

2SHB 1481 - S COMM AMD

By Committee on Transportation

1 Strike everything after the enacting clause and insert the  
2 following:

3 "NEW SECTION. **Sec. 1.** The legislature finds the development of  
4 electric vehicle infrastructure to be a critical step in creating jobs,  
5 fostering economic growth, reducing greenhouse gas emissions, reducing  
6 our reliance on foreign fuels, and reducing the pollution of Puget  
7 Sound attributable to the operation of petroleum-based vehicles on  
8 streets and highways. Limited driving distance between battery charges  
9 is a fundamental disadvantage and obstacle to broad consumer adoption  
10 of vehicles powered by electricity. In order to eliminate this  
11 fundamental disadvantage and dramatically increase consumer acceptance  
12 and usage of electric vehicles, it is essential that an infrastructure  
13 of convenient electric vehicle charging opportunities be developed.  
14 The purpose of this act is to encourage the transition to electric  
15 vehicle use and to expedite the establishment of a convenient, cost-  
16 effective, electric vehicle infrastructure that such a transition  
17 necessitates. The state's success in encouraging this transition will  
18 serve as an economic stimulus to the creation of short-term and long-  
19 term jobs as the entire automobile industry and its associated direct  
20 and indirect jobs transform over time from combustion to electric  
21 vehicles.

22 NEW SECTION. **Sec. 2.** (1) A regional transportation planning  
23 organization containing any county with a population in excess of one  
24 million in collaboration with representatives from the department of  
25 ecology, the department of community, trade, and economic development,  
26 local governments, and the office of regulatory affairs must seek  
27 federal or private funding for the planning for, deployment of, or  
28 regulations concerning electric vehicle infrastructure. These efforts  
29 should include:

1 (a) Development of short-term and long-term plans outlining how  
2 state, regional, and local government construction may include electric  
3 vehicle infrastructure in publicly available off-street parking and  
4 government fleet vehicle parking, including what ratios of charge spots  
5 to parking may be appropriate based on location or type of facility or  
6 building;

7 (b) Consultations with the state building code council and the  
8 department of labor and industries to coordinate the plans with state  
9 standards for new residential, commercial, and industrial buildings to  
10 ensure that the appropriate electric circuitry is installed to support  
11 electric vehicle infrastructure;

12 (c) Consultation with the workforce development council and the  
13 higher education coordinating board to ensure the development of  
14 appropriate educational and training opportunities for citizens of the  
15 state in support of the transition of some portion of vehicular  
16 transportation from combustion to electric vehicles;

17 (d) Development of an implementation plan for counties with a  
18 population greater than five hundred thousand with the goal of having  
19 public and private parking spaces, in the aggregate, be ten percent  
20 electric vehicle ready by December 31, 2018;

21 (e) Consideration of, to what extent, if any, state preemption of  
22 local regulation of electric vehicle infrastructure is appropriate in  
23 order to encourage rapid deployment of electric vehicle infrastructure;  
24 and

25 (f) Development of model ordinances and guidance for local  
26 governments for siting and installing electric vehicle infrastructure,  
27 and appropriate handling, recycling, and storage of electric vehicle  
28 batteries and equipment.

29 (2) These plans and any recommendations development as a result of  
30 the consultations required by this section must be submitted to the  
31 legislature by December 31, 2010, or as soon as reasonably practicable  
32 after the securing of any federal or private funding.

33 (3) The definitions in this subsection apply through this section  
34 unless the context clearly requires otherwise.

35 (a) "Battery charging station" means an electrical component  
36 assembly or cluster of component assemblies designed specifically to  
37 charge batteries within electric vehicles, which meet or exceed any

1 standards, codes, and regulations set forth by chapter 19.28 RCW and  
2 consistent with rules adopted under section 15 of this act.

3 (b) "Battery exchange station" means a fully automated facility  
4 that will enable an electric vehicle with a swappable battery to enter  
5 a drive lane and exchange the depleted battery with a fully charged  
6 battery through a fully automated process, which meets or exceeds any  
7 standards, codes, and regulations set forth by chapter 19.28 RCW and  
8 consistent with rules adopted under section 15 of this act.

