

**Pending PHEV related bills
Compiled by Austin Energy
03/20/2009**

HB 1467 Chisum

Relating to the purchase or lease by state agencies of vehicles using alternative fuels.

Remarks:

Requires state agencies to have fleets of at least 50% CNG vehicles that actually use CNG or electricity rather than the current language that just states "Capable of (using)" The bill changes the requirement for state agency fleets of more than 15 vehicles from "capable of using" to "uses" alternative fuels, which may include electricity. The requirement is for at least 50 percent of a state agency fleet to "use" alternative fuel no later than 9/30/2010. A vehicle is considered using alternative fuel if the vehicle uses alternative fuel not less than 80 percent of the time the vehicle is driven.

Since plug-in electric vehicles are not projected to be widely available by 9/30/2010, there is no impact to AE. However beyond 2010, the impact begins to show up in two ways: 1)increased revenue for charging electric vehicle batteries, and 2)increased costs to AE infrastructure which are unknown at this time, but will be dependent on a number of factors under study, including impact of the rate of charge that plug-in vehicles will be capable of as well as time-of-day charging.

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Last Action:

3- 2-09 H Introduced and referred to committee on House Energy Resources

HB 1687 Cohen

Relating to the definition of an electric bicycle for purposes related to the use, registration, and licensing of electric bicycles.

Last Action:

3- 3-09 H Introduced and referred to committee on House Transportation

HB 2867 Strama

Relating to the development by the Texas Commission on Environmental Quality of a rebate program for plug-in hybrid motor vehicles.

Remarks:

Has TCEQ establish PHEV rebate of \$4,000

Last Action:

3-17-09 H Introduced and referred to committee on House Energy Resources

HB 2978 Otto

Relating to the creation of alternative fuel programs to be funded by the Texas Emissions Reduction Plan Fund.

Companions:

HB 3150 Anchia

(Identical)

3-18-09 H Introduced and referred to committee on House Environmental Regulation

SB 1425 Williams

(Identical)

3-17-09 S Introduced and referred to committee on Senate Natural Resources

Last Action:

3-17-09 H Introduced and referred to committee on House Environmental Regulation

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HB 2978 Otto

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3-17-09 S Introduced and referred to committee on Senate Natural Resources

Last Action:

3-18-09 H Introduced and referred to committee on House Environmental Regulation

HB 4088 Farrar

Relating to the rate of the motor vehicle sales and use tax imposed on certain motor vehicles.

Companions:

SB 120 Ellis

(Identical)

2-10-09 S Introduced and referred to committee on Senate Finance

Last Action:

3-13-09 H Filed

SB 16 Averitt

Relating to the enhancement of air quality, including the capture of carbon dioxide and development of a greenhouse gas registry, emissions reduction technologies, and the improvement of energy efficiency.

Remarks:

OMNIBUS AIR QUALITY BILL dealing with TERP program, LIRAP, Energy Efficiency, Cumulative emissions, building codes, and more. Provides PHEV rebates and funds for energy storage and purchase of more efficient air conditioners and refrigerators

Article 1: changes def of "advanced clean energy project" to be those that achieve 50% capture of CO2 and storage. would dramatically increase the project costs and risks and so therefore, fewer of these projects will be attempted.

Article 2: Allows new technology grant program to be used for PHEVS, new appliance purchase incentive program, and new stationary source emission reduction technologies. Also allows TCEQ to set aside some of the funding for renewable energy storage projects. Provides extra points during grant process for renewable and efficiency projects

Article 3- Amends Low Income Repair and Assistance Program (LIRAP)

Article 4: PHEV rebate of \$4,000 for 4kwhr battery minimum, Directs TCEQ to phase out rebates as market saturation occurs "consistent with federal regulations, if any". TCEQ may also modify incentive. Manufacturers must provide list of eligible vehicles to TCEQ who makes list available to dealers. Allows TCEQ to suspend rebate if funds become low

Article 5: amends existing new technology grant program to provide 20% of funds to help people purchase more efficient appliances and modifies aspects of program administration

Article 6: creates an incentive program for the purchase of energy efficient air conditioners and refrigerators that meet or exceed energy star. Programs must include retirement of old units and contribute to consumption and/or peak energy use reduction

