

FINAL BILL REPORT

ESHB 2522

C 285 L 02

Synopsis as Enacted

Brief Description: Encouraging the purchase of clean technologies.

Sponsors: By House Committee on State Government (originally sponsored by Representatives Sullivan, Romero, Lovick, Murray, Upthegrove, Miloscia, Chase, Rockefeller, Lantz, Simpson, Kagi, McIntire, Wood, Santos, Linville and Edwards).

House Committee on State Government
House Committee on Appropriations
Senate Committee on Environment, Energy & Water

Background:

Although the term "clean technologies" is not defined in statute or in the Washington Administrative Code, it generally refers to technologies that reduce pollution or conserve energy. An "alternative fuel vehicle," or a vehicle that is fueled with something other than petroleum-based gasoline and diesel is an example of clean technology.

The Legislature has adopted a clear policy statement in statute regarding the use of alternative fuels in motor vehicles and has directed the Department of General Administration (GA) to develop guidelines and criteria for the purchase of vehicles that use alternate fuels, systems, and equipment that would reduce energy cost and energy use.

The GA is responsible for purchasing state passenger vehicles that meet the minimum standards established by the United States Secretary of Transportation pursuant to the Energy Policy and Conservation Act. In 1991 state law required that 30 percent of all new vehicles purchased through state contracts be clean-fuel vehicles and that the percentage increase at the rate of 5 percent each year. Because alternative fueled vehicles are more costly than gasoline- or diesel-fueled vehicles, the GA is directed to explore opportunities to aggregate purchases with the federal government, agencies of other states, state agencies, local governments, or private organizations.

The 2001 energy crisis has refocused attention on development of renewable, clean energy resources, such as wind and solar energy, and the use of fuel cells. The volatile market prices for electricity and the improvements in energy technology are making investments in renewable energy resources more economically viable than in the past when renewable resources were significantly more expensive than fossil fuels. Electric utilities are directed to offer their customers a choice to voluntarily purchase electricity

generated from renewable resources.--

Summary:

The GA must develop guidelines and criteria for the purchase of high gas mileage vehicles, in addition to vehicles that use alternate fuels, and find ways to aggregate the purchasing of clean technologies by state and local governments. All state agencies must investigate and determine whether they can make clean technologies more cost-effective by combining their purchasing power before completing a planned vehicle purchase.

The GA, in cooperation with other public agencies, must investigate opportunities to aggregate the purchase of clean technologies to determine if combined purchasing can reduce the cost. State agencies that are retail electric customers must investigate opportunities to aggregate the purchase of electricity generated by wind or solar energy to determine if combined purchasing can reduce the cost. No public agency is required to purchase clean technologies at prohibitive costs. Clean technologies include alternative fueled hybrid-electric and fuel cell vehicles and distributive power generation.

Electric utilities are authorized to pursue aggregation opportunities with other utilities when acquiring qualified alternative energy resources. They are also encouraged to investigate opportunities to aggregate their customers' purchases.

The Department of Community, Trade, and Economic Development is to include in its biennial energy report due by December 1, 2002, the percentage of clean-fuel vehicles purchased in 2001 through state contract and the results of efforts by the GA and other state agencies to aggregate purchasing of clean technologies.

Votes on Final Passage:

House 98 0
Senate 49 0 (Senate amended)
House 97 0 (House concurred)

Effective: June 13, 2002