
SECOND SUBSTITUTE HOUSE BILL 1481

State of Washington

61st Legislature

2009 Regular Session

By House Finance (originally sponsored by Representatives Eddy, Crouse, McCoy, Haler, Carlyle, Armstrong, Hunt, White, Dunshee, Priest, Appleton, Orwall, Rolfes, Hudgins, Hinkle, Upthegrove, Clibborn, Morrell, Ormsby, Kenney, Maxwell, Dickerson, and Pedersen)

READ FIRST TIME 03/03/09.

1 AN ACT Relating to electric vehicles; amending RCW 43.19.648;
2 adding a new section to chapter 82.29A RCW; adding a new section to
3 chapter 82.08 RCW; adding a new section to chapter 82.12 RCW; adding a
4 new section to chapter 79.13 RCW; adding a new section to chapter
5 43.21C RCW; adding a new section to chapter 35.63 RCW; adding a new
6 section to chapter 35A.63 RCW; adding a new section to chapter 36.70
7 RCW; adding a new section to chapter 36.70A RCW; adding a new section
8 to chapter 47.38 RCW; creating new sections; and providing expiration
9 dates.

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

11 NEW SECTION. **Sec. 1.** The legislature finds the development of
12 electric vehicle infrastructure to be a critical step in creating jobs,
13 fostering economic growth, reducing greenhouse gas emissions, reducing
14 our reliance on foreign fuels, and reducing the pollution of Puget
15 Sound attributable to the operation of petroleum-based vehicles on
16 streets and highways. Limited driving distance between battery charges
17 is a fundamental disadvantage and obstacle to broad consumer adoption
18 of vehicles powered by electricity. In order to eliminate this
19 fundamental disadvantage and dramatically increase consumer acceptance

1 and usage of electric vehicles, it is essential that an infrastructure
2 of convenient electric vehicle charging opportunities be developed.
3 The purpose of this act is to encourage the transition to electric
4 vehicle use and to expedite the establishment of a convenient, cost-
5 effective, electric vehicle infrastructure that such a transition
6 necessitates. The state's success in encouraging this transition will
7 serve as an economic stimulus to the creation of short-term and long-
8 term jobs as the entire automobile industry and its associated direct
9 and indirect jobs transform over time from combustion to electric
10 vehicles.

11 NEW SECTION. **Sec. 2.** (1) A regional transportation planning
12 organization containing any county with a population in excess of one
13 million in collaboration with representatives from the department of
14 ecology, the department of community, trade, and economic development,
15 local governments, and the office of regulatory affairs must seek
16 federal or private funding for the planning for, deployment of, or
17 regulations concerning electric vehicle infrastructure. These efforts
18 should include:

19 (a) Development of short-term and long-term plans outlining how
20 state, regional, and local government construction may include electric
21 vehicle infrastructure in publicly available parking and government
22 fleet vehicle parking, including what ratios of charge spots to parking
23 may be appropriate based on location or type of facility or building;

24 (b) Consultations with the state building code council and the
25 department of labor and industries to coordinate the plans with state
26 standards for new residential, commercial, and industrial buildings to
27 ensure that the appropriate electric circuitry is installed to support
28 electric vehicle infrastructure;

29 (c) Consultation with the workforce development council and the
30 higher education coordinating board to ensure the development of
31 appropriate educational and training opportunities for citizens of the
32 state in support of the transition of some portion of vehicular
33 transportation from combustion to electric vehicles;

34 (d) Development of an implementation plan for counties with a
35 population greater than five hundred thousand with the goal of having
36 public and private parking spaces, in the aggregate, be ten percent
37 electric vehicle ready by December 31, 2018; and

1 (e) Consideration of, to what extent, if any, state preemption of
2 local regulation of electric vehicle infrastructure is appropriate in
3 order to encourage rapid deployment of electric vehicle infrastructure.

4 (2) These plans and any recommendations development as a result of
5 the consultations required by this section must be submitted to the
6 legislature by December 31, 2010, or as soon as reasonably practicable
7 after the securing of any federal or private funding.

