



# House of Representatives

**File No. 745**

General Assembly

February Session, 2016

**(Reprint of File No. 567)**

Substitute House Bill No. 5510  
As Amended by House Amendment  
Schedule "A"

Approved by the Legislative Commissioner  
April 27, 2016

## **AN ACT CONCERNING ELECTRIC AND FUEL CELL ELECTRIC VEHICLES.**

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

1 Section 1. (NEW) (*Effective July 1, 2016*) As used in this section,  
2 sections 14-12 of the general statutes, as amended by this act, 16a-3e of  
3 the general statutes, as amended by this act, and 43-3a of the general  
4 statutes and sections 5 and 7 of this act:

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

10 (2) "Electric vehicle" means any battery electric vehicle, fuel cell  
11 electric vehicle, plug-in hybrid electric vehicle or range-extended  
12 battery electric vehicle;

13 (3) "Fuel cell electric vehicle" means any vehicle that operates solely

14 by use of a fuel cell, as defined in subparagraph (B)(i) of subdivision  
15 (113) of section 12-412 of the general statutes;

16 (4) "Hybrid electric vehicle" means a motor vehicle that allows  
17 power to be delivered to the driver wheels solely by a battery-powered  
18 electric motor that also incorporates the use of a combustion engine to  
19 provide power to the battery, or any vehicle that allows power to be  
20 delivered to the driver wheels by either a combustion engine or by a  
21 battery-powered electric motor, or both;

22 (5) "Plug-in hybrid electric vehicle" means a hybrid electric vehicle  
23 that has the capability to charge the battery or batteries used for  
24 vehicle propulsion from an off-vehicle electric source, such that the off-  
25 vehicle source cannot be connected to the vehicle while the vehicle is in  
26 motion; and

27 (6) "Range-extended battery electric vehicle" means a vehicle (A)  
28 powered predominantly by a zero-emission energy storage device, (B)  
29 with a manufacturer rating of more than seventy-five all-electric miles,  
30 and (C) equipped with a backup auxiliary power unit that does not  
31 operate until the energy storage device is fully depleted.

32 Sec. 2. Section 14-12 of the general statutes is amended by adding  
33 subsection (l) as follows (*Effective July 1, 2016*):

34 (NEW) (l) Not later than January 1, 2018, the Department of Motor  
35 Vehicles shall record the number of electric vehicles, as defined in  
36 section 1 of this act, registered in the state. This data shall be publicly  
37 available on the department's Internet web site and shall include (1)  
38 the number of electric vehicles registered in the state each year, and (2)  
39 the total number of electric vehicles registered in the state. The  
40 department shall update this information every six months.

41 Sec. 3. Section 16-1 of the 2016 supplement to the general statutes is  
42 amended by adding subsection (c) as follows (*Effective July 1, 2016*):

43 (NEW) (c) An owner of an electric vehicle charging station, as

44 defined in section 16-19f, as amended by this act, shall not be deemed  
45 to be a "utility", "public utility" or "public service company" solely by  
46 virtue of the fact that such owner is an owner of an electric vehicle  
47 charging station.

48 Sec. 4. Section 16-19f of the general statutes is repealed and the  
49 following is substituted in lieu thereof (*Effective July 1, 2016*):

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] an electric vehicle charging station at different times of the day,  
67 but shall not include demand charges;

68 (6) "Electric vehicle charging station" means an electric component  
69 assembly or cluster of component assemblies designed specifically to  
70 charge batteries within electric vehicles by permitting the transfer of  
71 electric energy to a battery or other storage device in an electric  
72 vehicle;

73        [(6)] (7) "Public electric vehicle charging station" means an electric  
74 vehicle charging station [, electric recharging point, charging point or  
75 electric vehicle supply equipment, which is an element in an  
76 infrastructure that supplies electricity for the recharging of plug-in  
77 electric vehicles, including all-electric cars, neighborhood electric  
78 vehicles and plug-in hybrids, and which allows any electric vehicle  
79 owner or operator to access and use the charging station free of charge]  
80 located at a publicly available parking space;

