

House Resolution No. 117

Introduced by Assembly Member Muratsuchi

Relative to the Plug-In Electric Vehicle Driver Bill of Rights

WHEREAS, The Governor of California has a goal of 5 million zero emission vehicles on the road by 2030; and

WHEREAS, As of December 2017, California had approximately 362,000 zero emission vehicles on the road, indicating growing consumer demand for these clean vehicles; and

WHEREAS, There are more than 40 makes and models of zero emission vehicles today that are plug-in electric vehicles, including plug-in hybrid electric vehicles and battery electric vehicles, both of which plug into an external electrical source; and

WHEREAS, Switching to driving a plug-in electric vehicle is a different driving experience, requiring charging of the vehicle from public or private charging infrastructure; and

WHEREAS, The future of transportation is widely seen to be electric, and California has started a massive shift to transportation electrification; and

WHEREAS, The plug-in electric vehicle driver should be reassured that consumer protection principles protect the driver when using public charging stations; and

WHEREAS, Most consumers do not understand what to expect on the lifetime of the battery, what appropriate charging rates are, and what kind of access to the charging infrastructure is appropriate; now, therefore, be it

Resolved by the Assembly of the State of California, That the following is established as the Plug-In Electric Vehicle Driver Bill of Rights:

- (a) A plug-in electric vehicle (EV) driver shall have both of the following rights relating to consumer purchase experience:
 - 1. The right to an informed EV car buying experience, with up-to-date shopping Internet Web sites and buyer resources, including Internet Web sites with up-to-date government incentive information and EV benefits, and dealership sales employees who can direct buyers to these resources.
 - 2. The right to know the expected range per full charge for a new EV, consistent with federal fuel economy labels for EVs, and the right to know the expected range per full charge for a used EV compared to the new model, including the battery pack capacity for the used EV and applicable battery warranty information.
 - (A) Battery pack capacity estimate in used EVs should not be reset at the time of purchase by the seller of the vehicle.
 - (B) If the battery pack capacity estimate is reset, a consumer is entitled to know how long it has been since it was reset and how long before the number should be considered accurate.

- (b) An EV driver shall have all of the following rights relating to consumer charging experience:

1. The right to access a robust network of publicly funded charging stations.
 - (A) The right to appropriate public EV charging at transportation hubs, such as bus stations, train stations, airports, and park-and-ride lots.
 - (B) The right to public charging at major destination centers where visitors travel long distances to reach.
 - (C) The right to appropriately-spaced public charging stations, including fast charge stations on highway corridors for long distance trips, such as at public rest stops. The number of public charging stations along highway corridors should be plentiful enough to meet the growing adoption of EVs.
 2. The right to charge at his or her place of dwelling, regardless if that dwelling is a multi-unit dwelling, apartment complex, or if the dwelling is part of a condo association, cooperative or mobile home park, or if that apartment or rental unit is rent-controlled.
 3. The right to charge an EV at public charging stations and workplace charging stations that abide by uniform payment standards. Sites that host a charging station, such as workplaces, fleets, and public locations, have the right to minimal demand charges for electricity to encourage adoption of EVs and therefore more efficient utilization of the electric grid.
 - (A) The right to know the total cost to charge for using the public charging station or workplace charging station before initiating a charge session, including all applicable separate charges and penalties, such as any network access fee, roaming fee, potential for demand charges, hourly charges, parking fees, electricity fees, and penalties for not moving the EV after a certain time.
 - (B) The right to pay at the public charging station or workplace charging station using a credit card or mobile technology, or both.
 - (C) The right to know the maximum charge rate (maximum kW) at the station.
 4. The right to charge his or her EV at home and pay off-peak electric prices from the utility for charging.
 5. The right to timely maintenance of public, workplace, and multi-unit dwelling electric vehicle charging stations.
 6. The right to up-to-date maps and directional signage indicating the location of public charging stations.
 7. The right to consistent etiquette guidelines at public and workplace charging stations. It should be clearly marked at public and workplace charging stations, or within mobile and vehicle technology, how to report broken stations, how to report complaints, and how to report vehicles that are parked in a public charging spot and blocking access to the charging station.
- (c) An EV driver shall have both of the following rights relating to consumer ownership experience:
1. The right to claim purchase incentives, such as rebates or tax credits, when offered by the state or federal government, without a sales tax on the purchase incentives provided.
 2. The right to install EV charging stations on previously wired infrastructure at new homes, apartments, condominiums and commercial buildings. Such buildings are considered to

be "EVSE" ready by having raceways, conduits and wiring built at the time of construction; and be it further

Resolved, That each state agency of California should incorporate the Plug-in Electric Vehicle Driver Bill of Rights into its policy framework; and be it further

Resolved, That the Chief Clerk of the Assembly transmit copies of this resolution to the author for appropriate distribution.