8 (3) The definitions in this subsection apply through this section
9 unless the context clearly requires otherwise.

10 (a) "Battery charging station" means an electrical component
11 assembly or cluster of component assemblies designed specifically to
12 charge batteries within electric vehicles, which meet or exceed any
13 standards, codes, and regulations set forth by the society of
14 automotive engineers, the national electric code, or other federal,
15 state, and local agencies.

16 (b) "Battery exchange station" means a fully automated facility
17 that will enable an electric vehicle with a swappable battery to enter
18 a drive lane and exchange the depleted battery with a fully charged
19 battery through a fully automated process, which meets or exceeds any
20 standards, codes, and regulations set forth by the society of
21 automotive engineers, the national electric code, or other federal,
22 state, and local agencies.

23 (c) "Electric vehicle" means a passenger vehicle that uses
24 electricity as its sole source of propulsion power, including plug-in
25 electric vehicles and extended-range electric vehicles.

26 (d) "Electric vehicle infrastructure" means structures, machinery,
27 and equipment necessary to support an electric vehicle, including
28 battery charging stations, rapid charging stations, and battery
29 exchange stations.

30 (e) "Rapid charging station" means an industrial grade electrical
31 outlet that allows for faster recharging of electric vehicle batteries
32 through higher power levels, which meets or exceeds any standards,
33 codes, and regulations set forth by the society of automotive
34 engineers, the national electric code, or other federal, state, and
35 local agencies.

36 NEW SECTION. **Sec. 3.** A new section is added to chapter 82.29A RCW
37 to read as follows:

1 (1) Leasehold excise tax may not be imposed on leases to tenants of
2 public lands for purposes of installing, maintaining, and operating
3 electric vehicle infrastructure.

4 (2) The definitions in this subsection apply throughout this
5 section unless the context clearly requires otherwise.

6 (a) "Battery charging station" means an electrical component
7 assembly or cluster of component assemblies designed specifically to
8 charge batteries within electric vehicles, which meet or exceed any
9 standards, codes, and regulations set forth by the society of
10 automotive engineers, the national electric code, or other federal,
11 state, and local agencies.

12 (b) "Battery exchange station" means a fully automated facility
13 that will enable an electric vehicle with a swappable battery to enter
14 a drive lane and exchange the depleted battery with a fully charged
15 battery through a fully automated process, which meets or exceeds any
16 standards, codes, and regulations set forth by the society of
17 automotive engineers, the national electric code, or other federal,
18 state, and local agencies.

19 (c) "Electric vehicle" means a passenger vehicle that uses
20 electricity as its sole source of propulsion power, including plug-in
21 electric vehicles and extended-range electric vehicles.

22 (d) "Electric vehicle infrastructure" means structures, machinery,
23 and equipment necessary to support an electric vehicle, including
24 battery charging stations, rapid charging stations, and battery
25 exchange stations.

26 (e) "Rapid charging station" means an industrial grade electrical
27 outlet that allows for faster recharging of electric vehicle batteries
28 through higher power levels, which meets or exceeds any standards,
29 codes, and regulations set forth by the society of automotive
30 engineers, the national electric code, or other federal, state, and
31 local agencies.

32 (3) This section expires January 1, 2020.

33 NEW SECTION. **Sec. 4.** A new section is added to chapter 82.08 RCW
34 to read as follows:

35 (1) The tax imposed by RCW 82.08.020 does not apply to:

36 (a) The sale of electric vehicle batteries;

1 (b) The sale of or charge made for labor and services rendered in
2 respect to installing, repairing, altering, or improving electric
3 vehicle batteries;

4 (c) The sale of or charge made for labor and services rendered in
5 respect to installing, constructing, repairing, or improving electric
6 vehicle infrastructure; and

7 (d) The sale of tangible personal property that will become a
8 component of electric vehicle infrastructure during the course of
9 installing, constructing, repairing, or improving electric vehicle
10 infrastructure.

11 (2) Sellers may make tax exempt sales under this section only if
12 the buyer provides the seller with an exemption certification in a form
13 and manner prescribed by the department. The seller must retain a copy
14 of the certificate for the seller's files.

