

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.

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## 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

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## 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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