9 (c) "Electric vehicle infrastructure" means structures, machinery,  
10 and equipment necessary to support an electric vehicle, including  
11 battery charging stations, rapid charging stations, and battery  
12 exchange stations.

13 (d) "Rapid charging station" means an industrial grade electrical  
14 outlet that allows for faster recharging of electric vehicle batteries  
15 through higher power levels, which meets or exceeds any standards,  
16 codes, and regulations set forth by chapter 19.28 RCW and consistent  
17 with rules adopted under section 15 of this act.

18 NEW SECTION. **Sec. 3.** A new section is added to chapter 82.29A RCW  
19 to read as follows:

20 (1) Leasehold excise tax may not be imposed on leases to tenants of  
21 public lands for purposes of installing, maintaining, and operating  
22 electric vehicle infrastructure.

23 (2) The definitions in this subsection apply throughout this  
24 section unless the context clearly requires otherwise.

25 (a) "Battery charging station" means an electrical component  
26 assembly or cluster of component assemblies designed specifically to  
27 charge batteries within electric vehicles, which meet or exceed any  
28 standards, codes, and regulations set forth by chapter 19.28 RCW and  
29 consistent with rules adopted under section 15 of this act.

30 (b) "Battery exchange station" means a fully automated facility  
31 that will enable an electric vehicle with a swappable battery to enter  
32 a drive lane and exchange the depleted battery with a fully charged  
33 battery through a fully automated process, which meets or exceeds any  
34 standards, codes, and regulations set forth by chapter 19.28 RCW and  
35 consistent with rules adopted under section 15 of this act.

36 (c) "Electric vehicle infrastructure" means structures, machinery,

1 and equipment necessary to support an electric vehicle, including  
2 battery charging stations, rapid charging stations, and battery  
3 exchange stations.

4 (d) "Rapid charging station" means an industrial grade electrical  
5 outlet that allows for faster recharging of electric vehicle batteries  
6 through higher power levels, which meets or exceeds any standards,  
7 codes, and regulations set forth by chapter 19.28 RCW and consistent  
8 with rules adopted under section 15 of this act.

9 (3) This section expires January 1, 2020.

10 NEW SECTION. **Sec. 4.** A new section is added to chapter 82.08 RCW  
11 to read as follows:

12 (1) The tax imposed by RCW 82.08.020 does not apply to:

13 (a) The sale of batteries for electric vehicles;

14 (b) The sale of or charge made for labor and services rendered in  
15 respect to installing, repairing, altering, or improving electric  
16 vehicle batteries;

17 (c) The sale of or charge made for labor and services rendered in  
18 respect to installing, constructing, repairing, or improving electric  
19 vehicle infrastructure; and

20 (d) The sale of tangible personal property that will become a  
21 component of electric vehicle infrastructure during the course of  
22 installing, constructing, repairing, or improving electric vehicle  
23 infrastructure.

24 (2) Sellers may make tax exempt sales under this section only if  
25 the buyer provides the seller with an exemption certification in a form  
26 and manner prescribed by the department. The seller must retain a copy  
27 of the certificate for the seller's files.

28 (3) The definitions in this subsection apply throughout this  
29 section unless the context clearly requires otherwise.

30 (a) "Battery charging station" means an electrical component  
31 assembly or cluster of component assemblies designed specifically to  
32 charge batteries within electric vehicles, which meet or exceed any  
33 standards, codes, and regulations set forth by chapter 19.28 RCW and  
34 consistent with rules adopted under section 15 of this act.

35 (b) "Battery exchange station" means a fully automated facility  
36 that will enable an electric vehicle with a swappable battery to enter  
37 a drive lane and exchange the depleted battery with a fully charged

1 battery through a fully automated process, which meets or exceeds any  
2 standards, codes, and regulations set forth by chapter 19.28 RCW and  
3 consistent with rules adopted under section 15 of this act.