ARTICLE 7: Article 7 adopts the 2009 International Residential Code's energy efficiency provisions as the energy code for single family homes in the state. It also updates from the 2001 IRECC to the 2009 International Energy Conservation Code as the energy code for all non single family buildings in the state and allows SECO to adopt, by rule, future versions of codes that it has determined to be more stringent than the existing code. Section 7.04 requires municipalities to make provisions to enforce the energy code. Sections 7.05, 7.06, and 7.07 make provisions for cities of counties to amend the International Codes in a manner that make them more stringent than the existing state energy code and requires TAMU ESL to verify the stringency of those codes and to report on energy and emissions reductions to the state.

Article 8: removes sunset provision on vehicle idling law for trucks with sleeper berths.

Article 9: amends transportation code related to idling restrictions to allow weight of idle reduction system to not count against total weight of truck for purposes of safety checks by DPS

Article 10: adds a new Chapter 392 establishing appliance energy efficiency standards. Section 10 requires SECO to establish rules for energy efficiency for certain appliances listed in the bill. Section 10 also requires TAMU ESL to "track, report, and claim emissions reduction credits associated with energy efficiency. It also allows the comptroller to apply for a waiver of preemption for national appliance efficiency standards.

Article 11: directs the TCEQ, PUC, RRC, to jointly participate in any federal initiative to establish a greenhouse gas registry and reporting protocols. AE already reports to CCAR/TCR, bill should be changed to require CCAR/TCR

Article 12: directs TCEQ to consider cumulative impacts of a permit applicant's source with all permitted sources within 100 miles or other distance determined by TCEQ, the SIP compliance. Suggested changes to Article 12 - section 12.01: specify in (c-1)(1) that the cumulative impacts assessment is for ozone only.

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Last Action:

3-19-09 S Committee action pending Senate Natural Resources

SB 120 Ellis

Relating to the rate of the motor vehicle sales and use tax imposed on certain motor vehicles.

Companions:

HB 4088 Farrar

(Identical)

3-13-09 H Filed

Remarks:

Sales tax exemption for PHEVs

Last Action:

2-10-09 S Introduced and referred to committee on Senate Finance

SB 763 Watson

Relating to the requirement that state agencies purchase low-emissions vehicles as a minimum percentage of their purchased vehicles.

Companions:

HB 657 Villarreal

(Identical)

2-18-09 H Introduced and referred to committee on House Environmental Regulation

Last Action:

3- 4-09 S Introduced and referred to committee on Senate Finance

SB 1425 Williams

Relating to the creation of alternative fuel programs to be funded by the Texas Emissions Reduction Plan Fund.

Companions:

HB 2978 Otto

(Identical)

3-17-09 H Introduced and referred to committee on House Environmental Regulation

HB 3150 Anchia

(Identical)

3-18-09 H Introduced and referred to committee on House Environmental Regulation

Remarks:

makes fleets of hybrids available for limited TERP monies.

Last Action:

3-17-09 S Introduced and referred to committee on Senate Natural Resources

SB 1821 Fraser

Relating to a study with regard to, and the implementation of policies to promote, the adoption of plug-in hybrid electric vehicles.

Remarks:

There is a lot of information already out there on the issues proposed here with more coming forth. As a side note, EPRI PHEV members have agreed to release most PHEV reports as soon as they are completed (usually a two-year period before they are available to non-funders).

One thing to watch for in this discussion is that some will suffer from "getting the cart before the horse" syndrome and may create unnecessary, premature, or perhaps redundant work. For example, some are pushing for ancillary services rules for PHEV which is not possible today under current ERCOT protocols. However, since PHEVs will not exist in sufficient quantities to be aggregated (minimum 1 MW aggregate) for several years, this is not a front burner issue at this point. Also, the equipment and standards to make this happen are still being developed. As a result, the PHEV ancillary market is still probably 10 years away, if then.

I think AE should stay close to this one to help get the right understanding out (lots of misperceptions out there).

Two words from the document stick out to me that could potentially be troublesome: evaluation and infrastructure. Evaluation could be what is in the eye of the beholder (with misperceptions) and infrastructure could be misguided (lesson learned from GM's EV-1 was that infrastructure was installed in many cases in the wrong place and/or with unrecoverable costs).