



General Assembly

January Session, 2015

Raised Bill No. 7009

LCO No. 5195



Referred to Committee on ENERGY AND TECHNOLOGY

Introduced by:
(ET)

AN ACT CONCERNING ELECTRIC AND ZERO-EMISSION VEHICLES.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. (NEW) (*Effective October 1, 2015*) (a) As used in this
2 section, sections 14-12, 14-290, 16a-3e, 29-252 and 43-3a of the general
3 statutes, as amended by this act, and sections 3, 7 and 10 of this act:

4 (1) "Battery electric vehicle" means any vehicle that operates solely
5 by use of a battery or battery pack, or that is powered primarily
6 through the use of an electric battery or battery pack but uses a
7 flywheel or capacitor that stores energy produced by the electric motor
8 or through regenerative braking to assist in vehicle operation;

9 (2) "Electric vehicle" means any battery electric vehicle, hybrid
10 electric vehicle or range-extended battery electric vehicle;

11 (3) "Hybrid electric vehicle" means a motor vehicle that allows
12 power to be delivered to the driver wheels solely by a battery-powered
13 electric motor that also incorporates the use of a combustion engine to
14 provide power to the battery, or any vehicle that allows power to be

15 delivered to the driver wheels by either a combustion engine or by a
16 battery-powered electric motor, or both;

17 (4) "Range-extended battery electric vehicle" means a vehicle
18 powered predominantly by a zero-emission energy storage device,
19 able to drive the vehicle for more than seventy-five all-electric miles,
20 and also equipped with a backup auxiliary power unit that does not
21 operate until the energy storage device is fully depleted;

22 (5) "Zero-emission vehicle" means any battery electric vehicle,
23 hybrid electric vehicle, or range extended battery electric vehicle, and
24 any vehicle that meets the requirements pursuant to section 22a-174-36
25 of the regulations of Connecticut state agencies.

26 Sec. 2. Section 14-12 of the general statutes is amended by adding
27 subsection (l) as follows (*Effective October 1, 2015*):

28 (NEW) (l) Not later than October 1, 2015, the Department of Motor
29 Vehicles shall record the number of electric vehicles, as defined in
30 section 1 of this act, registered in the state. This data shall be publicly
31 available on the department's Internet web site and shall include (1)
32 the number of electric vehicles registered in the state each year; and (2)
33 the total number of electric vehicles registered in the state. The
34 department shall update this information every six months.

35 Sec. 3. (NEW) (*Effective October 1, 2015*) From the effective date of
36 this section until December 31, 2020, inclusive, the operator of a zero-
37 emission vehicle, as defined in section 1 of this act, may park at no cost
38 at any public metered parking space. The provisions of this section
39 shall not apply to any parking space reserved for handicapped
40 parking.

41 Sec. 4. Section 14-290 of the general statutes is amended by adding
42 subsection (e) as follows (*Effective October 1, 2015*):

43 (NEW) (e) The Department of Motor Vehicles shall establish a

44 program exempting zero-emission vehicles, as defined in section 1 of
45 this act, from the minimum vehicle occupancy requirements for
46 operation of a motor vehicle in the state's high-occupancy vehicle
47 lanes, provided the operator of any such vehicle displays a sticker
48 issued by the department authorizing such use.

49 Sec. 5. Section 16-1 of the general statutes is amended by adding
50 subsection (c) as follows (*Effective October 1, 2015*):

51 (NEW) (c) The terms "utility", "public utility" and "public service
52 company" shall not include public or private electric vehicle charging
53 stations, as defined in section 16-19f, as amended by this act.