4 (c) "Electric vehicle infrastructure" means structures, machinery,  
5 and equipment necessary to support an electric vehicle, including  
6 battery charging stations, rapid charging stations, and battery  
7 exchange stations.

8 (d) "Rapid charging station" means an industrial grade electrical  
9 outlet that allows for faster recharging of electric vehicle batteries  
10 through higher power levels, which meets or exceeds any standards,  
11 codes, and regulations set forth by chapter 19.28 RCW and consistent  
12 with rules adopted under section 15 of this act.

13 (4) This section expires January 1, 2020.

14 NEW SECTION. **Sec. 5.** A new section is added to chapter 82.12 RCW  
15 to read as follows:

16 (1) The tax imposed by RCW 82.12.020 does not apply to the use of:

17 (a) Electric vehicle batteries;

18 (b) Labor and services rendered in respect to installing,  
19 repairing, altering, or improving electric vehicle batteries; and

20 (c) Tangible personal property that will become a component of  
21 electric vehicle infrastructure during the course of installing,  
22 constructing, repairing, or improving electric vehicle infrastructure.

23 (2) The definitions in this subsection apply throughout this  
24 section unless the context clearly requires otherwise.

25 (a) "Battery charging station" means an electrical component  
26 assembly or cluster of component assemblies designed specifically to  
27 charge batteries within electric vehicles, which meet or exceed any  
28 standards, codes, and regulations set forth by chapter 19.28 RCW and  
29 consistent with rules adopted under section 15 of this act.

30 (b) "Battery exchange station" means a fully automated facility  
31 that will enable an electric vehicle with a swappable battery to enter  
32 a drive lane and exchange the depleted battery with a fully charged  
33 battery through a fully automated process, which meets or exceeds any  
34 standards, codes, and regulations set forth by chapter 19.28 RCW and  
35 consistent with rules adopted under section 15 of this act.

36 (c) "Electric vehicle infrastructure" means structures, machinery,

1 and equipment necessary to support an electric vehicle, including  
2 battery charging stations, rapid charging stations, and battery  
3 exchange stations.

4 (d) "Rapid charging station" means an industrial grade electrical  
5 outlet that allows for faster recharging of electric vehicle batteries  
6 through higher power levels, which meets or exceeds any standards,  
7 codes, and regulations set forth by chapter 19.28 RCW and consistent  
8 with rules adopted under section 15 of this act.

9 (3) This section expires January 1, 2020.

10 NEW SECTION. **Sec. 6.** A new section is added to chapter 79.13 RCW  
11 under the subchapter heading "general provisions" to read as follows:

12 (1) The state and any local government, including any housing  
13 authority, is authorized to lease land owned by such an entity to any  
14 person for purposes of installing, maintaining, and operating a battery  
15 charging station, a battery exchange station, or a rapid charging  
16 station, for a term not in excess of fifty years, for rent of not less  
17 than one dollar per year, and with such other terms as the public  
18 entity's governing body determines in its sole discretion.

19 (2) The definitions in this subsection apply throughout this  
20 section unless the context clearly requires otherwise.

21 (a) "Battery charging station" means an electrical component  
22 assembly or cluster of component assemblies designed specifically to  
23 charge batteries within electric vehicles, which meet or exceed any  
24 standards, codes, and regulations set forth by chapter 19.28 RCW and  
25 consistent with rules adopted under section 15 of this act.

26 (b) "Battery exchange station" means a fully automated facility  
27 that will enable an electric vehicle with a swappable battery to enter  
28 a drive lane and exchange the depleted battery with a fully charged  
29 battery through a fully automated process, which meets or exceeds any  
30 standards, codes, and regulations set forth by chapter 19.28 RCW and  
31 consistent with rules adopted under section 15 of this act.

32 (c) "Electric vehicle infrastructure" means structures, machinery,  
33 and equipment necessary to support an electric vehicle, including  
34 battery charging stations, rapid charging stations, and battery  
35 exchange stations.

