
HOUSE BILL 2515

State of Washington

66th Legislature

2020 Regular Session

By Representatives Macri, Doglio, Fitzgibbon, Gregerson, Ramel, Senn, Tarleton, Peterson, Pollet, and Hudgins

Read first time 01/15/20. Referred to Committee on Transportation.

1 AN ACT Relating to the electrification of transportation; adding
2 new sections to chapter 47.01 RCW; adding a new section to chapter
3 46.01 RCW; and creating a new section.

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

5 NEW SECTION. **Sec. 1.** (1) The legislature finds that:

6 (a) Electric vehicles are being widely deployed in a broad array
7 of makes and models;

8 (b) Electric vehicles, battery technology, and grid technology
9 are already sufficiently advanced for the gradual transition to a
10 fully electric fleet of passenger vehicles;

11 (c) Washington state is capable of developing its abundant and
12 inexpensive sources of electrical energy to supply the energy needed
13 for a gradual transition to a fully electric fleet of passenger
14 vehicles;

15 (d) The transition to electric vehicles would spur job creation
16 and economic development based on new technologies and would stem the
17 outflow of billions of dollars from Washington citizens to foreign
18 oil providers and instead keep those dollars local;

19 (e) The transition to electric vehicles would save the citizens
20 of Washington billions of dollars in fuel and vehicle maintenance

1 costs each year, which savings could then flow into the local
2 economy;

3 (f) The transition to electric vehicles could benefit underserved
4 communities by providing mobility options that have lower lifecycle
5 costs and reduced emissions that address higher levels of pollution,
6 and by enabling greater utilization of low-income programs offered by
7 utilities;

8 (g) The transition to electric vehicles would reduce the dripping
9 of toxic liquids on Washington roadways and save funds spent on
10 stormwater pollution mitigation;

11 (h) The transition to electric vehicles would substantially
12 reduce volumes of petroleum and motor oil released from motor
13 vehicles into Puget Sound and other waterways, reducing a significant
14 threat to chinook salmon, orcas, and other marine life;

15 (i) The transition to electric vehicles would substantially
16 reduce volumes of petroleum and motor oil released at fueling
17 stations, thereby reducing the escape of toxic vapors during fueling
18 and also reducing soil and water contamination, both of which pose
19 threats to health and safety, especially in the vicinity of fueling
20 stations;

21 (j) The transition to electric vehicles would substantially
22 reduce noise pollution, especially in enclosed areas such as parking
23 garages and on busy roads, and would increase property values along
24 busy roads and highways;

25 (k) Electric vehicles benefit from a network effect, whereby the
26 utility of drivers' electric vehicles increases as more electric
27 vehicles come onto the roads, including increased utilization of
28 utility generating assets and stronger market signals to charging
29 station developers;

30 (l) For all Washington citizens to fully enjoy the benefits of an
31 electrified transportation system, electric vehicles must become the
32 dominant mode of transportation in the state; and

33 (m) Exercising a leadership role in the deployment of electric
34 vehicles will benefit Washington's economy, communities, technology
35 centers, financial institutions, and businesses.

36 (2) It is the intent of the legislature that the state
37 transportation commission develop a plan and rules to ensure that all
38 2030 model year and later passenger and light duty vehicles sold or
39 registered in the state be electric, in a manner that minimizes costs
40 and maximizes benefits for Washington's economy, improves and

1 modernizes Washington's energy infrastructure, and maintains electric
2 system reliability.

3 NEW SECTION. **Sec. 2.** The definitions in the section apply
4 throughout sections 3 through 5 of this act unless the context
5 clearly requires otherwise.

6 (1) "2030 requirement" refers to the requirement that all
7 privately owned and publicly owned passenger and light duty vehicles
8 of model year 2030 or later sold or registered in Washington state be
9 electric vehicles.

