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HOUSE BILL 3105

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State of Washington                      61st Legislature                      2010 Regular Session

By Representatives Rolfes, Wallace, Kenney, and Ormsby

Read first time 01/25/10. Referred to Committee on Ecology & Parks.

1            AN ACT Relating to including alternative fuel vehicles in a  
2 strategy to reduce fuel consumption and emissions from state agency  
3 fleets; and amending RCW 43.41.130.

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

5            **Sec. 1.** RCW 43.41.130 and 2009 c 519 s 6 are each amended to read  
6 as follows:

7            (1) The director of financial management, after consultation with  
8 other interested or affected state agencies, shall establish overall  
9 policies governing the acquisition, operation, management, maintenance,  
10 repair, and disposal of ~~((7))~~ all ~~((passenger))~~ motor vehicles owned or  
11 operated by any state agency. ~~((Such))~~ These policies shall include  
12 but not be limited to a definition of what constitutes authorized use  
13 of a state owned or controlled passenger motor vehicle and other motor  
14 vehicles on official state business. The definition shall include, but  
15 not be limited to, the use of state-owned motor vehicles for commuter  
16 ride sharing so long as the entire capital depreciation and operational  
17 expense of the commuter ride-sharing arrangement is paid by the  
18 commuters. Any use other than such defined use shall be considered as  
19 personal use.

1       (2) By June 15, 2010, the director of the department of general  
2 administration, in consultation with the office and other interested or  
3 affected state agencies, shall develop strategies to reduce fuel  
4 consumption and emissions from all classes of vehicles. State agencies  
5 shall use these strategies to:

6       (~~(1)~~) (a) Phase in fuel economy standards for motor pools and  
7 leased vehicles using petroleum-based fuel sources to achieve an  
8 average fuel economy standard of thirty-six miles per gallon for  
9 passenger vehicle fleets by 2015;

10       (~~(2)~~) (b) Either:

11       (i) Achieve an average fuel economy of forty miles per gallon for  
12 light duty passenger vehicles purchased after June 15, 2010, that use  
13 a petroleum-based fuel source; or

14       (ii) Achieve a reduction of at least ten percent in lifecycle  
15 carbon intensity, when compared to similar petroleum-based fuel  
16 vehicles, for light duty passenger vehicles purchased after June 15,  
17 2010, that use a nonpetroleum-based fuel source; and

18       (~~(3)~~) (c) Either:

19       (i) Achieve an average fuel economy standard of twenty-seven miles  
20 per gallon for light duty vans and sport utility vehicles purchased  
21 after June 15, 2010, that use a petroleum-based fuel source; or

22       (ii) Achieve a reduction of at least ten percent in lifecycle  
23 carbon intensity, when compared to similar petroleum-based fuel  
24 vehicles, for light duty vans and sport utility vehicles purchased  
25 after June 15, 2010, that use a nonpetroleum-based fuel source.

26       (3) State agencies must report annually on the progress made to  
27 achieve the goals under subsection(~~s (1) through (3)~~) (2)(a) through  
28 (c) of this section beginning October 31, 2011.

29       (4) The department of general administration, in consultation with  
30 the office and other affected or interested agencies, shall develop a  
31 separate fleet fuel economy standard for all other classes of vehicles  
32 that use a petroleum-based fuel source and report the progress made  
33 toward meeting the fuel consumption and emissions goals established by  
34 this section to the governor and the relevant legislative committees by  
35 December 1, 2012. In an effort to achieve lower overall emissions for  
36 all other classes of vehicles, the department should, when financially  
37 comparable, consider purchasing or converting to vehicles that use a

1 nonpetroleum-based fuel source that achieve a reduction of at least ten  
2 percent in lifecycle carbon intensity, when compared to a similar  
3 vehicle that uses a petroleum-based fuel source.

4 ~~((For the purposes of this section, light duty vehicles refers to~~  
5 ~~cars, sport utility vehicles, and passenger vans.)) (5) The following~~  
6 vehicles are excluded from the ~~((agency fleet))~~ average fuel economy  
7 ~~((calculation))~~ goals established in subsection (2)(a) through (c) of  
8 this section: Emergency response vehicles, passenger vans with a gross  
9 vehicle weight of eight thousand five hundred pounds or greater,  
10 vehicles that are purchased for off-pavement use, and passenger  
11 vehicles that are driven less than two thousand miles per year.  
12 Average fuel economy calculations for vehicles that use a petroleum-  
13 based fuel source must be based upon the current United States  
14 environmental protection agency composite city and highway mile per  
15 gallon rating.

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

18 (a) "Lifecycle carbon intensity" is a measurement, as determined by  
19 the department, of the direct and indirect greenhouse gas emissions  
20 associated with each step of a fuel's full life cycle from extraction  
21 or generation, including indirect land use changes, up to consumer use  
22 of the fuel.

23 (b) "Petroleum-based fuel source" means a fuel blend that uses any  
24 percentage of gasoline or diesel fuel as an additive.

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