

118TH CONGRESS
1ST SESSION

H. R. 6178

To require the Secretary of Energy to develop a National Electric Vehicle Bidirectional Charging Roadmap, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES

NOVEMBER 2, 2023

Ms. BROWNLEY (for herself, Ms. TOKUDA, and Mr. CLEAVER) introduced the following bill; which was referred to the Committee on Energy and Commerce, and in addition to the Committee on Transportation and Infrastructure, 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 require the Secretary of Energy to develop a National Electric Vehicle Bidirectional Charging Roadmap, 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 “Bidirectional Electric
5 Vehicle Charging Act of 2023”.

1 **SEC. 2. NATIONAL ELECTRIC VEHICLE BIDIRECTIONAL**
2 **CHARGING ROADMAP.**

3 (a) IN GENERAL.—The Secretary of Energy shall de-
4 velop a National Electric Vehicle Bidirectional Charging
5 Roadmap that includes—

6 (1) a timeline and strategy for increasing the
7 development and use of bidirectional charging;

8 (2) a list of strategies and obstacles to increas-
9 ing the development and use of bidirectional charg-
10 ing;

11 (3) key actions for Congress to consider taking
12 with respect to bidirectional charging matters; and

13 (4) cost estimates for increasing the develop-
14 ment and use of bidirectional charging, including a
15 cost estimate for such an increase if such an in-
16 crease were to be done at a pace that is slow, mod-
17 erate, or fast.

18 (b) PUBLICATION.—Not later than 12 months after
19 the date of enactment of this Act, the Secretary of Energy
20 shall submit to the Committee on Energy and Commerce
21 of the House of Representatives, and make available to
22 the public, including on the public website of the Depart-
23 ment of Energy, the National Electric Vehicle
24 Bidirectional Charging Roadmap developed under sub-
25 section (a).

1 **SEC. 3. TECHNICAL STANDARDS AND REQUIREMENT FOR**
2 **BIDIRECTIONAL CHARGING.**

3 (a) REGULATIONS.—Not later than 2 years after the
4 date of enactment of this Act, the Secretary of Energy
5 shall issue regulations—

6 (1) establishing technical standards for manu-
7 facturers of electric vehicles to standardize
8 bidirectional charging technology; and

9 (2) requiring that all new electric vehicles man-
10 ufactured beginning in model year 2027 and there-
11 after be capable of bidirectional charging, including
12 electric vehicles that are light-duty motor vehicles
13 and school buses, except as exempted by the Sec-
14 retary of Energy, as the Secretary determines appro-
15 priate.

16 (b) CIVIL PENALTIES.—

17 (1) IN GENERAL.—A person that violates a reg-
18 ulation issued under this section is liable to the
19 United States Government for a civil penalty of not
20 more than \$21,000 for each violation. A separate
21 violation occurs for each electric vehicle or item of
22 electric vehicle equipment and for each failure or re-
23 fusal to allow or perform an act required by this sec-
24 tion and the regulations thereunder. The maximum
25 penalty under this subsection for a related series of
26 violations is \$105,000,000.

1 (2) COMPROMISE.—

2 (A) IN GENERAL.—The Secretary of En-
3 ergy may compromise the amount of a civil pen-
4 alty imposed under this section.

5 (B) RELEVANT FACTORS IN DETERMINING
6 AMOUNT OF PENALTY OR COMPROMISE.—In de-
7 termining the amount of a civil penalty or com-
8 promise under this section, the Secretary of En-
9 ergy shall consider the nature, circumstances,
10 extent, and gravity of the violation. Such deter-
11 mination shall include, as appropriate—

12 (i) the nature of the defect or non-
13 compliance;

14 (ii) knowledge by the person charged
15 of its obligations under this section;

16 (iii) the number of electric vehicles or
17 items of electric vehicle equipment distrib-
18 uted with the defect or noncompliance;

19 (iv) actions taken by the person
20 charged to identify, investigate, or mitigate
21 the condition;

22 (v) the appropriateness of such pen-
23 alty in relation to the size of the business
24 of the person charged, including the poten-
25 tial for undue adverse economic impacts;

1 (vi) whether the person has been as-
2 sessed civil penalties under this section
3 during the most recent 5 years; and

4 (vii) other appropriate factors.

5 **SEC. 4. DISASTER RECOVERY PLANS.**

6 The Administrator of the Federal Emergency Man-
7 agement Agency shall issue such regulations as are nec-
8 essary to require that hazard mitigation plans submitted
9 by States or local governments under section 322 of the
10 Robert T. Stafford Disaster Relief and Emergency Assist-
11 ance Act (42 U.S.C. 5165) incorporate bidirectional
12 charging capabilities.

13 **SEC. 5. DEFINITIONS.**

14 In this Act:

15 (1) **BIDIRECTIONAL CHARGING.**—The term
16 “bidirectional charging” means, with respect to an
17 electric vehicle, that the electric vehicle can receive
18 energy from electric vehicle supply equipment and
19 provide energy to an external load when it is paired
20 with similarly capable electric vehicle supply equip-
21 ment.

22 (2) **ELECTRIC VEHICLE.**—The term “electric
23 vehicle” means a vehicle designed to operate exclu-

- 1 sively on electricity stored in a rechargeable battery,
- 2 multiple batteries, or battery pack.

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