

State Corporation Commission 2011 Fiscal Impact Statement

1. Bill Number: HB2105

House of Origin	<input checked="" type="checkbox"/>	Introduced	<input type="checkbox"/>	Substitute	<input type="checkbox"/>	Engrossed
Second House	<input type="checkbox"/>	In Committee	<input type="checkbox"/>	Substitute	<input type="checkbox"/>	Enrolled

2. Patron: Bulova

3. Committee: Commerce and Labor

4. Title: Public utilities; electric vehicle charging service.

5. Summary: Public utilities; electric vehicle charging service. Excludes any person who is not a public service corporation and who provides electric vehicle charging service at retail from the meaning of the terms “public utility,” “public service corporation,” or “public service company.” The ownership or operation of a facility at which electric vehicle charging service is sold, and the selling of electric vehicle charging service from that facility, does not render the person a public utility, public service corporation, or public service company solely because of that sale, ownership, or operation. The provision of electric vehicle charging service by a person who is not a public utility shall not constitute the retail sale of electricity if the electricity furnished in connection with the provision of electric vehicle charging service is used solely for transportation purpose and the person providing the electric vehicle charging service has procured the furnished electricity from the public utility that is authorized by the State Corporation Commission to engage in the retail sale of electricity within the exclusive service territory in which the service is provided. Providing electric vehicle charging service is declared to be a permitted electric utility activity of a certificated electric utility. The Commission is barred from setting the rates, charges, and fees for the provision of retail electric vehicle charging service provided by nonutilities. The measure directs public utilities to evaluate options to develop and offer off-peak charging rates or other incentives to encourage owners of an electric vehicle to charge or recharge its battery during nonpeak times, when practical. Finally, the measure directs the establishment of pilot programs allowing public electric utilities to offer time-differentiated rates that encourage users of electric motor vehicles to charge vehicles during nonpeak periods. An electric utility that participates in a pilot program will be entitled to recover annually the costs of its participation in the program.

6. Budget Amendment Necessary: None

7. Fiscal Impact Estimates: No Fiscal Impact

8. Fiscal Implications: None

9. Specific Agency or Political Subdivisions Affected: Virginia State Corporation Commission

10. Technical Amendment Necessary: None

11. Other Comments: None

Date: 1/18/11 CDW