

# HOUSE BILL REPORT

## HB 2711

---

### As Reported by House Committee On: Transportation

**Title:** An act relating to electric vehicle charging stations.

**Brief Description:** Concerning electric vehicle charging stations.

**Sponsors:** Representatives Habib, Magendanz, Tarleton, Morrell, Bergquist, Freeman and Muri.

#### **Brief History:**

##### **Committee Activity:**

Transportation: 2/6/14, 2/10/14 [DPS].

#### **Brief Summary of Substitute Bill**

- Provides standards for the access to and payment to use public charging stations.

---

### HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** The substitute bill be substituted therefor and the substitute bill do pass. Signed by 19 members: Representatives Clibborn, Chair; Farrell, Vice Chair; Fey, Vice Chair; Moscoso, Vice Chair; Bergquist, Fitzgibbon, Freeman, Habib, Klippert, Kochmar, Moeller, Muri, Ortiz-Self, Riccelli, Ryu, Sells, Takko, Tarleton and Walkinshaw.

**Minority Report:** Do not pass. Signed by 11 members: Representatives Orcutt, Ranking Minority Member; Hargrove, Assistant Ranking Minority Member; Overstreet, Assistant Ranking Minority Member; Hawkins, Hayes, Morris, Pike, Rodne, Shea, Young and Zeiger.

**Staff:** Andrew Russell (786-7143).

#### **Background:**

Washington is host to hundreds of electric vehicle charging stations, including 14 that are part of the West Coast Green Highway. Charging stations are generally maintained and operated by network providers who may charge a fee to use such a station. Charging stations

---

*This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.*

must be clearly marked with a sign and green pavement markings, and it is a parking infraction to park in such a space while not being connected to the charging equipment.

---

**Summary of Substitute Bill:**

Publicly accessible charging stations must be open to use by members of the public without such users having to pay a subscription fee or join any membership network. Charging station operators may impose additional "network roaming charges" for nonmembers, if such charges are disclosed prior to any payment. Any charging station that requires the payment of a fee must allow a user to pay by credit card, mobile technology, or both. Additionally, the owner or operator of a public charging station is encouraged to disclose to the National Renewable Energy Laboratory the station's location, fees, methods of payment, and roaming charges. These requirements apply only to stations installed after the effective date of the act. Furthermore, the requirements do not apply to charging stations provided by a producer of electric vehicles, those that are reserved for exclusive use by certain groups, such as residents of a common interest development, or charging stations owned or operated by an entity whose primary business is other than electric vehicle charging.

The Washington State Department of Transportation (WSDOT) may adopt interoperability billing standards or other rules that allow for network roaming payment methods, if no interoperability billing standards for network roaming have been adopted by a national standards organization within two years after the effective date of the act.

**Substitute Bill Compared to Original Bill:**

The original bill did not provide for the WSDOT to adopt rules allowing for network roaming payments. Additionally, the original bill required owners or operators of charging stations to disclose the location of such stations, instead of encouraging such disclosure. Finally, the original bill applied to stations regardless of when they were installed.

---

**Appropriation:** None.

**Fiscal Note:** Available.

**Effective Date of Substitute Bill:** The bill takes effect 90 days after adjournment of the session in which the bill is passed.

**Staff Summary of Public Testimony:**

(In support) This bill is based on a California law that recently passed. It is also broadly supported by the industry. This bill is a good way to help broad adoption of electric vehicles and access to electric vehicle charging stations across the state.

This bill helps ensure access to electric vehicle charging stations, which are critical to the operation of electric vehicles. It also ensures that those who do not belong to charging networks are able to make an informed choice among networks. This bill also helps people overcome some of the anxiety experienced by those with electric vehicles.

Having charging stations is critical to the success of electric vehicles, and having them accessible is even more important. This bill has gone over well in California, and it should be adopted in Washington as well.

(Opposed) None.

**Persons Testifying:** Representative Habib, prime sponsor; Jeff Finn, Seattle Electric Vehicle Association; and Chad Schwitters, Plug In America.

**Persons Signed In To Testify But Not Testifying:** None.