

116TH CONGRESS
2D SESSION

H. R. 5751

To increase deployment of electric vehicle charging infrastructure in low-income communities and communities of color, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 4, 2020

Ms. CLARKE of New York (for herself, Ms. MOORE, Mr. SOTO, Mr. GRIJALVA, Mr. THOMPSON of Mississippi, and Ms. JAYAPAL) introduced the following bill; which was referred to the Committee on Energy and Commerce, and in addition to the Committee on Science, Space, and Technology, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

A BILL

To increase deployment of electric vehicle charging infrastructure in low-income communities and communities of color, and for other purposes.

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 “Electric Vehicles for
5 Underserved Communities Act of 2020”.

6 **SEC. 2. FINDINGS.**

7 Congress makes the following findings:

1 (1) The transportation sector is the largest sin-
2 gle source of greenhouse gas emissions in the United
3 States.

4 (2) The transportation sector is also a major
5 source of air pollution in the United States, includ-
6 ing over 55 percent of total nitrogen oxide emissions,
7 leading to poor air quality and negative health im-
8 pacts, particularly in urban areas.

9 (3) Increasing the deployment of electric vehi-
10 cles and electric vehicle charging infrastructure is an
11 essential component of combating climate change,
12 decarbonizing the economy, and reducing greenhouse
13 gas emissions and health-harming air pollution in
14 the United States.

15 (4) Industries relating to electric vehicles, elec-
16 tric vehicle charging infrastructure, and the larger
17 clean energy economy are substantial and diverse
18 sources of good jobs and significant contributors to
19 economic growth.

20 (5) A substantial increase in electric vehicle
21 charging infrastructure within urban areas will en-
22 sure that our cities are ready to meet the demands
23 of expected electric vehicle deployment in the short-
24 term and long-term.

1 (6) Low-income communities and communities
2 of color bear disproportionate climate change and
3 pollution burdens, and therefore, these communities
4 must be among the first to receive investment relat-
5 ing to new technologies and infrastructure that ad-
6 dress the climate crisis and mitigate localized envi-
7 ronmental pollution.

8 **SEC. 3. ASSESSMENT OF ELECTRIC VEHICLE CHARGING IN-**
9 **FRAStructure IN URBAN AREAS.**

10 (a) IN GENERAL.—

11 (1) ASSESSMENT.—The Secretary shall conduct
12 an assessment of the state of, challenges to, and op-
13 portunities for the deployment of electric vehicle
14 charging infrastructure in urban areas, particularly
15 in underserved or disadvantaged communities.

16 (2) REPORT.—Not later than one year after the
17 date of the enactment of this Act, the Secretary
18 shall submit to the Committee on Energy and Com-
19 merce of the House of Representatives and the Com-
20 mittee on Energy and Natural Resources of the Sen-
21 ate a report on the results of the assessment con-
22 ducted under paragraph (1), which shall—

23 (A) describe the state of deployment with
24 respect to electric vehicle charging infrastruc-
25 ture in major urban areas throughout the

1 United States, particularly in underserved or
2 disadvantaged communities, including—

3 (i) with respect to Level 2 charging
4 stations and DC Fast charging stations—

5 (I) the number of existing and
6 planned stations per capita for charg-
7 ing individually owned light-duty and
8 medium-duty vehicles;

9 (II) the number of existing and
10 planned stations for charging public
11 and private fleet vehicles, rideshare
12 vehicles, and medium-duty and heavy-
13 duty equipment and vehicles; and

14 (III) the number of stations in-
15 stalled in multi-unit dwellings or
16 available to occupants of multi-unit
17 dwellings;

18 (IV) ownership models for sta-
19 tions located in publicly owned and
20 privately owned residential multi-unit
21 dwellings, commercial buildings, pub-
22 lic and private parking areas, and
23 curbside locations;

24 (V) how such stations are fi-
25 nanced; and

1 (VI) the rates charged at such
2 stations; and

3 (ii) policies, plans, and programs that
4 cities, States, utilities, and private entities
5 are using to encourage greater deployment
6 of electric vehicles and associated electric
7 vehicle charging infrastructure;

8 (B) identify the current barriers to ex-
9 panding deployment of electric vehicle charging
10 infrastructure in urban areas, particularly in
11 underserved or disadvantaged communities, in-
12 cluding any challenges relating to charging in-
13 frastructure deployment in publicly owned and
14 privately owned multi-unit dwellings;