81        (8) "Publicly available parking space" means a parking space that  
82 has been designated by a property owner or lessee to be available to,  
83 and accessible by, the public and may include on-street parking spaces  
84 and parking spaces in surface lots or parking garages, but shall not  
85 include: (A) A parking space that is part of, or associated with, a  
86 private residence; (B) a parking space that is reserved for the exclusive  
87 use of an individual driver or vehicle or for a group of drivers or  
88 vehicles, such as employees, tenants, visitors, residents of a common  
89 interest development, or residents of an adjacent building; or (C) a  
90 parking space reserved for persons who are blind and persons with  
91 disabilities as described in section 14-253a;

92        [(7)] (9) "Interruptible rate" means an electric utility rate designed to  
93 reflect the cost to the utility in providing service to a consumer where  
94 such consumer permits his service to be interrupted during periods of  
95 peak electrical demand; and

96        [(8)] (10) "Load management techniques" means cost-effective  
97 techniques used by an electric utility to reduce the maximum kilowatt  
98 demand on the utility.

99        (b) The Public Utilities Regulatory Authority, with respect to each  
100 electric public service company, [and each municipal electric  
101 company,] shall (1) within two years, consider and determine whether  
102 it is appropriate to implement any of the following rate design  
103 standards: (A) Cost of service; (B) prohibition of declining block rates;  
104 (C) time of day rates; (D) seasonal rates; (E) interruptible rates; and (F)

105 load management techniques, and (2) [within one year] not later than  
106 June 1, 2017, consider and determine whether it is appropriate to  
107 implement electric vehicle time of day rates for residential and  
108 commercial customers. The consideration of said standards by the  
109 authority [and each municipal electric company] shall be made after  
110 public notice and hearing. Such hearing may be held concurrently with  
111 a hearing required pursuant to subsection (b) of section 16-19e. The  
112 authority [and each municipal company] shall make a determination  
113 on whether it is appropriate to implement any of said standards. Said  
114 determination shall be in writing, shall take into consideration the  
115 evidence presented at the hearing and shall be available to the public.  
116 A standard shall be deemed to be appropriate for implementation if  
117 such implementation would encourage energy conservation, optimal  
118 and efficient use of facilities and resources by an electric public service  
119 company [or municipal electric company] and equitable rates for  
120 electric consumers.

121 (c) Each municipal electric company shall (1) within two years,  
122 consider and determine whether it is appropriate to implement any of  
123 the following rate design standards: (A) Cost of service; (B) prohibition  
124 of declining block rates; (C) time of day rates; (D) seasonal rates; (E)  
125 interruptible rates; and (F) load management techniques, and (2) not  
126 later than June 1, 2017, consider and determine whether it is  
127 appropriate to implement electric vehicle time of day rates for  
128 residential and commercial customers. The consideration of said  
129 standards by each municipal electric company shall be made after  
130 public notice and hearing. Each municipal electric company shall make  
131 a determination on whether it is appropriate to implement any of said  
132 standards. Said determination shall be in writing, shall take into  
133 consideration the evidence presented at the hearing and shall be  
134 available to the public. A standard shall be deemed to be appropriate  
135 for implementation if such implementation would encourage energy  
136 conservation, optimal and efficient use of facilities and resources by a  
137 municipal electric company and equitable rates for electric consumers.

138 [(c)] (d) The Public Utilities Regulatory Authority, with respect to

139 each electric public service company, and each municipal electric  
140 company may implement any standard determined under subsection  
141 (b) of this section to be appropriate or decline to implement any such  
142 standard. If the authority or a municipal electric company declines to  
143 implement any standard determined to be appropriate, it shall state in  
144 writing its reasons for doing so and make such statement available to  
145 the public.

146 [(d)] (e) The provisions of this section shall not apply to any  
147 municipal electric company which has total annual sales of electricity  
148 for purposes other than resale of five hundred million kilowatt-hours  
149 or less.

150 Sec. 5. (NEW) (*Effective July 1, 2016*) (a) The Public Utilities  
151 Regulatory Authority shall require each electric distribution company,  
152 as defined in section 16-1 of the general statutes, as amended by this  
153 act, to integrate electric vehicle charging load projections into such  
154 company's distribution planning. Such projections shall be based on  
155 the number of electric vehicles, as defined in section 1 of this act,  
156 registered in the state and projected increases or decreases in sales of  
157 such vehicles.