10 (2) "Electric vehicle" means a vehicle that uses chemical energy
11 stored in rechargeable battery packs, and electric motors and motor
12 controllers instead of internal combustion engines for propulsion.
13 "Electric vehicle" includes hydrogen fuel cell electric vehicles,
14 which are vehicles that use a fuel cell, instead of a battery, or in
15 combination with a battery or supercapacitor, to power their on-board
16 electric motor.

17 (3) "Passenger and light duty vehicles" are on road motor
18 vehicles with a scale weight of up to ten thousand pounds. "Passenger
19 and light duty vehicles" does not include emergency services
20 vehicles.

21 (4) "Transition period" refers to the period beginning January 1,
22 2021, and ending December 31, 2040.

23 NEW SECTION. **Sec. 3.** (1) On or before September 1, 2021, the
24 commission shall complete a scoping plan for achieving the 2030
25 requirement.

26 (2) In developing the scoping plan, the commission shall consult
27 with all state agencies with jurisdiction over passenger and light
28 duty vehicles, including the department of ecology, the department of
29 licensing, the department of transportation, and the Olympic,
30 Northwest, Puget Sound, Southwest, Yakima, Benton, and Spokane clean
31 air agencies.

32 (3) In developing the scoping plan, the commission may assume
33 that the technology available through 2030 is substantially similar
34 to the state of the art of vehicle technology as it exists at the
35 time of the writing of the plan. In developing its cost-analysis
36 framework, the commission may rely on reasonable cost assumptions
37 regarding the cost of implementing electric vehicle technology based

1 on anticipated economies of scale, technology learning curves, and
2 other generally accepted cost estimating techniques.

3 (4) The scoping plan must include, without limitation, the
4 following elements with regard to the 2030 requirement:

5 (a) Predicted number of new and used electric vehicles and
6 internal combustion engine vehicles registered in Washington each
7 year during the transition period;

8 (b) Predicted number, type, year of installation, and location
9 profile of electric vehicle fueling stations needed to provide
10 prompt, efficient, and cost-effective fueling of electric vehicles
11 during the transition period, and predicted yearly investments
12 required to build out such fueling stations;

13 (c) An analysis of the electrical generation, transmission, and
14 distribution upgrades and build-out required to provide prompt and
15 efficient fueling of electric vehicles in Washington during the
16 transition period, and predicted yearly and aggregate investment
17 required to implement said upgrades;

18 (d) An analysis of the purchase price differential of new
19 electric vehicles and internal combustion engine passenger and light
20 duty vehicles during the transition period;

21 (e) An analysis of the predicted total cost of ownership of
22 electric vehicles and internal combustion engine passenger and light
23 duty vehicles during the transition period;

24 (f) An analysis of yearly job gains and losses during the
25 transition period that would result from the 2030 requirement;

26 (g) An analysis of the effect of the 2030 requirement during the
27 transition period on state transportation revenues, and
28 recommendations as to alternative sources of revenues to replace gas
29 tax revenues;

30 (h) Predicted yearly decrease in gasoline and diesel sales in
31 Washington resulting from the implementation of the 2030 requirement,
32 and the resulting dollars retained in Washington that would have
33 otherwise been expended elsewhere;

34 (i) Analysis of impacts of the 2030 requirement on equity for
35 low-income persons, and strategies for maximizing equity in
36 implementation of the 2030 requirement;

37 (j) Assessment of potential impacts from developments in
38 autonomous and shared services that would impact passenger vehicle
39 operations and subsequent charging infrastructure deployment; and

1 (k) Recommendations for the state in effective coordination with
2 neighboring provincial and state jurisdictions to ensure
3 infrastructure investments are coordinated, sufficient, and
4 accessible to ensure an enduring, cost-effective, and adaptive
5 transition.

6 (5) In developing the scoping plan, the commission shall consider
7 all relevant information pertaining to vehicle electrification
8 programs in other states, localities, and nations.