36 (d) "Rapid charging station" means an industrial grade electrical  
37 outlet that allows for faster recharging of electric vehicle batteries

1 through higher power levels, which meets or exceeds any standards,  
2 codes, and regulations set forth by chapter 19.28 RCW and consistent  
3 with rules adopted under section 15 of this act.

4 **Sec. 7.** RCW 43.19.648 and 2007 c 348 s 202 are each amended to  
5 read as follows:

6 (1) Effective June 1, 2015, all state agencies and local government  
7 subdivisions of the state, to the extent determined practicable by the  
8 rules adopted by the department of community, trade, and economic  
9 development pursuant to RCW 43.325.080, are required to satisfy one  
10 hundred percent of their fuel usage for operating publicly owned  
11 vessels, vehicles, and construction equipment from electricity or  
12 biofuel.

13 (2) In order to phase in this transition for the state, all state  
14 agencies, to the extent determined practicable by the department of  
15 community, trade, and economic development by rules adopted pursuant to  
16 RCW 43.325.080, are required to achieve forty percent fuel usage for  
17 operating publicly owned vessels, vehicles, and construction equipment  
18 from electricity or biofuel by June 1, 2013. The department of general  
19 administration, in consultation with the department of community,  
20 trade, and economic development, shall report to the governor and the  
21 legislature by December 1, 2013, on what percentage of the state's fuel  
22 usage is from electricity or biofuel.

23 (3) Except for cars owned or operated by the Washington state  
24 patrol, when tires on vehicles in the state's motor vehicle fleet are  
25 replaced, they must be replaced with tires that have the same or better  
26 rolling resistance as the original tires.

27 (4) By December 31, 2015, the state must, to the extent  
28 practicable, install electrical outlets capable of charging electric  
29 vehicles in each of the state's fleet parking and maintenance  
30 facilities.

31 (5) The department of transportation's obligations under subsection  
32 (2) of this section are subject to the availability of amounts  
33 appropriated for the specific purpose identified in subsection (2) of  
34 this section.

35 (6) The department of transportation's obligations under subsection  
36 (4) of this section are subject to the availability of amounts

1 appropriated for the specific purpose identified in subsection (4) of  
2 this section unless the department receives federal or private funds  
3 for the specific purpose identified in subsection (4) of this section.

4 (7) The definitions in this subsection apply throughout this  
5 section unless the context clearly requires otherwise.

6 (a) "Battery charging station" means an electrical component  
7 assembly or cluster of component assemblies designed specifically to  
8 charge batteries within electric vehicles, which meet or exceed any  
9 standards, codes, and regulations set forth by chapter 19.28 RCW and  
10 consistent with rules adopted under section 15 of this act.

11 (b) "Battery exchange station" means a fully automated facility  
12 that will enable an electric vehicle with a swappable battery to enter  
13 a drive lane and exchange the depleted battery with a fully charged  
14 battery through a fully automated process, which meets or exceeds any  
15 standards, codes, and regulations set forth by chapter 19.28 RCW and  
16 consistent with rules adopted under section 15 of this act.

17 NEW SECTION. Sec. 8. A new section is added to chapter 43.21C RCW  
18 to read as follows:

19 (1) The installation of individual battery charging stations and  
20 battery exchange stations, which individually are categorically exempt  
21 under the rules adopted under RCW 43.21C.110, shall not be disqualified  
22 from such categorically exempt status as a result of their being parts  
23 of a larger proposal that includes other such facilities and related  
24 utility networks under the rules adopted under RCW 43.21C.110.

25 (2) The definitions in this subsection apply throughout this  
26 section unless the context clearly requires otherwise.

27 (a) "Battery charging station" means an electrical component  
28 assembly or cluster of component assemblies designed specifically to  
29 charge batteries within electric vehicles, which meet or exceed any  
30 standards, codes, and regulations set forth by chapter 19.28 RCW and  
31 consistent with rules adopted under section 15 of this act.