158 (b) Not later than January 1, 2017, and annually thereafter, each  
159 electric distribution company shall publish on such company's Internet  
160 web site a report explaining the incorporation of such company's  
161 electric vehicle charging load projections for the company's  
162 distribution planning.

163 Sec. 6. Section 16a-3e of the general statutes is repealed and the  
164 following is substituted in lieu thereof (*Effective July 1, 2016*):

165 The Integrated Resources Plan, [to be adopted in 2012 and  
166 biennially thereafter] as described in section 16a-3a, shall (1) indicate  
167 specific options to reduce electric rates and costs. Such options may  
168 include the procurement of new sources of generation. In the review of  
169 new sources of generation, the Integrated Resources Plan shall indicate  
170 whether the private wholesale market can supply such additional

171 sources or whether state financial assistance, long-term purchasing of  
172 electricity contracts or other interventions are needed to achieve the  
173 goal; (2) analyze in-state renewable sources of electricity in comparison  
174 to transmission line upgrades or new projects and out-of-state  
175 renewable energy sources, provided such analysis also considers the  
176 benefits of additional jobs and other economic impacts and how they  
177 are created and subsidized; (3) include an examination of average  
178 consumption and other states' best practices to determine why  
179 electricity rates are lower elsewhere in the region; (4) assess and  
180 compare the cost of transmission line projects, new power sources,  
181 renewable sources of electricity, conservation and distributed  
182 generation projects to ensure the state pursues only the least-cost  
183 alternative projects; (5) analyze the potential for electric vehicles, as  
184 defined in section 1 of this act, to provide energy storage and other  
185 services to the electric grid and identify strategies to ensure that the  
186 grid is prepared to support increased electric vehicle charging, based  
187 on projections of sales of electric vehicles; (6) continually monitor  
188 supply and distribution systems to identify potential need for  
189 transmission line projects early enough to identify alternatives; and  
190 [(6)] (7) assess the least-cost alternative to address reliability concerns,  
191 including, but not limited to, lowering electricity demand through  
192 conservation and distributed generation projects before an electric  
193 distribution company submits a proposal for transmission lines or  
194 transmission line upgrades to the independent system operator or the  
195 Federal Energy Regulatory Commission, provided no provision of  
196 such plan shall be deemed to prohibit an electric distribution company  
197 from making any filing required by law or regulation.

198 Sec. 7. (NEW) (*Effective July 1, 2016*) (a) The owner or operator of a  
199 public electric vehicle charging station, as defined in section 16-19f of  
200 the general statutes, as amended by this act, that requires payment of a  
201 fee shall provide multiple payment options that allow access by the  
202 public.

203 (b) The owner or operator of a public electric vehicle charging  
204 station shall disclose the location and characteristics of each such

205 public electric vehicle charging station, including, but not limited to,  
206 the address, voltage and timing restrictions, to the federal database  
207 operated by the United States Department of Energy Alternative Fuels  
208 Data Center.

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

213 (d) The owner or operator of a public electric vehicle charging  
214 station may impose restrictions on the amount of time that an electric  
215 vehicle may be charged at the charging station.

216 (e) (1) Owners or operators of public electric vehicle charging  
217 stations that require payment of a fee shall not require persons  
218 desiring to use such public electric vehicle charging station to pay a  
219 subscription fee or otherwise obtain a membership in any club,  
220 association or organization as a condition of using such public electric  
221 vehicle charging station.

222 (2) Notwithstanding subdivision (1) of this subsection, owners or  
223 operators of public electric vehicle charging stations that require  
224 payment of a fee may have different price schedules that are  
225 conditioned on a subscription or membership in a club, association or  
226 organization.