9 (6) The commission shall analyze the potential costs and
10 potential economic and noneconomic benefits to Washington's economy
11 of implementing the 2030 requirement, using the best available
12 scientific and economic models.

13 (7) The commission shall conduct a series of public workshops to
14 provide interested parties an opportunity to comment on the scoping
15 plan, especially including disadvantaged and low-income communities,
16 and communities of color.

17 (8) The commission shall update its scoping plan for achieving
18 the 2030 requirement in 2025 and 2028.

19 (9) The commission shall submit copies of its 2022 scoping plan,
20 and the 2025 and 2028 updates to the scoping plan, to the standing
21 committees of the legislature with jurisdiction over transportation
22 issues, consistent with RCW 43.01.036.

23 NEW SECTION. **Sec. 4.** (1) On or before January 1, 2024, the
24 commission, in coordination with appropriate state agencies, shall
25 adopt rules, consistent with the scoping plan created pursuant to
26 section 3 of this act, that require that all passenger and light duty
27 vehicles of model year 2030 or later sold or registered in Washington
28 state be electric vehicles.

29 (2) In adopting regulations pursuant to this section, in
30 furtherance of achieving the 2030 requirement for ensuring new
31 vehicles sold in the state are electric vehicles, the commission
32 shall:

33 (a) Design the regulations in a manner that maximizes equity and
34 total benefits to the state of Washington, while minimizing costs and
35 risks;

36 (b) Minimize the administrative burden of implementing and
37 complying with these regulations;

38 (c) Rely upon the best available economic and scientific
39 information and its assessment of existing and projected

1 technological capabilities when adopting the regulations required by
2 this section;

3 (d) Consult with the utilities and transportation commission,
4 investor-owned utilities, public utility districts, and municipal
5 utilities in the development of the regulations insofar as they
6 affect electricity providers in order to minimize duplicative or
7 inconsistent regulatory requirements; and

8 (e) Revise rules adopted pursuant to this section and adopt
9 additional rules to accelerate or otherwise facilitate the intent of
10 this chapter.

11 NEW SECTION. **Sec. 5.** The commission shall:

12 (1) By no later than August 31, 2020, convene an advisory
13 committee, of at least nine members, appointed by a majority vote of
14 the commission, to advise it in developing the scoping plan and
15 inform the rule-making process. The advisory committee shall be
16 composed of representatives from communities in the state who are
17 likely to experience the greatest benefits or disadvantages as a
18 result of this act including, but not limited to, rural communities,
19 communities of color, and low-income communities;

20 (2) Appoint the advisory committee members from nominations
21 received from community groups and other stakeholders;

22 (3) Appoint an economic and technology advancement advisory
23 committee to advise it on activities that will facilitate investment
24 in and implementation of technological research and development
25 opportunities including, but not limited to, identifying new
26 technologies, research, demonstration projects, funding
27 opportunities, developing state, national, and international
28 partnerships and technology transfer opportunities, and identifying
29 and assessing research and advanced technology investment and
30 incentive opportunities that will assist in shifting to electric
31 vehicles. This committee may also advise the commission on state,
32 regional, national, and international economic and technological
33 developments related to electric vehicles;

34 (4) Consult with other states, the federal government, and other
35 nations to identify the most effective strategies and methods to
36 provide adequate electric fueling infrastructure and meet other needs
37 created by the conversion to electric vehicles; and

38 (5) Use the advisory committee recommendations and consultations
39 with other entities in developing the scoping plan and adopting rules

1 that are consistent with the purposes of sections 3 and 4 of this
2 act.

3 NEW SECTION. **Sec. 6.** A new section is added to chapter 46.01
4 RCW to read as follows:

5 The department may not license vehicles that are not in
6 compliance with section 4 of this act and implementing rules adopted
7 by the transportation commission.

8 NEW SECTION. **Sec. 7.** Sections 2 through 5 of this act are each
9 added to chapter 47.01 RCW.

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