54 Sec. 6. Section 16-19f of the general statutes is repealed and the
55 following is substituted in lieu thereof (*Effective October 1, 2015*):

56 (a) As used in this section:

57 (1) "Cost of service" means an electric utility rate for a class of
58 consumer which is designed, to the maximum extent practicable, to
59 reflect the cost to the utility in providing electric service to such class;

60 (2) "Declining block rate" means an electric utility rate for a class of
61 consumer which prices successive blocks of electricity consumed by
62 such consumer at lower per-unit prices;

63 (3) "Time of day rate" means an electric utility rate for a class of
64 consumer which is designed to reflect the cost to the utility of
65 providing electricity to such consumer at different times of the day;

66 (4) "Seasonal rate" means an electric utility rate for a class of
67 consumer designed to reflect the cost to the utility in providing
68 electricity to such consumer during different seasons of the year;

69 (5) "Electric vehicle time of day rate" means an electric utility rate
70 for a class of consumer designed to reflect the cost to the utility of
71 providing electricity to such consumer charging an electric vehicle at a

72 public or private electric vehicle charging station at different times of
73 the day, but shall not include demand charges;

74 (6) "Public electric vehicle charging station" means an electric
75 vehicle charging station, electric recharging point, charging point or
76 electric vehicle supply equipment, which is an element in an
77 infrastructure that supplies electricity for the recharging of plug-in
78 electric vehicles, including all-electric cars, neighborhood electric
79 vehicles and plug-in hybrids, and which allows any electric vehicle
80 owner or operator to access and use the charging station free of charge;

81 (7) "Private electric vehicle charging station" means an electric
82 vehicle charging station, electric recharging point, charging point or
83 electric vehicle supply equipment (A) that is an element in an
84 infrastructure that supplies electricity for the recharging of plug-in
85 electric vehicles, including all-electric cars, neighborhood electric
86 vehicles and plug-in hybrids, and (B) that may allow any electric
87 vehicle owner or operator to access and use the charging station;

88 [(7)] (8) "Interruptible rate" means an electric utility rate designed to
89 reflect the cost to the utility in providing service to a consumer where
90 such consumer permits his service to be interrupted during periods of
91 peak electrical demand;

92 [(8)] (9) "Load management techniques" means cost-effective
93 techniques used by an electric utility to reduce the maximum kilowatt
94 demand on the utility.

95 (b) The Public Utilities Regulatory Authority, with respect to each
96 electric public service company and each municipal electric company,
97 shall (1) within two years, consider and determine whether it is
98 appropriate to implement any of the following rate design standards:
99 (A) Cost of service; (B) prohibition of declining block rates; (C) time of
100 day rates; (D) seasonal rates; (E) interruptible rates; and (F) load
101 management techniques, and (2) [within one year, consider and
102 determine whether it is appropriate to] not later than June 1, 2016,

103 implement electric vehicle time of day rates for (A) public electric
104 vehicle charging stations, and (B) private electric vehicle charging
105 stations. The consideration of said standards by the authority and each
106 municipal electric company shall be made after public notice and
107 hearing. Such hearing may be held concurrently with a hearing
108 required pursuant to subsection (b) of section 16-19e. The authority
109 and each municipal company shall make a determination on whether
110 it is appropriate to implement any of said standards. Said
111 determination shall be in writing, shall take into consideration the
112 evidence presented at the hearing and shall be available to the public.
113 A standard shall be deemed to be appropriate for implementation if
114 such implementation would encourage energy conservation, optimal
115 and efficient use of facilities and resources by an electric public service
116 company or municipal electric company and equitable rates for electric
117 consumers.

118 (c) The Public Utilities Regulatory Authority, with respect to each
119 electric public service company, and each municipal electric company
120 may implement any standard determined under subsection (b) of this
121 section to be appropriate or decline to implement any such standard. If
122 the authority or a municipal electric company declines to implement
123 any standard determined to be appropriate, it shall state in writing its
124 reasons for doing so and make such statement available to the public.

125 (d) The provisions of this section shall not apply to any municipal
126 electric company which has total annual sales of electricity for
127 purposes other than resale of five hundred million kilowatt-hours or
128 less.

129 Sec. 7. (NEW) (*Effective October 1, 2015*) (a) The Public Utilities
130 Regulatory Authority shall require each electric distribution company,
131 as defined in section 16-1 of the general statutes, as amended by this
132 act, to integrate electric vehicle charging load projections into such
133 company's distribution planning. Such projections shall be based on
134 the number of electric vehicles, as defined in section 1 of this act,

135 registered in the state and projected increases or decreases in sales of
136 such vehicles.