227 Sec. 8. Subsection (b) of section 43-3 of the general statutes is  
228 repealed and the following is substituted in lieu thereof (*Effective July*  
229 *1, 2016*):

230 (b) Notwithstanding any regulations to the contrary, the following  
231 weighing and measuring devices shall be registered annually with the  
232 commissioner and the commissioner shall charge the following annual  
233 registration fees: (1) Each motor fuel dispenser and public electric  
234 vehicle charging station, as defined in section 16-19f, as amended by  
235 this act, fifty dollars; (2) each large weighing or measuring device, two

236 hundred fifty dollars; (3) each medium weighing or measuring device,  
237 one hundred dollars; and (4) each small weighing or measuring device,  
238 thirty dollars.

239 Sec. 9. Subsection (a) of section 14-103d of the general statutes is  
240 repealed and the following is substituted in lieu thereof (*Effective July*  
241 *1, 2016*):

242 (a) No motor vehicle which uses any pressurized gas except natural  
243 gas or hydrogen as a fuel for its engine may enter or be parked in any  
244 area that is under grade level. Any vehicle within the state which  
245 carries any pressurized gas as its fuel in a tank attached to the vehicle  
246 in any concealed area, including, but not limited to, trunks,  
247 compartments or under such vehicle, except a vehicle that is in  
248 compliance with all applicable federal codes and standards for light  
249 duty passenger use, shall have displayed on its exterior the words  
250 "Pressurized Flammable Gas" or a standard abbreviation or symbol as  
251 determined by the Office of the State Fire Marshal, in block letters at  
252 least two inches high, which letters shall be of contrasting colors and  
253 shall be placed as near as possible to the area where the tank is located.  
254 No person may dispense any pressurized gas used as a vehicle fuel  
255 into any tank in a concealed area of a vehicle unless the vehicle is in  
256 compliance with the requirements of this subsection. The  
257 Commissioner of Motor Vehicles shall adopt regulations in accordance  
258 with the provisions of chapter 54 to carry out the provisions of this  
259 section.

This act shall take effect as follows and shall amend the following sections:		
Section 1	July 1, 2016	New section
Sec. 2	July 1, 2016	14-12
Sec. 3	July 1, 2016	16-1
Sec. 4	July 1, 2016	16-19f
Sec. 5	July 1, 2016	New section
Sec. 6	July 1, 2016	16a-3e
Sec. 7	July 1, 2016	New section

Sec. 8	<i>July 1, 2016</i>	43-3(b)
Sec. 9	<i>July 1, 2016</i>	14-103d(a)

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

**OFA Fiscal Note**

**State Impact:**

Agency Affected	Fund-Effect	FY 17 \$	FY 18 \$
Various State Agencies	All Funds - Potential Cost	Potential Minimal	Potential Minimal

Note: All Funds=All Funds

**Municipal Impact:**

Municipalities	Effect	FY 17 \$	FY 18 \$
Various Municipalities	Potential Cost	Potential Minimal	Potential Minimal

**Explanation**

The bill requires the Public Utilities Regulatory Authority (PURA) to implement electric vehicle charging time of day rates for residential and commercial customers of electric utilities and certain municipal electric companies which may result in a potential cost to the state and municipalities as ratepayers. Also, it is estimated PURA has the staff and expertise to implement rates for charging stations and would not incur a fiscal impact.

The bill also requires the Department of Motor Vehicles (DMV) to record the number of electric vehicles registered in the state and publish the information on the department's website which is not anticipated to result in a fiscal impact as DMV has the resources to collect this information.

Lastly, the bill makes two exceptions to the law concerning vehicles that use pressurized gas as a fuel which do not have a fiscal impact.

House "A": (1) requires each municipal electric company to

consider implementation of electric vehicle time of day rates for residential and commercial residents and (2) specifies that the owner of an electric vehicle charging station is not a public utility. These provisions are not anticipated to have a fiscal impact.

***The Out Years***

The annualized ongoing fiscal impact identified above would continue into the future subject to electric vehicle charging time of day rates.

**OLR Bill Analysis****sHB 5510 (as amended by House "A")\******AN ACT CONCERNING ELECTRIC, ZERO EMISSION AND FUEL CELL ELECTRIC VEHICLES.*****SUMMARY:**

This bill requires the Public Utilities Regulatory Authority (PURA) to require electric distribution companies (EDCs, i.e., Eversource and United Illuminating) to integrate electric vehicle charging load projections into their distribution planning. It also requires the Department of Motor Vehicles (DMV) to collect and make available certain information on electric vehicles in the state. The bill adds an analysis of electric vehicles to the required contents of the state's integrated resource plan.