32 (b) "Battery exchange station" means a fully automated facility  
33 that will enable an electric vehicle with a swappable battery to enter  
34 a drive lane and exchange the depleted battery with a fully charged  
35 battery through a fully automated process, which meets or exceeds any  
36 standards, codes, and regulations set forth by chapter 19.28 RCW and  
37 consistent with rules adopted under section 15 of this act.



1        NEW SECTION.    **Sec. 9.**    A new section is added to chapter 35.63 RCW  
2 to read as follows:

3        (1) By July 1, 2011, the development regulations of any  
4 jurisdiction planning under this chapter must allow electric vehicle  
5 infrastructure as a use in all areas except those zoned for residential  
6 or resource use or critical areas. A jurisdiction may adopt and apply  
7 other development regulations that do not have the effect of precluding  
8 the siting of electric vehicle infrastructure in areas where that use  
9 is allowed.

10        (2) Cities are authorized to adopt incentive programs to encourage  
11 the retrofitting of existing structures with the electrical outlets  
12 capable of charging electric vehicles. Incentives may include bonus  
13 height, site coverage, floor area ratio, and transferable development  
14 rights for use in urban growth areas.

15        (3) The definitions in this subsection apply throughout this  
16 section unless the context clearly requires otherwise.

17        (a) "Battery charging station" means an electrical component  
18 assembly or cluster of component assemblies designed specifically to  
19 charge batteries within electric vehicles, which meet or exceed any  
20 standards, codes, and regulations set forth by chapter 19.28 RCW and  
21 consistent with rules adopted under section 15 of this act.

22        (b) "Battery exchange station" means a fully automated facility  
23 that will enable an electric vehicle with a swappable battery to enter  
24 a drive lane and exchange the depleted battery with a fully charged  
25 battery through a fully automated process, which meets or exceeds any  
26 standards, codes, and regulations set forth by chapter 19.28 RCW and  
27 consistent with rules adopted under section 15 of this act.

28        (c) "Electric vehicle infrastructure" means structures, machinery,  
29 and equipment necessary to support an electric vehicle, including  
30 battery charging stations, rapid charging stations, and battery  
31 exchange stations.

32        (d) "Rapid charging station" means an industrial grade electrical  
33 outlet that allows for faster recharging of electric vehicle batteries  
34 through higher power levels, which meets or exceeds any standards,  
35 codes, and regulations set forth by chapter 19.28 RCW and consistent  
36 with rules adopted under section 15 of this act.

1        NEW SECTION.    **Sec. 10.**    A new section is added to chapter 35A.63

2    RCW to read as follows:

3        (1)    By July 1, 2011, the development regulations of any  
4    jurisdiction planning under this chapter must allow electric vehicle  
5    infrastructure as a use in all areas except those zoned for residential  
6    or resource use or critical areas. A jurisdiction may adopt and apply  
7    other development regulations that do not have the effect of precluding  
8    the siting of electric vehicle infrastructure in areas where that use  
9    is allowed.

10       (2)    Code cities are authorized to adopt incentive programs to  
11    encourage the retrofitting of existing structures with the electrical  
12    outlets capable of charging electric vehicles. Incentives may include  
13    bonus height, site coverage, floor area ratio, and transferable  
14    development rights for use in urban growth areas.

15       (3)    The definitions in this subsection apply throughout this  
16    section unless the context clearly requires otherwise.

17       (a)    "Battery charging station" means an electrical component  
18    assembly or cluster of component assemblies designed specifically to  
19    charge batteries within electric vehicles, which meet or exceed any  
20    standards, codes, and regulations set forth by chapter 19.28 RCW and  
21    consistent with rules adopted under section 15 of this act.

22       (b)    "Battery exchange station" means a fully automated facility  
23    that will enable an electric vehicle with a swappable battery to enter  
24    a drive lane and exchange the depleted battery with a fully charged  
25    battery through a fully automated process, which meets or exceeds any  
26    standards, codes, and regulations set forth by chapter 19.28 RCW and  
27    consistent with rules adopted under section 15 of this act.

