
Councilmember Kenyan R. McDuffie

AN AMENDMENT

1

IN THE COUNCIL OF THE DISTRICT OF COLUMBIA

Date: November 27, 2018

Offered By: Councilmember Kenyan R. McDuffie

To: B22-0904, the "CleanEnergy DC Omnibus Amendment Act of 2018"

Version: Introduced
 Committee Report
 Committee Print
 First Reading
 Amended First Reading
 Engrossed
 Enrolled
 Amendment in Nature of Substitute

Strike Lines 191 through 200 [section 201(b)], and insert the following in their place:

"(g)(1)As of the effective date of the CleanEnergy DC Omnibus Amendment Act of 2018, as introduced on July 10, 2018 (Bill 22-904) ("CleanEnergy DC Omnibus Amendment Act"), the electric company or gas company, after consultation and coordination with the Department of Energy and the Environment, the District Sustainable Energy Utility and its advisory board, may apply to the Commission to offer energy efficiency and demand reduction programs in the District that do not duplicate programs being offered by the Sustainable Energy Utility, particularly those focused on low-and-moderate income residential customers.

"(2) An application submitted by the electric company or gas company pursuant to this subsection shall include quantitative performance indicators related to projected energy savings and costs associated with proposed program.

"(3) Consistent with the provisions set forth in section 8(2) of An Act Making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June thirtieth, nineteen hundred and fourteen, and for other purposes, approved March 4, 1913 (37 Stat. 977; D.C. Official Code § 34-1101), the commission is authorized to approve an application by the electric company or gas company of energy efficiency and demand reduction program for their respective customers, including a multi-year program and cost

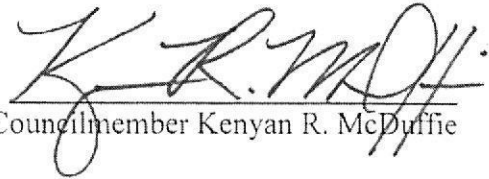
recovery mechanisms to provide full and current cost recovery, including mechanisms to provide for a return on investment and surcharge mechanisms to be adjusted on at least an annual basis as approved by the commission; provided, that the Commission finds the proposed program and cost recovery mechanisms as set forth in the application to be in the public interest and consistent with the District's public climate change commitments.

“(h) The electric company and gas company shall file an annual filing with the Commission to demonstrate compliance with:

- “(1) The energy efficiency and demand reduction program;
- “(2) Quantitative performance indicators; and
- “(3) Cost recovery mechanisms of the program.”.

Rationale: This amendment clarifies that any energy efficiency or demand reduction program must be created in consultation with the Department of Energy and the Environment and the Sustainable Energy Utility and its advisory board. The amendment also adds a provision to require performance indicators and ensures that the approval process for an application is consistent with the statutory jurisdiction of the Public Service Commission. Finally, the amendment includes a provision mandating annual filing with the Public Service Commission on key program metrics.

Fiscal impact: This amendment will not have a fiscal impact.


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Strike Lines 475 through 509 [section 502(a)-(c)], and insert the following in their place:

(a) Within 180 days after the applicability date of this act, the mayor shall establish a transportation electrification program ("program") that shall require that all public buses, privately-owned and operated ride shares, passenger- and light-duty vehicles associated with privately-owned fleets with a capacity of 50 or more passengers or light-duty vehicles licensed to operate in the District of Columbia; commercial motor carriers, limousines service vehicles, and taxis certified to operate in the District shall be zero-emission vehicles in the District by year 2045.

(b) The transition to zero emission vehicles will be phased in as follows:

(1) By 2030, 50% of public buses, private vehicle-for-hire,