

IEC Energy Program Key Issues

House File 669 / Senate File 583 – AGAINST

The “Sunshine Tax” Would Wreck Customer-Owned Solar in Iowa

- This utility-backed bill is meant to ruin the economics of customer-owned solar by imposing fixed charges on new solar customers.
- Customers with solar energy provide energy at peak times when it is most expensive. They invest their own dollars in generation so other customers don't have to. In fact, “Value of Solar” studies in other states show distributed solar has more benefits than costs.
- The monopoly utilities don't want customers to reduce their energy consumption by making a private investment in clean energy. More distributed solar means less energy sold by MidAmerican and Alliant.
- Iowa's solar industry supports over 800 jobs and is growing fast, due in large part to a fair system that credits solar owners for the energy they provide to other customers.
- In 2018, the utilities convinced the legislature to reduce energy efficiency rebate programs for customers, claiming it would reduce costs. Now Alliant is back with a rate increase, not a decrease. Without the option of solar energy investment, consumers will have even fewer ways to reduce their energy bills.

Senate File 351 – FOR

Utility Transparency for Renters Encourages Energy Efficiency

- Requires landlords of residential rental properties with 12 or more units to disclose the average utility costs per unit to potential tenants.
- The 12 month average of water, electric and gas utility costs must be provided upfront, giving potential tenants a better understanding of the full cost of renting.
- Increased transparency could boost energy efficiency by spurring landlords to make building upgrades, thereby creating a market for efficient properties.

House File 725 / Senate File 473 – MONITORING

Electric Vehicle Charging Fees and Licensing Shouldn't Stifle Growth

- These bills would impose an annual road-use fee on electric vehicles (EVs) and an excise tax on all charging stations.
- In Iowa, there were 800 full electric vehicles and 1,900 plug-in hybrids on the road as of September 2018 out of 4.3 million registered vehicles.
- Many charging stations across the state are unable to accept payment and may not be separately metered. This proposal would restrict employers and businesses from providing free charging as a perk.
- The Department of Transportation should launch a pilot program to analyze the actual road-use of EVs before setting an annual fee on EV owners based on gas-powered vehicles.