15 (3) The definitions in this subsection apply throughout this
16 section unless the context clearly requires otherwise.

17 (a) "Battery charging station" means an electrical component
18 assembly or cluster of component assemblies designed specifically to
19 charge batteries within electric vehicles, which meet or exceed any
20 standards, codes, and regulations set forth by the society of
21 automotive engineers, the national electric code, or other federal,
22 state, and local agencies.

23 (b) "Battery exchange station" means a fully automated facility
24 that will enable an electric vehicle with a swappable battery to enter
25 a drive lane and exchange the depleted battery with a fully charged
26 battery through a fully automated process, which meets or exceeds any
27 standards, codes, and regulations set forth by the society of
28 automotive engineers, the national electric code, or other federal,
29 state, and local agencies.

30 (c) "Electric vehicle" means a passenger vehicle that uses
31 electricity as its sole source of propulsion power, including plug-in
32 electric vehicles and extended-range electric vehicles.

33 (d) "Electric vehicle infrastructure" means structures, machinery,
34 and equipment necessary to support an electric vehicle, including
35 battery charging stations, rapid charging stations, and battery
36 exchange stations.

37 (e) "Rapid charging station" means an industrial grade electrical
38 outlet that allows for faster recharging of electric vehicle batteries

1 through higher power levels, which meets or exceeds any standards,
2 codes, and regulations set forth by the society of automotive
3 engineers, the national electric code, or other federal, state, and
4 local agencies.

5 (4) This section expires January 1, 2020.

6 NEW SECTION. **Sec. 5.** A new section is added to chapter 82.12 RCW
7 to read as follows:

8 (1) The tax imposed by RCW 82.12.020 does not apply to the use of:

9 (a) Electric vehicle batteries;

10 (b) Labor and services rendered in respect to installing,
11 repairing, altering, or improving electric vehicle batteries; and

12 (c) Tangible personal property that will become a component of
13 electric vehicle infrastructure during the course of installing,
14 constructing, repairing, or improving electric vehicle infrastructure.

15 (2) The definitions in this subsection apply throughout this
16 section unless the context clearly requires otherwise.

17 (a) "Battery charging station" means an electrical component
18 assembly or cluster of component assemblies designed specifically to
19 charge batteries within electric vehicles, which meet or exceed any
20 standards, codes, and regulations set forth by the society of
21 automotive engineers, the national electric code, or other federal,
22 state, and local agencies.

23 (b) "Battery exchange station" means a fully automated facility
24 that will enable an electric vehicle with a swappable battery to enter
25 a drive lane and exchange the depleted battery with a fully charged
26 battery through a fully automated process, which meets or exceeds any
27 standards, codes, and regulations set forth by the society of
28 automotive engineers, the national electric code, or other federal,
29 state, and local agencies.

30 (c) "Electric vehicle" means a passenger vehicle that uses
31 electricity as its sole source of propulsion power, including plug-in
32 electric vehicles and extended-range electric vehicles.

33 (d) "Electric vehicle infrastructure" means structures, machinery,
34 and equipment necessary to support an electric vehicle, including
35 battery charging stations, rapid charging stations, and battery
36 exchange stations.

1 (e) "Rapid charging station" means an industrial grade electrical
2 outlet that allows for faster recharging of electric vehicle batteries
3 through higher power levels, which meets or exceeds any standards,
4 codes, and regulations set forth by the society of automotive
5 engineers, the national electric code, or other federal, state, and
6 local agencies.

7 (3) This section expires January 1, 2020.

8 NEW SECTION. **Sec. 6.** A new section is added to chapter 79.13 RCW
9 under the subchapter heading "general provisions" to read as follows:

10 (1) The state and any local government, including any housing
11 authority, is authorized to lease land owned by such an entity to any
12 person for purposes of installing, maintaining, and operating a battery
13 charging station, a battery exchange station, or a rapid charging
14 station, for a term not in excess of fifty years, for rent of not less
15 than one dollar per year, and with such other terms as the public
16 entity's governing body determines in its sole discretion.

