROVIDING A DELAYED AN EFFECTIVE DATE AND
10 DELAYED IMPLEMENTATION DATES."

11
12 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:

13
14 NEW SECTION. Section 1. Definitions. As used in this part, unless the context clearly indicates
15 otherwise, the following definitions apply:

16 (1) "Charging station" means equipment that transfers electric current to the power system of an
17 electric vehicle and the real property in which the equipment is affixed, AND INCLUDES PUBLIC CHARGING STATIONS
18 AND PUBLIC LEGACY CHARGERS.

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

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

3
4 NEW SECTION. Section 2. Public charging station tax -- PUBLIC LEGACY CHARGER TAX -- reduction
5 of additional electric vehicle registration fees. (1) ~~There~~ EFFECTIVE JULY 1, 2025, THERE is a tax of 3 cents a
6 kilowatt hour or its equivalent on the electric current used to charge or recharge the battery or batteries of an
7 electric vehicle at public charging stations.

8 (2) EFFECTIVE JULY 1, 2028, THERE IS A TAX OF 3 CENTS A KILOWATT HOUR OR ITS EQUIVALENT ON THE
9 ELECTRIC CURRENT USED TO CHARGE OR RECHARGE THE BATTERY OR BATTERIES OF AN ELECTRIC VEHICLE AT PUBLIC
10 LEGACY CHARGERS.

11 (2)(3) The tax authorized by this section is based on the rate of tax and electricity transferred during
12 the charging process, and it does not include any fees or charges associated with the method of payment for
13 the charging services.

14 (4) Effective July 1, 2028, the amount of any additional electric vehicle registration fee charged by
15 the state to a resident on an electric vehicle is reduced by 30%.

17 NEW SECTION. Section 3. Public charging CHARGING station rate disclosure. A charging station
18 operator shall disclose at the charging station site the rate for electric power transferred to an electric vehicle.

20 NEW SECTION. Section 4. Charging station operator statements and tax payment. (1) All public
21 ~~legacy chargers~~ CHARGING STATIONS must be registered with the department of transportation ~~45-30~~ days after
22 [the effective date of this act].

23 (2) Public charging CHARGING stations that begin operation after [the effective date of this act] must
24 be registered with the department of transportation no later than ~~45-30~~ days after the first day of operation.

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

28 (4) Public charging stations are exempt from EXACTING AND remitting the tax levied in [section 2]

Amendment - 1st Reading-white - Requested by: Llew Jones - (H) Appropriations

68th Legislature

Drafter: Julie Johnson, 406-444-4024

HB0055.003.003

1 until July 1, 2025.

2 (5) (A) ~~Public~~ EXCEPT AS PROVIDED IN SUBSECTION (5)(B), PUBLIC legacy chargers ~~that have never~~
3 ~~charged a fee for their use~~ are exempt from EXACTING AND remitting the tax levied in [section 2] until July 1,
4 ~~2025~~ 2028.

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

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

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

15 (2) The department of transportation may promulgate rules and regulations to carry out the
16 purpose of [sections 1 through 6], INCLUDING RULES FOR REPORTING AND REMITTING THE TAX LEVIED IN [SECTION 2].
17

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

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

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

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

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

28

1 **Section 7.** Section 69-8-803, MCA, is amended to read:

2 **"69-8-803. Electric vehicle charging stations -- service entity requirements.** (1) A public utility
3 may allow an electric vehicle charging station that meets the requirements in subsection (2) to be
4 interconnected to its distribution system.

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

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

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

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

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

10

11 NEW SECTION. Section 8. Codification instruction. [Sections 1 through 6] are intended to be
12 codified as an integral part of Title 15, chapter 70, and the provisions of Title 15, chapter 70, apply to [sections
13 1 through 6].

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16 NEW SECTION. Section 9. Effective date. [This act] is effective ~~January 1, 2025~~ JULY 1, 2023.

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