
SENATE BILL 6176

State of Washington

64th Legislature

2016 Regular Session

By Senator Ericksen

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1 AN ACT Relating to requiring the utilities and transportation
2 commission to consider policies that allow electrical companies to
3 establish a user fee or other similar charge for electric vehicle
4 supply equipment that is deployed for the benefit of ratepayers; and
5 amending RCW 80.28.360.

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

7 **Sec. 1.** RCW 80.28.360 and 2015 c 220 s 2 are each amended to
8 read as follows:

9 (1) In establishing rates for each electrical company regulated
10 under this title, the commission may allow an incentive rate of
11 return on investment on capital expenditures for electric vehicle
12 supply equipment that is deployed for the benefit of ratepayers,
13 provided that the capital expenditures do not increase costs to
14 ratepayers in excess of one-quarter of one percent. The commission
15 must consider and may adopt other policies to improve access to and
16 promote fair competition in the provision of electric vehicle supply
17 equipment, including policies that allow electrical companies to
18 establish a user fee or other similar charge for electric vehicle
19 supply equipment that is deployed for the benefit of ratepayers.

20 (2) An incentive rate of return on investment under this section
21 may be allowed only if the company chooses to pursue capital

1 investment in electric vehicle supply equipment on a fully regulated
2 basis similar to other capital investments behind a customer's meter.
3 In the case of an incentive rate of return on investment allowed
4 under this section, an increment of up to two percent must be added
5 to the rate of return on common equity allowed on the company's other
6 investments.

7 (3) The incentive rate of return on investment authorized in
8 subsection (2) of this section applies only to projects which have
9 been installed after July 1, 2015, and which are reasonably expected,
10 at the time they are placed in the rate base, to result in real and
11 tangible benefits for ratepayers by being installed and located where
12 electric vehicles are most likely to be parked for intervals longer
13 than two hours.

14 (4) The incentive rate of return on investment increment pursuant
15 to this section may be earned only for a period up to the depreciable
16 life of the electric vehicle supply equipment as defined in the
17 depreciation schedules developed by the company and submitted to the
18 commission for review. When the capital investment has fully
19 depreciated, an electrical company may gift the electric vehicle
20 supply equipment to the owner of the property on which it is located.

21 (5) By December 31, 2017, the commission must report to the
22 appropriate committees of the legislature with regard to the use of
23 any incentives allowed under this section, the quantifiable impacts
24 of the incentives on actual electric vehicle deployment, and any
25 recommendations to the legislature about utility participation in the
26 electric vehicle market.

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