

111TH CONGRESS
1ST SESSION

H. R. 1730

To amend the Public Utility Regulatory Policies Act of 1978 with respect to electric vehicle infrastructure.

IN THE HOUSE OF REPRESENTATIVES

MARCH 26, 2009

Mr. MCNERNEY introduced the following bill; which was referred to the Committee on Energy and Commerce

A BILL

To amend the Public Utility Regulatory Policies Act of 1978 with respect to electric vehicle infrastructure.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Vehicles for the Future
5 Act”.

6 **SEC. 2. ELECTRIC VEHICLE INFRASTRUCTURE.**

7 (a) AMENDMENT OF PURPA.—Section 111(d) of the
8 Public Utility Regulatory Policies Act of 1978 (16 U.S.C.
9 2621(d)) is amended by adding at the end the following:

1 “(20) PLUG-IN HYBRID ELECTRIC VEHICLE
2 AND ELECTRIC VEHICLE INFRASTRUCTURE.—

3 “(A) UTILITY PLAN FOR INFRASTRUC-
4 TURE.—Each electric utility shall develop a
5 plan to support the use of plug-in hybrid elec-
6 tric vehicles and electric vehicles, including
7 heavy-duty hybrid electric vehicles. The plan
8 may provide for deployment of electrical charg-
9 ing stations in public or private locations, in-
10 cluding street parking, parking garages, park-
11 ing lots, homes, gas stations, and highway rest
12 stops. Any such plan may also include—

13 “(i) battery exchange, fast charging
14 infrastructure and other services;

15 “(ii) triggers for infrastructure de-
16 ployment based upon market penetration
17 of plug-in hybrid electric vehicles and elec-
18 tric vehicles; and

19 “(iii) such other elements as the State
20 determines necessary to support electric
21 vehicles and plug-in hybrid electric vehi-
22 cles.

23 Each plan under this paragraph shall provide
24 for the deployment of the charging infrastruc-
25 ture or other infrastructure necessary to ade-

1 quately support the use of plug-in hybrid elec-
2 tric vehicles and electric vehicles.

3 “(B) SUPPORT REQUIREMENTS.—Each
4 State regulatory authority (in the case of each
5 electric utility for which it has ratemaking au-
6 thority) and each utility (in the case of a non-
7 regulated utility) shall—

8 “(i) require that charging infrastruc-
9 ture deployed is interoperable with prod-
10 ucts of all auto manufacturers to the ex-
11 tent possible; and

12 “(ii) consider adopting minimum re-
13 quirements for deployment of electrical
14 charging infrastructure and other appro-
15 priate requirements necessary to support
16 the use of plug-in hybrid electric vehicles
17 and electric vehicles.

18 “(C) COST RECOVERY.—Each State regu-
19 latory authority (in the case of each electric
20 utility for which it has ratemaking authority)
21 and each utility (in the case of a nonregulated
22 utility) shall consider whether, and to what ex-
23 tent, to allow cost recovery for plans and imple-
24 mentation of plans.

1 “(D) SMART GRID INTEGRATION.—The
2 State regulatory authority (in the case of each
3 electric utility for which it has ratemaking au-
4 thority) and each utility (in the case of a non-
5 regulated utility) shall—

6 “(i) establish any appropriate proto-
7 cols and standards for integrating plug-in
8 hybrid electric vehicles and electric vehicles
9 into an electrical distribution system, in-
10 cluding smart grid systems and devices;

11 “(ii) include the ability for each plug-
12 in hybrid electric vehicle and electric vehi-
13 cle to be identified individually and to be
14 associated with its owner’s electric utility
15 account, regardless of the location that the
16 vehicle is plugged in, for purposes of ap-
17 propriate billing for any electricity required
18 to charge the vehicle’s batteries as well as
19 any crediting for electricity provided to the
20 electric utility from the vehicle’s batteries;
21 and

22 “(iii) review the determination made
23 in response to section 1252 of the Energy
24 Policy Act of 2005 in light of this section,
25 including whether time-of-use pricing

1 should be employed to enable the use of
2 plug-in hybrid electric vehicles and electric
3 vehicles to contribute to meeting peak-load
4 power needs”.

5 (b) COMPLIANCE.—

6 (1) TIME LIMITATIONS.—Section 112(b) of the
7 Public Utility Regulatory Policies Act of 1978 (16
8 U.S.C. 2622(b)) is amended by adding the following
9 at the end thereof:

10 “(7)(A) Not later than 1 year after the enact-
11 ment of this paragraph, each State regulatory au-
12 thority (with respect to each electric utility for which
13 it has ratemaking authority) and each nonregulated
14 utility shall commence the consideration referred to
15 in section 111, or set a hearing date for consider-
16 ation, with respect to the standard established by
17 paragraph (20) of section 111(d).

18 “(B) Not later than 2 years after the date of
19 the enactment of this paragraph, each State regu-
20 latory authority (with respect to each electric utility
21 for which it has ratemaking authority), and each
22 nonregulated electric utility, shall complete the con-
23 sideration, and shall make the determination, re-
24 ferred to in section 111 with respect to the standard
25 established by paragraph (20) of section 111(d).”.

1 (2) FAILURE TO COMPLY.—Section 112(c) of
2 the Public Utility Regulatory Policies Act of 1978
3 (16 U.S.C. 2622(c)) is amended by adding the fol-
4 lowing at the end:

5 “In the case of the standards established by para-
6 graph (20) of section 111(d), the reference contained in
7 this subsection to the date of enactment of this Act shall
8 be deemed to be a reference to the date of enactment of
9 such paragraph.”.

10 (3) PRIOR STATE ACTIONS.—Section 112(d) of
11 the Public Utility Regulatory Policies Act of 1978
12 (16 U.S.C. 2622(d)) is amended by inserting “and
13 paragraph (20)” before “of section 111(d)”.

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