The bill also establishes requirements for public electric vehicle charging stations, including restrictions on what types of vehicles may park in such stations, disclosure requirements for the stations' location and characteristics, subscription and payment requirements, and annual registration requirements. Under the bill, owning an electric vehicle charging station does not alone confer the status and regulatory requirements of a utility, public utility, or public service company.

Current law requires, within one year, PURA to determine whether it is appropriate for EDCs to implement electric vehicle time of day rates and certain municipal electric companies to determine whether such rates are appropriate for them. The bill instead requires PURA and the municipal electric companies to make their determinations by July 1, 2017. The bill specifies that the considered rates are for residential and commercial customers and expands the rates to include

consideration of non-public charging stations and those that are not free of charge.

The bill makes two exceptions to the law concerning vehicles that use pressurized gas as a fuel. Current law requires vehicles in the state that carry pressurized gas for fuel in a tank attached to the vehicle in any concealed area to display "Pressurized Flammable Gas," or another standard abbreviation determined by the Office of the State Fire Marshal, on the vehicle's exterior. The bill exempts vehicles that comply with applicable federal codes and standards for light duty passenger use from the labelling requirement. Current law prohibits motor vehicles that use pressurized gas for fuel to enter or park in any area under grade level but exempts natural gas-fueled vehicles from this prohibition. The bill also exempts hydrogen-fueled vehicles.

\*House Amendment "A" establishes a new deadline for PURA and municipal utilities to determine whether electric vehicle time of day rates are appropriate, rather than requiring them to implement such rates. It also makes minor, technical, and conforming changes.

EFFECTIVE DATE: July 1, 2016

## **§§ 1, 2 — DMV DATA COLLECTION**

### ***Required Data and Frequency***

Under the bill, by January 1, 2018, the DMV must record the number of electric vehicles registered in Connecticut. The DMV must make the information public on its website and include the (1) number of electric vehicles registered in the state each year and (2) total number of electric vehicles registered in the state. The bill requires the DMV to update this information every six months.

### ***Electric Vehicles***

Under the bill, electric vehicles include:

1. battery electric vehicles, which are (a) vehicles operated solely by a battery or battery pack or (b) powered primarily in this way and use a flywheel or capacitor that stores energy

- produced by an electric motor or through regenerative braking to assist in vehicle operation;
2. fuel cell electric vehicles, which are vehicles that operate solely by use of a fuel cell (i.e., a device that directly or indirectly produces electricity directly from hydrogen or hydrocarbon fuel through a noncombustive electro-chemical process);
  3. range-extended battery electric vehicles, which are vehicles (a) powered mainly by a zero-emission energy storage device, (b) with a manufacturer rating of more than 75 all-electric miles, and (c) equipped with a backup auxiliary power unit that does not operate until the energy storage device is fully depleted; and
  4. plug-in hybrid electric vehicles, which the bill defines as hybrid electric vehicles (see below) with the capacity to charge the battery or batteries used for vehicle propulsion from an off-vehicle electric source that cannot be connected to the vehicle while the vehicle is in motion.

Under the bill, hybrid electric vehicles are motor vehicles that allow power to be delivered to the driver wheels solely by a battery-powered electric motor that also uses a combustion engine to provide power to the battery, or any vehicle allowing a combustion engine or battery-powered motor to deliver power to the driver wheels, or both. Only plug-in hybrid electric vehicles are subject to the bill's provisions concerning electric vehicles.

#### **§§ 1, 4 — ELECTRIC VEHICLE TIME OF DAY RATES AND OTHER RATE DESIGNS**

Current law requires, within one year, PURA to determine whether it is appropriate for EDCs to implement electric vehicle time of day rates and municipal electric utilities with annual sales of over 500 million kilowatt-hours to determine whether they should implement such rates. (This requirement became law in 2013.) The bill instead requires PURA and the municipal electric companies to make their

determinations by July 1, 2017. The bill specifies that the considered rates are for residential and commercial customers.