137 (b) Not later than January 1, 2016, and annually thereafter, each
138 electric distribution company shall publish to such company's Internet
139 web site a report explaining the incorporation of such company's
140 electric vehicle charging load projections for the company's
141 distribution planning.

142 Sec. 8. Section 16a-3e of the general statutes is repealed and the
143 following is substituted in lieu thereof (*Effective October 1, 2015*):

144 The Integrated Resources Plan to be adopted in 2012 and biennially
145 thereafter, shall (1) indicate specific options to reduce electric rates and
146 costs. Such options may include the procurement of new sources of
147 generation. In the review of new sources of generation, the Integrated
148 Resources Plan shall indicate whether the private wholesale market
149 can supply such additional sources or whether state financial
150 assistance, long-term purchasing of electricity contracts or other
151 interventions are needed to achieve the goal; (2) analyze in-state
152 renewable sources of electricity in comparison to transmission line
153 upgrades or new projects and out-of-state renewable energy sources,
154 provided such analysis also considers the benefits of additional jobs
155 and other economic impacts and how they are created and subsidized;
156 (3) include an examination of average consumption and other states'
157 best practices to determine why electricity rates are lower elsewhere in
158 the region; (4) assess and compare the cost of transmission line
159 projects, new power sources, renewable sources of electricity,
160 conservation and distributed generation projects to ensure the state
161 pursues only the least-cost alternative projects; (5) analyze the
162 potential for electric vehicles, as defined in section 1 of this act, to
163 provide battery storage and other services to the electric grid and
164 ensure that the grid is prepared to support increased electric vehicle
165 charging, based on projections of sales of electric vehicles; (6)
166 continually monitor supply and distribution systems to identify

167 potential need for transmission line projects early enough to identify
168 alternatives; and ~~[(6)]~~ (7) assess the least-cost alternative to address
169 reliability concerns, including, but not limited to, lowering electricity
170 demand through conservation and distributed generation projects
171 before an electric distribution company submits a proposal for
172 transmission lines or transmission line upgrades to the independent
173 system operator or the Federal Energy Regulatory Commission,
174 provided no provision of such plan shall be deemed to prohibit an
175 electric distribution company from making any filing required by law
176 or regulation.

177 Sec. 9. Subsection (a) of section 16a-15 of the general statutes is
178 repealed and the following is substituted in lieu thereof (*Effective*
179 *October 1, 2015*):

180 (a) Each person shall publicly display and maintain on each pump
181 or other dispensing device from which any gasoline or other product
182 intended as a fuel for aircraft, motor boats or motor vehicles, including
183 electricity dispensed from electric vehicle charging equipment, is sold
184 by such person, such signs as the Commissioner of Consumer
185 Protection, by regulation adopted pursuant to chapter 54, may require
186 to inform the public of the octane rating and price of such gasoline,
187 and the price of such electricity, hydrogen fuel or other product. Each
188 person selling such gasoline, electricity, hydrogen fuel or other
189 product on both a full-serve and self-serve basis and displaying the
190 price of such [gasoline or other] product at a location on the premises
191 other than at a pump or other dispensing device shall include in such
192 display both the full-serve and self-serve prices of such gasoline or
193 other product, in such manner as the commissioner, by regulation,
194 may require. ~~[All]~~ For gasoline or any other product intended as a fuel,
195 all signs as to price shall be the per-gallon price and shall not be the
196 price of less or more than one gallon. For electricity dispensed from
197 electric vehicle charging equipment, all signs as to price shall be the
198 per-kilowatt hour price.

199 Sec. 10. (NEW) (*Effective October 1, 2015*) (a) The owner or operator
200 of a private electric vehicle charging station, as defined in section 16-
201 19f of the general statutes, as amended by this act, that is available for
202 public use shall provide multiple payment options, including, but not
203 limited to, cash, check or electronic payment by means of a credit card
204 or debit card.

205 (b) The Commissioner of Motor Vehicles shall disclose the location
206 and characteristics of each private electric vehicle charging station,
207 including, but not limited to, the address, voltage and timing
208 restrictions to the federal database operated by the United States
209 Department of Energy Alternative Fuels Data Center.

210 (c) No person shall park in a space equipped with a private electric
211 vehicle charging station, unless such person is operating a plug-in
212 hybrid electric vehicle or battery electric vehicles, as defined in section
213 1 of this act.

