

**Proposed Substitute
Bill No. 7009**

LCO No. 5743

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 and 43-3a of the general statutes,
3 as amended by this act, and sections 6 and 9 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 (A)

18 powered predominantly by a zero-emission energy storage device, and
19 (B) with a manufacturer rating of more than seventy-five all-electric
20 miles and 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. Section 14-290 of the general statutes is amended by adding
36 subsection (e) as follows (*Effective October 1, 2015*):

37 (NEW) (e) The Department of Motor Vehicles shall establish a
38 program exempting zero-emission vehicles, as defined in section 1 of
39 this act, from the minimum vehicle occupancy requirements for
40 operation of a motor vehicle in the state's high-occupancy vehicle
41 lanes, provided the operator of any such vehicle displays a sticker
42 issued by the department authorizing such use.

43 Sec. 4. Section 16-1 of the general statutes is amended by adding
44 subsection (c) as follows (*Effective October 1, 2015*):

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

48 Sec. 5. Section 16-19f of the general statutes is repealed and the
49 following is substituted in lieu thereof (*Effective October 1, 2015*):

50 (a) As used in this section:

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

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

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

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

63 (5) "Electric vehicle time of day rate" means an electric utility rate
64 for a class of consumer designed to reflect the cost to the utility of
65 providing electricity to such consumer charging an electric vehicle at a
66 public or private electric vehicle charging station at different times of
67 the day, but shall not include demand charges;

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

75 (7) "Private electric vehicle charging station" means an electric
76 vehicle charging station, electric recharging point, charging point or
77 electric vehicle supply equipment (A) that is an element in an

78 infrastructure that supplies electricity for the recharging of plug-in
79 electric vehicles, including all-electric cars, neighborhood electric
80 vehicles and plug-in hybrids, and (B) that may allow any electric
81 vehicle owner or operator to access and use the charging station;

82 [(7)] (8) "Interruptible rate" means an electric utility rate designed to
83 reflect the cost to the utility in providing service to a consumer where
84 such consumer permits his service to be interrupted during periods of
85 peak electrical demand;

86 [(8)] (9) "Load management techniques" means cost-effective
87 techniques used by an electric utility to reduce the maximum kilowatt
88 demand on the utility.

89 (b) The Public Utilities Regulatory Authority, with respect to each
90 electric public service company and each municipal electric company,
91 shall (1) within two years, consider and determine whether it is
92 appropriate to implement any of the following rate design standards:
93 (A) Cost of service; (B) prohibition of declining block rates; (C) time of
94 day rates; (D) seasonal rates; (E) interruptible rates; and (F) load
95 management techniques, and (2) [within one year, consider and
96 determine whether it is appropriate to] not later than June 1, 2016,
97 implement electric vehicle time of day rates for (A) public electric
98 vehicle charging stations, and (B) private electric vehicle charging
99 stations. The consideration of said standards by the authority and each
100 municipal electric company shall be made after public notice and
101 hearing. Such hearing may be held concurrently with a hearing
102 required pursuant to subsection (b) of section 16-19e. The authority
103 and each municipal company shall make a determination on whether
104 it is appropriate to implement any of said standards. Said
105 determination shall be in writing, shall take into consideration the
106 evidence presented at the hearing and shall be available to the public.
107 A standard shall be deemed to be appropriate for implementation if
108 such implementation would encourage energy conservation, optimal
109 and efficient use of facilities and resources by an electric public service
110 company or municipal electric company and equitable rates for electric

111 consumers.

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

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

123 Sec. 6. (NEW) (*Effective October 1, 2015*) (a) The Public Utilities
124 Regulatory Authority shall require each electric distribution company,
125 as defined in section 16-1 of the general statutes, as amended by this
126 act, to integrate electric vehicle charging load projections into such
127 company's distribution planning. Such projections shall be based on
128 the number of electric vehicles, as defined in section 1 of this act,
129 registered in the state and projected increases or decreases in sales of
130 such vehicles.

131 (b) Not later than January 1, 2016, and annually thereafter, each
132 electric distribution company shall publish to such company's Internet
133 web site a report explaining the incorporation of such company's
134 electric vehicle charging load projections for the company's
135 distribution planning.

136 Sec. 7. Section 16a-3e of the general statutes is repealed and the
137 following is substituted in lieu thereof (*Effective October 1, 2015*):

138 The Integrated Resources Plan to be adopted in 2012 and biennially
139 thereafter, shall (1) indicate specific options to reduce electric rates and
140 costs. Such options may include the procurement of new sources of
141 generation. In the review of new sources of generation, the Integrated