The bill expands electric vehicle time of day rates to include non-public electric vehicle charging stations and charging stations that charge a fee for use. Under current law, electric vehicle time of day rates are based on use of a public electric vehicle charging station, currently defined as an electric vehicle charging station, electric recharging point, charging point, or electric vehicle supply component, that supplies electricity for the recharging of plug-in electric vehicles and which allows any electric vehicle owner or operator to access and use the charging station free of charge.

Under the bill, electric vehicle time of day rates are based on electric vehicle charging stations. An electric vehicle charging station, under the bill, is an electric component assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles by permitting the transfer of electric energy to a battery or other storage device in an electric vehicle.

Current law requires municipal electric companies with annual sales of over 500 million kilowatt-hours to determine, within two years, whether it is appropriate to implement various rate design standards (i.e., not solely for electric vehicles, but broadly), including time of day rates, seasonal rates, and interruptible rates. (This requirement became law in 2013.) The bill appears to reset this requirement and clarifies that the municipal electric companies make this determination, not PURA.

## **§§ 1, 5 & 6 — PLANNING FOR ELECTRIC VEHICLES**

### ***EDC Distribution Planning***

Under the bill, PURA must require each EDC to integrate electric vehicle charging load projections into its distribution planning. The bill requires the companies to base projections on the number of electric vehicles registered in the state and projected increases or decreases in electric vehicle sales.

The bill requires the EDCs to annually publish on their websites starting January 1, 2017, a report explaining the incorporation of electric vehicle charging load projections in the company's distribution planning.

### ***Integrated Resource Plan***

The law requires DEEP, in consultation with the electric companies, to review the state's energy and capacity resources and develop an integrated resource plan for procuring energy resources. By law, the plan must, among other things, indicate specific options to reduce electric rates and costs and analyze in-state renewable sources of electricity in comparison to other options. Under the bill, the integrated resource plan must also (1) analyze the potential for electric vehicles to provide energy storage and other services to the electric grid and (2) identify strategies to ensure that the grid is prepared to support increased electric vehicle charging, based on projections of electric vehicle sales.

### **§§ 4, 7 & 8 — PUBLIC ELECTRIC VEHICLE CHARGING STATIONS**

The bill establishes new requirements for public electric vehicle charging stations, which, under the bill, are electric vehicle charging stations located at a publicly available parking space (i.e., a parking space designated by a property owner or lessee as available to and accessible by the public). Under the bill, a publicly available parking space may include on-street parking spaces and parking spaces in surface lots or parking garages but does not include parking spaces that are:

1. part of, or associated with, a private residence;
2. reserved for the exclusive use of an individual driver, vehicle, or a group of drivers or vehicles, such as employees, tenants, visitors, common interest development residents, or residents of an adjacent building; or
3. reserved for people who are blind or living with a disability that

limits or impairs their ability to walk.

### ***New Requirements***

The bill requires owners or operators of public electric vehicle charging stations to disclose the locations and characteristics of each station, including the address, voltage, and timing restrictions, to the federal database operated by the U.S. Department of Energy Alternative Fuels Data Center.

Under the bill, station owners or operators who require station users to pay a fee must provide multiple payment options that allow public access. The bill prohibits station owners and operators who require a fee from requiring subscription fees or membership in any club, association, or organization as a condition of using the station. However, the bill allows owners and operators who require fees to have different price schedules based on such a subscription or membership.

The bill prohibits anyone from parking in a space equipped with a public electric vehicle charging station, except for those operating plug-in hybrid vehicles or battery electric vehicles. It allows station owners and operators to impose restrictions on the amount of time that an electric vehicle may be charged at the charging station.

By law, various weight and measurement devices must be registered annually with the Department of Consumer Protection commissioner, who must charge registration fees. Under the bill, public electric vehicle charging stations must be registered annually with the commissioner, who must collect a \$50 registration fee.

### **COMMITTEE ACTION**

Energy and Technology Committee

Joint Favorable Substitute

Yea 21 Nay 1 (03/22/2016)

Transportation Committee

Joint Favorable

Yea 26 Nay 5 (04/21/2016)