17 (2) The definitions in this subsection apply throughout this
18 section unless the context clearly requires otherwise.

19 (a) "Battery charging station" means an electrical component
20 assembly or cluster of component assemblies designed specifically to
21 charge batteries within electric vehicles, which meet or exceed any
22 standards, codes, and regulations set forth by the society of
23 automotive engineers, the national electric code, or other federal,
24 state, and local agencies.

25 (b) "Battery exchange station" means a fully automated facility
26 that will enable an electric vehicle with a swappable battery to enter
27 a drive lane and exchange the depleted battery with a fully charged
28 battery through a fully automated process, which meets or exceeds any
29 standards, codes, and regulations set forth by the society of
30 automotive engineers, the national electric code, or other federal,
31 state, and local agencies.

32 (c) "Electric vehicle" means a passenger vehicle that uses
33 electricity as its sole source of propulsion power, including plug-in
34 electric vehicles and extended-range electric vehicles.

35 (d) "Rapid charging station" means an industrial grade electrical
36 outlet that allows for faster recharging of electric vehicle batteries
37 through higher power levels, which meets or exceeds any standards,

1 codes, and regulations set forth by the society of automotive
2 engineers, the national electric code, or other federal, state, and
3 local agencies.

4 **Sec. 7.** RCW 43.19.648 and 2007 c 348 s 202 are each amended to
5 read as follows:

6 (1) Effective June 1, 2015, all state agencies and local government
7 subdivisions of the state, to the extent determined practicable by the
8 rules adopted by the department of community, trade, and economic
9 development pursuant to RCW 43.325.080, are required to satisfy one
10 hundred percent of their fuel usage for operating publicly owned
11 vessels, vehicles, and construction equipment from electricity or
12 biofuel.

13 (2) In order to phase in this transition for the state, all state
14 agencies, to the extent determined practicable by the department of
15 community, trade, and economic development by rules adopted pursuant to
16 RCW 43.325.080, are required to achieve forty percent fuel usage for
17 operating publicly owned vessels, vehicles, and construction equipment
18 from electricity or biofuel by June 1, 2013. The department of general
19 administration, in consultation with the department of community,
20 trade, and economic development, shall report to the governor and the
21 legislature by December 1, 2013, on what percentage of the state's fuel
22 usage is from electricity or biofuel.

23 (3) Except for cars owned or operated by the Washington state
24 patrol, when tires on vehicles in the state's motor vehicle fleet are
25 replaced, they must be replaced with tires that have the same or better
26 rolling resistance as the original tires.

27 (4) By December 31, 2015, the state must, to the extent
28 practicable, install electrical outlets capable of charging electric
29 vehicles in each of the state's fleet parking and maintenance
30 facilities.

31 (5) By December 31, 2015, the state must, to the extent
32 practicable, install electrical outlets capable of charging electric
33 vehicles in each state-operated highway rest stop.

34 (6) By December 31, 2015, the state must provide the opportunity to
35 lease space for the limited purpose of installing and operating a
36 battery exchange station or a battery charging station in appropriate
37 state-owned highway rest stops.

1 (7) The definitions in this subsection apply throughout this
2 section unless the context clearly requires otherwise.

3 (a) "Battery charging station" means an electrical component
4 assembly or cluster of component assemblies designed specifically to
5 charge batteries within electric vehicles, which meet or exceed any
6 standards, codes, and regulations set forth by the society of
7 automotive engineers, the national electric code, or other federal,
8 state, and local agencies.

9 (b) "Battery exchange station" means a fully automated facility
10 that will enable an electric vehicle with a swappable battery to enter
11 a drive lane and exchange the depleted battery with a fully charged
12 battery through a fully automated process, which meets or exceeds any
13 standards, codes, and regulations set forth by the society of
14 automotive engineers, the national electric code, or other federal,
15 state, and local agencies.

16 (c) "Electric vehicle" means a passenger vehicle that uses
17 electricity as its sole source of propulsion power, including plug-in
18 electric vehicles and extended-range electric vehicles.