214 (d) The owner or operator of a private electric vehicle charging
215 station that is available for public use may impose time restrictions on
216 the amount of time that an electric vehicle is charged at the charging
217 station.

218 (e) Membership-only electric vehicle charging stations are
219 prohibited.

220 Sec. 11. Section 29-252 of the general statutes is repealed and the
221 following is substituted in lieu thereof (*Effective October 1, 2015*):

222 (a) As used in this subsection, "geotechnical" means any geological
223 condition, such as soil and subsurface soil condition, which may affect
224 the structural characteristics of a building or structure. The State
225 Building Inspector and the Codes and Standards Committee shall,
226 jointly, with the approval of the Commissioner of Administrative
227 Services, adopt and administer a State Building Code based on a
228 nationally recognized model building code for the purpose of

229 regulating the design, construction and use of buildings or structures
230 to be erected and the alteration of buildings or structures already
231 erected and make such amendments thereto as they, from time to time,
232 deem necessary or desirable. Such amendments shall be limited to
233 administrative matters, geotechnical and weather-related portions of
234 said code, amendments to said code necessitated by a provision of the
235 general statutes and any other matter which, based on substantial
236 evidence, necessitates an amendment to said code. The code shall be
237 revised not later than January 1, 2005, and thereafter as deemed
238 necessary to incorporate any subsequent revisions to the code not later
239 than eighteen months following the date of first publication of such
240 subsequent revisions to the code. The purpose of said Building Code
241 shall also include, but not be limited to, promoting and ensuring that
242 such buildings and structures are designed and constructed in such a
243 manner as to conserve energy and, wherever practicable, facilitate the
244 use of renewable energy resources. [including provisions for electric
245 circuits capable of supporting electric vehicle charging in any newly
246 constructed residential garage in any code adopted after July 8, 2013.]
247 Not later than January 1, 2016, the Building Code shall be amended to
248 require all single family and multifamily residential buildings, and all
249 commercial buildings, constructed after January 1, 2016, to include
250 provisions for electric circuits capable of supporting electric vehicle
251 charging equipment. Said Building Code includes any code, rule or
252 regulation incorporated therein by reference.

253 (b) The State Building Inspector shall be appointed by the Governor.
254 He shall be an architect or professional engineer licensed by the state
255 of Connecticut, shall have a thorough knowledge of building code
256 administration and enforcement and shall have had not less than ten
257 years practical experience in his profession.

258 (c) (1) The State Building Inspector or his designee may issue official
259 interpretations of the State Building Code, including interpretations of
260 the applicability of any provision of the code, upon the request of any
261 person. The State Building Inspector shall compile and index each

262 interpretation and shall publish such interpretations at periodic
263 intervals not exceeding four months.

264 (2) Not later than January 1, 2016, the State Building Inspector shall
265 issue an official interpretation of the State Building Code, concerning
266 the installation of electric vehicle charging equipment in residential
267 and commercial buildings. The interpretation shall be for the purpose
268 of streamlining municipal permitting requirements for the installation
269 of electric vehicle charging equipment in residential and commercial
270 buildings.

271 (d) The State Building Inspector or his designee shall review a
272 decision by a local building official or a board of appeals appointed
273 pursuant to section 29-266 when he has reason to believe that such
274 official or board has misconstrued or misinterpreted any provision of
275 the State Building Code. If, upon review and after consultation with
276 such official or board, he determines that a provision of the code has
277 been misconstrued or misinterpreted, he shall issue an interpretation
278 of said code and may issue any order he deems appropriate. Any such
279 determination or order shall be in writing and be sent to such local
280 building official or board by registered mail, return receipt requested.
281 Any person aggrieved by any determination or order by the State
282 Building Inspector under this subsection may appeal to the Codes and
283 Standards Committee within fourteen days after mailing of the
284 decision or order. Any person aggrieved by any ruling of the Codes
285 and Standards Committee may appeal in accordance with the
286 provisions of subsection (d) of section 29-266.

