

SENATE BILL REPORT

SB 6386

As Reported By Senate Committee On:
Natural Resources, Energy & Water, February 5, 2004

Title: An act relating to electrification projects to reduce air pollution in environmentally hazardous or sensitive areas.

Brief Description: Reducing air pollution from heavy duty diesel vehicles and large vessels.

Sponsors: Senators Fraser, Morton, Winsley, Carlson, Regala and Kline.

Brief History:

Committee Activity: Natural Resources, Energy & Water: 1/23/04, 2/5/04 [DPS].

SENATE COMMITTEE ON NATURAL RESOURCES, ENERGY & WATER

Majority Report: That Substitute Senate Bill No. 6386 be substituted therefor, and the substitute bill do pass.

Signed by Senators Morton, Chair; Hewitt, Vice Chair; Doumit, Fraser, Hargrove, Oke and Regala.

Staff: Richard Rodger (786-7461)

Background: The air quality around idling heavy duty diesel vehicles and large vessels is known to contribute to unhealthy conditions by releasing volatile organic compounds, carbon monoxide, carbon dioxide, nitrogen oxides, and particulates. These idling vehicles also contribute to driver fatigue through exposure to noise, vibration, and elevated levels of carbon monoxide and other pollutants. Likewise, large vessels contribute to the degradation of the local air quality when they idle their engines in port.

Several states have begun programs to provide infrastructure to support the electrification of truck stops. The projects alleviate the need for trucks to idle for long periods of time. These projects are generally of two types, "on-board" and "stand-alone" electrification projects. On-board electrification projects require the truck or vessel to be equipped with the necessary components to accept electrical power. Stand-alone projects provide an independent system that supplies the vehicle's needs for heating, ventilation, and air conditioning without modification to the vehicle.

Summary of Substitute Bill: The efforts undertaken by the federal government, in other west coast states, and in Canada and Mexico are recognized, and the Department of Ecology (DOE) is directed to work cooperatively with them to seek compatible solutions to improve air quality for truck stops and ports.

DOE must develop, in consultation with local air authorities, the Department of Transportation, and the Washington Public Ports Association, a list of about ten sites where

electrification projects appear to be cost effective for heavy duty diesel vehicles or large vessels. The study will also include a list of nonelectrification options.

The list of potential electrification projects must be submitted to the appropriate committees of the Legislature and the Governor by December 15, 2004. DOE will initiate projects as funding may allow.

DOE must seek financial assistance from federal and nonstate sources to fund stand-alone and on-board electrification infrastructure projects, and to assist owners and operators of heavy duty diesel vehicles and large vessels to modify their on-board equipment to accept auxiliary power when stationary. DOE must also develop a state funding strategy for construction of additional electrification projects.

Substitute Bill Compared to Original Bill: Additional intent language is added recognizing the need to develop solutions that are compatible with efforts underway in other states, by the federal government and in Canada and Mexico. The study to select possible electrification sites is modified to limit the number of sites and the criteria for selection is narrowed. The study will also include recommendations for alternatives to electrification projects. DOE will initiate pilot projects only when funding is available. The second study covering on-board electrification projects, for rail yards, ports, airports, and heavy duty vehicles is eliminated.

Appropriation: None.

Fiscal Note: Available.

Effective Date: The bill takes effect on May 1, 2004. The act expires on June 30, 2014.

Testimony For: This bill would work well with the west coast governors' initiative to reduce air pollution. The states of Washington, Oregon, and California, along with the government of Mexico and Canada are working together to coordinate a strategy to start electrification projects. This bill will start the process to improve air quality and will save the state money by reducing the number of cases of cancer and asthma related to poor air quality.

Testimony Against: There are already studies and projects underway by the federal government and in other states. The state should wait until federal standards are adopted and the results of other projects and studies are available. If this equipment was mandated, it would be very expensive for ships, trains, and trucks to convert their equipment. Vessels are not a major contributor to air pollution. The bill assumes that electrification is the answer and the study should examine other alternatives too.

Testified: Ron Shultz, Governor's Office (pro); Toni Potter, League of Women Voters (pro); Rich Berkowitz, Transportation Assn Institute (con); Larry Pursley, WA Trucking Assn (con); Bill Stauffacher, Burlington Northern, Santa Fe Rail (con); Duke Schuab, Assoc. General Contractors of WA (concerns); Eric Johnson, WA Public Ports Assn (concerns); Peter Bennett, K-Line (con); Mike Moore Puget Sound Steamship Operators (con); Rick Wickinson, Columbia River Steamship Operators (con).