19 NEW SECTION. Sec. 8. A new section is added to chapter 43.21C RCW
20 to read as follows:

21 (1) The installation of individual battery charging stations and
22 battery exchange stations, which individually are categorically exempt
23 under the rules adopted under RCW 43.21C.110, shall not be disqualified
24 from such categorically exempt status as a result of their being parts
25 of a larger proposal that includes other such facilities and related
26 utility networks under the rules adopted under RCW 43.21C.110.

27 (2) The definitions in this subsection apply throughout this
28 section unless the context clearly requires otherwise.

29 (a) "Battery charging station" means an electrical component
30 assembly or cluster of component assemblies designed specifically to
31 charge batteries within electric vehicles, which meet or exceed any
32 standards, codes, and regulations set forth by the society of
33 automotive engineers, the national electric code, or other federal,
34 state, and local agencies.

35 (b) "Battery exchange station" means a fully automated facility
36 that will enable an electric vehicle with a swappable battery to enter
37 a drive lane and exchange the depleted battery with a fully charged

1 battery through a fully automated process, which meets or exceeds any
2 standards, codes, and regulations set forth by the society of
3 automotive engineers, the national electric code, or other federal,
4 state, and local agencies.

5 (c) "Electric vehicle" means a passenger vehicle that uses
6 electricity as its sole source of propulsion power, including plug-in
7 electric vehicles and extended-range electric vehicles.

8 NEW SECTION. **Sec. 9.** A new section is added to chapter 35.63 RCW
9 to read as follows:

10 (1) Electric vehicle infrastructure is a permitted use in all zones
11 other than residential zones by July 1, 2010. Any local land use
12 regulatory authority pertaining to the development and construction of
13 electric vehicle infrastructure must be exercised in a manner that does
14 not render the project impracticable or significantly delay its
15 installation.

16 (2) Cities are authorized to adopt incentive programs to encourage
17 the retrofitting of existing structures with the electrical outlets
18 capable of charging electric vehicles. Incentives may include bonus
19 height, site coverage, floor area ratio, and transferable development
20 rights for use in urban growth areas.

21 (3) The definitions in this subsection apply throughout this
22 section unless the context clearly requires otherwise.

23 (a) "Battery charging station" means an electrical component
24 assembly or cluster of component assemblies designed specifically to
25 charge batteries within electric vehicles, which meet or exceed any
26 standards, codes, and regulations set forth by the society of
27 automotive engineers, the national electric code, or other federal,
28 state, and local agencies.

29 (b) "Battery exchange station" means a fully automated facility
30 that will enable an electric vehicle with a swappable battery to enter
31 a drive lane and exchange the depleted battery with a fully charged
32 battery through a fully automated process, which meets or exceeds any
33 standards, codes, and regulations set forth by the society of
34 automotive engineers, the national electric code, or other federal,
35 state, and local agencies.

36 (c) "Electric vehicle" means a passenger vehicle that uses

1 electricity as its sole source of propulsion power, including plug-in
2 electric vehicles and extended-range electric vehicles.

3 (d) "Electric vehicle infrastructure" means structures, machinery,
4 and equipment necessary to support an electric vehicle, including
5 battery charging stations, rapid charging stations, and battery
6 exchange stations.

7 (e) "Rapid charging station" means an industrial grade electrical
8 outlet that allows for faster recharging of electric vehicle batteries
9 through higher power levels, which meets or exceeds any standards,
10 codes, and regulations set forth by the society of automotive
11 engineers, the national electric code, or other federal, state, and
12 local agencies.

13 NEW SECTION. **Sec. 10.** A new section is added to chapter 35A.63
14 RCW to read as follows:

15 (1) Electric vehicle infrastructure is a permitted use in all zones
16 other than residential zones by July 1, 2010. Any local land use
17 regulatory authority pertaining to the development and construction of
18 electric vehicle infrastructure must be exercised in a manner that does
19 not render the project impracticable or significantly delay its
20 installation.

21 (2) Code cities are authorized to adopt incentive programs to
22 encourage the retrofitting of existing structures with the electrical
23 outlets capable of charging electric vehicles. Incentives may include
24 bonus height, site coverage, floor area ratio, and transferable
25 development rights for use in urban growth areas.