142 Resources Plan shall indicate whether the private wholesale market
143 can supply such additional sources or whether state financial
144 assistance, long-term purchasing of electricity contracts or other
145 interventions are needed to achieve the goal; (2) analyze in-state
146 renewable sources of electricity in comparison to transmission line
147 upgrades or new projects and out-of-state renewable energy sources,
148 provided such analysis also considers the benefits of additional jobs
149 and other economic impacts and how they are created and subsidized;
150 (3) include an examination of average consumption and other states'
151 best practices to determine why electricity rates are lower elsewhere in
152 the region; (4) assess and compare the cost of transmission line
153 projects, new power sources, renewable sources of electricity,
154 conservation and distributed generation projects to ensure the state
155 pursues only the least-cost alternative projects; (5) analyze the
156 potential for electric vehicles, as defined in section 1 of this act, to
157 provide energy storage and other services to the electric grid and
158 ensure that the grid is prepared to support increased electric vehicle
159 charging, based on projections of sales of electric vehicles; (6)
160 continually monitor supply and distribution systems to identify
161 potential need for transmission line projects early enough to identify
162 alternatives; and [(6)] (7) assess the least-cost alternative to address
163 reliability concerns, including, but not limited to, lowering electricity
164 demand through conservation and distributed generation projects
165 before an electric distribution company submits a proposal for
166 transmission lines or transmission line upgrades to the independent
167 system operator or the Federal Energy Regulatory Commission,
168 provided no provision of such plan shall be deemed to prohibit an
169 electric distribution company from making any filing required by law
170 or regulation.

171 Sec. 8. Subsection (a) of section 16a-15 of the general statutes is
172 repealed and the following is substituted in lieu thereof (*Effective*
173 *October 1, 2015*):

174 (a) Each person shall publicly display and maintain on each pump
175 or other dispensing device from which any gasoline or other product

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

193 Sec. 9. (NEW) (*Effective October 1, 2015*) (a) The owner or operator of
194 a private electric vehicle charging station, as defined in section 16-19f
195 of the general statutes, as amended by this act, that is available for
196 public use shall provide multiple payment options, including, but not
197 limited to, cash or electronic payment by means of a credit card or
198 debit card.

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

204 (c) No person shall park in a space equipped with a private electric
205 vehicle charging station, unless such person is operating a plug-in
206 hybrid electric vehicle or battery electric vehicles, as defined in section
207 1 of this act.

208 (d) The owner or operator of a private electric vehicle charging
209 station that is available for public use may impose time restrictions on
210 the amount of time that an electric vehicle is charged at the charging
211 station.

212 (e) Membership-only electric vehicle charging stations are
213 prohibited.

214 Sec. 10. Subsection (b) of section 43-3 of the general statutes is
215 repealed and the following is substituted in lieu thereof (*Effective*
216 *October 1, 2015*):

217 (b) Notwithstanding any regulations to the contrary, the following
218 weighing and measuring devices shall be registered annually with the
219 commissioner and the commissioner shall charge the following annual
220 registration fees: (1) Each motor fuel dispenser and private electric
221 vehicle charging station, as defined in section 16-19f, as amended by
222 this act, fifty dollars; (2) each large weighing or measuring device, two
223 hundred fifty dollars; (3) each medium weighing or measuring device,
224 one hundred dollars; and (4) each small weighing or measuring device,
225 thirty dollars.

226 Sec. 11. Section 43-42 of the general statutes is repealed and the
227 following is substituted in lieu thereof (*Effective October 1, 2015*):

228 The Commissioner of Weights and Measures is authorized after a
229 public hearing held to establish and promulgate such rules,
230 regulations, specifications and tolerances to supplement and give full
231 effect to the provisions of sections 43-36 to 43-44, inclusive, as he
232 deems necessary. The commissioner [may] shall issue as regulations
233 those specifications, tolerances and regulations for commercial
234 weighing and measuring devices adopted by the National Conference
235 on Weights and Measures set forth in the National Institute of
236 Standards and Technology Handbook 44, as amended, of the United
237 States Department of Commerce and incorporate them by reference.
238 Such rules, regulations, specifications and tolerances shall have the
239 force and effect of law. In addition to any provisions adopted by the

240 National Conference on Weights and Measures, the commissioner
241 shall not require any person to acquire a weighing or measuring device
242 or instrument that exceeds the weighing or measuring needs of the
243 business in which such device or instrument is employed.

244 Sec. 12. Section 43-3a of the general statutes is repealed and the
245 following is substituted in lieu thereof (*Effective October 1, 2015*):

246 (a) The Commissioner of Weights and Measures [may] shall issue as
247 regulations those specifications, tolerances and regulations for the
248 method of sale of commodities adopted by the National Conference on
249 Weights and Measures set forth in the National Institute of Standards
250 and Technology Handbook 130, as amended, of the United States
251 Department of Commerce, and incorporate them by reference. Such
252 rules, regulations, specifications and tolerances shall have the force
253 and effect of law.

254 (b) Not later than June 1, 2016, the Commissioner of Weights and
255 Measures shall adopt standards from the National Institute of
256 Standards and Technology concerning commercial electricity
257 measuring devices, including those used to measure and sell electricity
258 dispensed as a fuel for electric vehicles, as defined in section 1 of this
259 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>	14-290
Sec. 4	<i>October 1, 2015</i>	16-1
Sec. 5	<i>October 1, 2015</i>	16-19f
Sec. 6	<i>October 1, 2015</i>	New section
Sec. 7	<i>October 1, 2015</i>	16a-3e
Sec. 8	<i>October 1, 2015</i>	16a-15(a)
Sec. 9	<i>October 1, 2015</i>	New section
Sec. 10	<i>October 1, 2015</i>	43-3(b)
Sec. 11	<i>October 1, 2015</i>	43-42

Sec. 12	<i>October 1, 2015</i>	43-3a
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