15 (C) identify and analyze the policies and
16 procedures used by State and local governments
17 and private entities to increase deployment of
18 electric vehicle charging infrastructure in urban
19 areas, particularly in underserved or disadvan-
20 taged communities, including with respect to—

21 (i) public outreach and engagement
22 strategy; and

23 (ii) increasing deployment of charging
24 infrastructure in publicly owned and pri-
25 vately owned multi-unit dwellings;

1 (D) identify the number of electric vehicle
2 charging stations per capita at locations within
3 each major urban area in the United States
4 with detail at the level of zip codes and census
5 tracts; and

6 (E) describe the methodology used to ob-
7 tain the information in the report.

8 (3) **METHODOLOGY.**—Not later than 90 days
9 after the date of enactment of this Act, the Sec-
10 retary shall report to the Committee on Energy and
11 Commerce in the House of Representatives and the
12 Committee on Energy and Natural Resources in the
13 Senate on the methodology that will be used to con-
14 duct the assessment under paragraph (1) and
15 produce the report under paragraph (2).

16 (b) **FIVE-YEAR UPDATE ASSESSMENT.**—Not later
17 than five years after the date of the enactment of this Act,
18 the Secretary shall—

19 (1) update the assessment conducted under
20 subsection (a)(1); and

21 (2) make public and submit to the Committee
22 on Energy and Commerce of the House of Rep-
23 resentatives and the Committee on Energy and Nat-
24 ural Resources of the Senate a report, which shall—

1 (A) update the information described in
2 subsection (a)(2); and

3 (B) include a description of case studies
4 and key lessons learned after the report under
5 subsection (a)(2) was submitted with respect to
6 expanding the deployment of electric vehicle
7 charging infrastructure in urban areas, particu-
8 larly in underserved or disadvantaged commu-
9 nities.

10 **SEC. 4. ENSURING PROGRAM BENEFITS FOR UNDER-**
11 **SERVED AND DISADVANTAGED COMMU-**
12 **NITIES.**

13 In administering a relevant program, the Secretary
14 shall ensure, to the extent practicable, that such program
15 provides access to electric vehicle infrastructure, addresses
16 clean transportation needs, and provides improved air
17 quality in underserved or disadvantaged communities.

18 **SEC. 5. DEFINITIONS.**

19 In this Act:

20 (1) **ELECTRIC VEHICLE CHARGING INFRA-**
21 **STRUCTURE.**—The term “electric vehicle charging
22 infrastructure” means electric vehicle supply equip-
23 ment, including any conductors, electric vehicle con-
24 nectors, attachment plugs, and all other fittings, de-
25 vices, power outlets, or apparatuses installed specifi-

1 cally for the purposes of delivering energy to an elec-
2 tric vehicle.

3 (2) MAJOR URBAN AREA.—The term “major
4 urban area” means a metropolitan statistical area
5 within the United States with an estimated popu-
6 lation that is greater than or equal to 1,500,000.

7 (3) RELEVANT PROGRAM.—The term “relevant
8 program” means a program of the Department of
9 Energy, including—

10 (A) the State energy program under part
11 D of title III the Energy Policy and Conserva-
12 tion Act (42 U.S.C. 6321 et seq.);

13 (B) the Clean Cities program;

14 (C) the Energy Efficiency and Conserva-
15 tion Block Grant Program established under
16 section 542 of the Energy Independence and
17 Security Act of 2007 (42 U.S.C. 17152);

18 (D) loan guarantees made pursuant to title
19 XVII of the Energy Policy Act of 2005 (42
20 U.S.C. 16511 et seq.); and

21 (E) such other programs as the Secretary
22 determines appropriate.

23 (4) SECRETARY.—The term “Secretary” means
24 the Secretary of Energy.

1 (5) UNDERSERVED OR DISADVANTAGED COM-
2 MUNITY.—The term “underserved or disadvantaged
3 community” means a community located in a zip
4 code within a census tract that is identified as—

5 (A) a low-income urban community;

6 (B) an urban community of color;

7 (C) having a significantly low number of
8 electric vehicle charging stations per capita; or

9 (D) any other urban community that the
10 Secretary determines is disproportionately vul-
11 nerable to, or bears a disproportionate burden
12 of, any combination of economic, social, and en-
13 vironmental stressors.

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