26 (3) The definitions in this subsection apply throughout this
27 section unless the context clearly requires otherwise.

28 (a) "Battery charging station" means an electrical component
29 assembly or cluster of component assemblies designed specifically to
30 charge batteries within electric vehicles, which meet or exceed any
31 standards, codes, and regulations set forth by the society of
32 automotive engineers, the national electric code, or other federal,
33 state, and local agencies.

34 (b) "Battery exchange station" means a fully automated facility
35 that will enable an electric vehicle with a swappable battery to enter
36 a drive lane and exchange the depleted battery with a fully charged
37 battery through a fully automated process, which meets or exceeds any

1 standards, codes, and regulations set forth by the society of
2 automotive engineers, the national electric code, or other federal,
3 state, and local agencies.

4 (c) "Electric vehicle" means a passenger vehicle that uses
5 electricity as its sole source of propulsion power, including plug-in
6 electric vehicles and extended-range electric vehicles.

7 (d) "Electric vehicle infrastructure" means structures, machinery,
8 and equipment necessary to support an electric vehicle, including
9 battery charging stations, rapid charging stations, and battery
10 exchange stations.

11 (e) "Rapid charging station" means an industrial grade electrical
12 outlet that allows for faster recharging of electric vehicle batteries
13 through higher power levels, which meets or exceeds any standards,
14 codes, and regulations set forth by the society of automotive
15 engineers, the national electric code, or other federal, state, and
16 local agencies.

17 NEW SECTION. **Sec. 11.** A new section is added to chapter 36.70 RCW
18 to read as follows:

19 (1) Electric vehicle infrastructure is a permitted use in all zones
20 other than residential zones by July 1, 2010. Any local land use
21 regulatory authority pertaining to the development and construction of
22 electric vehicle infrastructure must be exercised in a manner that does
23 not render the project impracticable or significantly delay its
24 installation.

25 (2) Counties and cities are authorized to adopt incentive programs
26 to encourage the retrofitting of existing structures with the
27 electrical outlets capable of charging electric vehicles. Incentives
28 may include bonus height, site coverage, floor area ratio, and
29 transferable development rights for use in urban growth areas.

30 (3) The definitions in this subsection apply throughout this
31 section unless the context clearly requires otherwise.

32 (a) "Battery charging station" means an electrical component
33 assembly or cluster of component assemblies designed specifically to
34 charge batteries within electric vehicles, which meet or exceed any
35 standards, codes, and regulations set forth by the society of
36 automotive engineers, the national electric code, or other federal,
37 state, and local agencies.

1 (b) "Battery exchange station" means a fully automated facility
2 that will enable an electric vehicle with a swappable battery to enter
3 a drive lane and exchange the depleted battery with a fully charged
4 battery through a fully automated process, which meets or exceeds any
5 standards, codes, and regulations set forth by the society of
6 automotive engineers, the national electric code, or other federal,
7 state, and local agencies.

8 (c) "Electric vehicle" means a passenger vehicle that uses
9 electricity as its sole source of propulsion power, including plug-in
10 electric vehicles and extended-range electric vehicles.

11 (d) "Electric vehicle infrastructure" means structures, machinery,
12 and equipment necessary to support an electric vehicle, including
13 battery charging stations, rapid charging stations, and battery
14 exchange stations.

15 (e) "Rapid charging station" means an industrial grade electrical
16 outlet that allows for faster recharging of electric vehicle batteries
17 through higher power levels, which meets or exceeds any standards,
18 codes, and regulations set forth by the society of automotive
19 engineers, the national electric code, or other federal, state, and
20 local agencies.

21 NEW SECTION. **Sec. 12.** A new section is added to chapter 36.70A
22 RCW to read as follows:

23 (1) Electric vehicle infrastructure is a permitted use in all zones
24 other than residential zones by July 1, 2010. Any local land use
25 regulatory authority pertaining to the development and construction of
26 electric vehicle infrastructure must be exercised in a manner that does
27 not render the project impracticable or significantly delay its
28 installation.

