

FINAL BILL REPORT

E2SHB 2569

C 74 L 14
Synopsis as Enacted

Brief Description: Reducing air pollution associated with diesel emissions.

Sponsors: House Committee on Appropriations Subcommittee on General Government & Information Technology (originally sponsored by Representatives Hargrove and Pollet).

House Committee on Environment

House Committee on Appropriations Subcommittee on General Government & Information Technology

House Committee on Capital Budget

Senate Committee on Energy, Environment & Telecommunications

Background:

Diesel exhaust is an air pollutant commonly emitted from a variety of vehicles, equipment, and power generation infrastructure. As part of an air quality program initiative to reduce diesel emissions, the Department of Ecology (DOE) makes grants to local governments and certain private entities for diesel emission reduction projects. Eligible diesel emission reduction projects include diesel engine retrofit or replacement projects and projects which reduce emissions from diesel engine idling. Current grant program projects specifically targeted to reducing diesel engine idling include the electrification of parking spaces, truck stops, and port infrastructure, and the integration of automatic engine start/stop technologies into vehicles.

Summary:

The Diesel Idle Reduction Account (Account) is established. The DOE may use funds in the Account to make low or no interest loans for diesel idle emission reduction projects. Loans may be issued to state, local, and other governments that own diesel equipment or vehicles. The DOE must select loan recipients based on their projects' environmental, human health, and greenhouse gas benefits. As a whole, the value of the loans must equal Account receipts over a long-term planning horizon. The DOE must integrate its loan program administration, to the extent practical, with existing diesel grant program administration.

The Account may receive appropriations and repayments of loans. Interest earned on funds in the Account accrues to the Account.

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.

Loans may only be invested by recipients in equipment or vehicles that spend at least half of their operating time in Washington. Acceptable types of diesel idle reduction projects include the electrification of parking spaces and truck stops, power connection systems for vessels and locomotives, projects that replace diesel engines or power systems with compressed or liquefied natural gas systems, and battery powered heating and air conditioning systems.

The DOE is given contingent rule-making authority, which vests once the Legislature appropriates money into the Account.

Votes on Final Passage:

House	92	5	
Senate	49	0	(Senate amended)
House	94	4	(House concurred)

Effective: June 12, 2014
Contingent (Section 6)