287 (e) Not later than January 1, 2016, the State Building Code shall be
288 amended to require places of public accommodation having at least
289 one hundred parking spaces to set aside at least one parking space for
290 the exclusive use of electric vehicles. Each such set aside parking space
291 shall be equipped with a public or private electric vehicle charging
292 station, as defined in section 16-19f, as amended by this act.

293 Sec. 12. Subsection (b) of section 43-3 of the general statutes is
294 repealed and the following is substituted in lieu thereof (*Effective*
295 *October 1, 2015*):

296 (b) Notwithstanding any regulations to the contrary, the following
297 weighing and measuring devices shall be registered annually with the
298 commissioner and the commissioner shall charge the following annual
299 registration fees: (1) Each motor fuel dispenser and private electric
300 vehicle charging station, as defined in section 16-19f, as amended by
301 this act, fifty dollars; (2) each large weighing or measuring device, two
302 hundred fifty dollars; (3) each medium weighing or measuring device,
303 one hundred dollars; and (4) each small weighing or measuring device,
304 thirty dollars.

305 Sec. 13. Section 43-42 of the general statutes is repealed and the
306 following is substituted in lieu thereof (*Effective October 1, 2015*):

307 The Commissioner of Weights and Measures is authorized after a
308 public hearing held to establish and promulgate such rules,
309 regulations, specifications and tolerances to supplement and give full
310 effect to the provisions of sections 43-36 to 43-44, inclusive, as he
311 deems necessary. The commissioner [may] shall issue as regulations
312 those specifications, tolerances and regulations for commercial
313 weighing and measuring devices adopted by the National Conference
314 on Weights and Measures set forth in the National Institute of
315 Standards and Technology Handbook 44, as amended, of the United
316 States Department of Commerce and incorporate them by reference.
317 Such rules, regulations, specifications and tolerances shall have the
318 force and effect of law. In addition to any provisions adopted by the
319 National Conference on Weights and Measures, the commissioner
320 shall not require any person to acquire a weighing or measuring device
321 or instrument that exceeds the weighing or measuring needs of the
322 business in which such device or instrument is employed.

323 Sec. 14. Section 43-3a of the general statutes is repealed and the

324 following is substituted in lieu thereof (*Effective October 1, 2015*):

325 (a) The Commissioner of Weights and Measures [may] shall issue as
 326 regulations those specifications, tolerances and regulations for the
 327 method of sale of commodities adopted by the National Conference on
 328 Weights and Measures set forth in the National Institute of Standards
 329 and Technology Handbook 130, as amended, of the United States
 330 Department of Commerce, and incorporate them by reference. Such
 331 rules, regulations, specifications and tolerances shall have the force
 332 and effect of law.

333 (b) Not later than June 1, 2016, the Commissioner of Weights and
 334 Measures shall adopt standards from the National Institute of
 335 Standards and Technology concerning commercial electricity
 336 measuring devices, including those used to measure and sell electricity
 337 dispensed as a fuel for electric vehicles, as defined in section 1 of this
 338 act.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>October 1, 2015</i>	New section
Sec. 2	<i>October 1, 2015</i>	14-12
Sec. 3	<i>October 1, 2015</i>	New section
Sec. 4	<i>October 1, 2015</i>	14-290
Sec. 5	<i>October 1, 2015</i>	16-1
Sec. 6	<i>October 1, 2015</i>	16-19f
Sec. 7	<i>October 1, 2015</i>	New section
Sec. 8	<i>October 1, 2015</i>	16a-3e
Sec. 9	<i>October 1, 2015</i>	16a-15(a)
Sec. 10	<i>October 1, 2015</i>	New section
Sec. 11	<i>October 1, 2015</i>	29-252
Sec. 12	<i>October 1, 2015</i>	43-3(b)
Sec. 13	<i>October 1, 2015</i>	43-42
Sec. 14	<i>October 1, 2015</i>	43-3a

Statement of Purpose:

To prepare electric distribution companies, municipalities, public and private merchants, and electrical contractors for the presence and operation of electric and zero-emission vehicles in the state.

[Proposed deletions are enclosed in brackets. Proposed additions are indicated by underline, except that when the entire text of a bill or resolution or a section of a bill or resolution is new, it is not underlined.]