29 (2) Counties and cities are authorized to adopt incentive programs
30 to encourage the retrofitting of existing structures with the
31 electrical outlets capable of charging electric vehicles. Incentives
32 may include bonus height, site coverage, floor area ratio, and
33 transferable development rights for use in urban growth areas.

34 (3) The definitions in this subsection apply throughout this
35 section unless the context clearly requires otherwise.

36 (a) "Battery charging station" means an electrical component
37 assembly or cluster of component assemblies designed specifically to

1 charge batteries within electric vehicles, which meet or exceed any
2 standards, codes, and regulations set forth by the society of
3 automotive engineers, the national electric code, or other federal,
4 state, and local agencies.

5 (b) "Battery exchange station" means a fully automated facility
6 that will enable an electric vehicle with a swappable battery to enter
7 a drive lane and exchange the depleted battery with a fully charged
8 battery through a fully automated process, which meets or exceeds any
9 standards, codes, and regulations set forth by the society of
10 automotive engineers, the national electric code, or other federal,
11 state, and local agencies.

12 (c) "Electric vehicle" means a passenger vehicle that uses
13 electricity as its sole source of propulsion power, including plug-in
14 electric vehicles and extended-range electric vehicles.

15 (d) "Electric vehicle infrastructure" means structures, machinery,
16 and equipment necessary to support an electric vehicle, including
17 battery charging stations, rapid charging stations, and battery
18 exchange stations.

19 (e) "Rapid charging station" means an industrial grade electrical
20 outlet that allows for faster recharging of electric vehicle batteries
21 through higher power levels, which meets or exceeds any standards,
22 codes, and regulations set forth by the society of automotive
23 engineers, the national electric code, or other federal, state, and
24 local agencies.

25 NEW SECTION. **Sec. 13.** A new section is added to chapter 47.38 RCW
26 to read as follows:

27 (1) As a necessary and desirable step to spur public and private
28 investment in electric vehicle infrastructure in accordance with
29 section 1 of this act, and to begin implementing the provisions of RCW
30 43.19.648, the legislature authorizes an alternative fuels corridor
31 pilot project capable of supporting electric vehicle charging and
32 battery exchange technologies.

33 (2) To the extent permitted under federal programs, rules, or law,
34 the department may enter into partnership agreements with other public
35 and private entities for the use of land and facilities along state
36 routes and within interstate highway rights-of-way for an alternative

1 fuels corridor pilot project. The pilot project may allow for
2 commercial activities only as necessary to attain basic economic
3 sufficiency. At a minimum, the pilot project must:

4 (a) Limit renewable fuel and vehicle technology offerings to those
5 with a forecasted demand over the next fifteen years and approved by
6 the department;

7 (b) Ensure that a pilot project site does not compete with existing
8 retail businesses for the provision of refueling services or recharging
9 technologies in the same geographic area;

10 (c) Provide existing truck stop operators and retail truck
11 refueling businesses with an absolute right of first refusal over the
12 offering of refueling services to class six trucks with a maximum gross
13 vehicle weight of twenty-six thousand pounds within the same geographic
14 area identified for a possible pilot project site;

15 (d) Reach agreement with the department of services for the blind
16 ensuring that any commercial activities at host sites do not materially
17 affect the revenues forecasted from their vending operations at each
18 site;

19 (e) Regulate the internal rate of return from the partnership,
20 including provisions to reduce or eliminate the level of state support
21 once the partnership attains economic self-sufficiency;

22 (f) Be limited to not more than five locations on state-owned land
23 within federal interstate rights-of-way or state highway rights-of-way
24 in Washington; and

25 (g) Be limited in duration to a term of years reasonably necessary
26 for the partnership to recover the cost of capital investments, plus
27 the regulated internal rate of return.

28 (3) The department is not responsible for providing capital
29 equipment nor operating refueling or recharging services. The
30 department must provide periodic status reports on the pilot project to
31 the office of financial management and the relevant standing committees
32 of the legislature not less than every biennium.

--- END ---