28       (c)    "Electric vehicle infrastructure" means structures, machinery,  
29    and equipment necessary to support an electric vehicle, including  
30    battery charging stations, rapid charging stations, and battery  
31    exchange stations.

32       (d)    "Rapid charging station" means an industrial grade electrical  
33    outlet that allows for faster recharging of electric vehicle batteries  
34    through higher power levels, which meets or exceeds any standards,  
35    codes, and regulations set forth by chapter 19.28 RCW and consistent  
36    with rules adopted under section 15 of this act.

1        NEW SECTION.    **Sec. 11.**    A new section is added to chapter 36.70 RCW  
2 to read as follows:

3        (1) By July 1, 2011, the development regulations of any  
4 jurisdiction planning under this chapter must allow electric vehicle  
5 infrastructure as a use in all areas except those zoned for residential  
6 or resource use or critical areas. A jurisdiction may adopt and apply  
7 other development regulations that do not have the effect of precluding  
8 the siting of electric vehicle infrastructure in areas where that use  
9 is allowed.

10       (2) Counties and cities are authorized to adopt incentive programs  
11 to encourage the retrofitting of existing structures with the  
12 electrical outlets capable of charging electric vehicles. Incentives  
13 may include bonus height, site coverage, floor area ratio, and  
14 transferable development rights for use in urban growth areas.

15       (3) The definitions in this subsection apply throughout this  
16 section unless the context clearly requires otherwise.

17       (a) "Battery charging station" means an electrical component  
18 assembly or cluster of component assemblies designed specifically to  
19 charge batteries within electric vehicles, which meet or exceed any  
20 standards, codes, and regulations set forth by chapter 19.28 RCW and  
21 consistent with rules adopted under section 15 of this act.

22       (b) "Battery exchange station" means a fully automated facility  
23 that will enable an electric vehicle with a swappable battery to enter  
24 a drive lane and exchange the depleted battery with a fully charged  
25 battery through a fully automated process, which meets or exceeds any  
26 standards, codes, and regulations set forth by chapter 19.28 RCW and  
27 consistent with rules adopted under section 15 of this act.

28       (c) "Electric vehicle infrastructure" means structures, machinery,  
29 and equipment necessary to support an electric vehicle, including  
30 battery charging stations, rapid charging stations, and battery  
31 exchange stations.

32       (d) "Rapid charging station" means an industrial grade electrical  
33 outlet that allows for faster recharging of electric vehicle batteries  
34 through higher power levels, which meets or exceeds any standards,  
35 codes, and regulations set forth by chapter 19.28 RCW and consistent  
36 with rules adopted under section 15 of this act.



1        NEW SECTION.    **Sec. 13.**    A new section is added to chapter 47.38 RCW  
2 to read as follows:

3        (1) As a necessary and desirable step to spur public and private  
4 investment in electric vehicle infrastructure in accordance with  
5 section 1 of this act, and to begin implementing the provisions of RCW  
6 43.19.648, the legislature authorizes an alternative fuels corridor  
7 pilot project capable of supporting electric vehicle charging and  
8 battery exchange technologies.

9        (2) To the extent permitted under federal programs, rules, or law,  
10 the department may enter into partnership agreements with other public  
11 and private entities for the use of land and facilities along state  
12 routes and within interstate highway rights-of-way for an alternative  
13 fuels corridor pilot project. At a minimum, the pilot project must:

14        (a) Limit renewable fuel and vehicle technology offerings to those  
15 with a forecasted demand over the next fifteen years and approved by  
16 the department;

17        (b) Ensure that a pilot project site does not compete with existing  
18 retail businesses in the same geographic area for the provision of the  
19 same refueling services, recharging technologies, or other retail  
20 commercial activities;

21        (c) Provide existing truck stop operators and retail truck  
22 refueling businesses with an absolute right of first refusal over the  
23 offering of refueling services to class six trucks with a maximum gross  
24 vehicle weight of twenty-six thousand pounds within the same geographic  
25 area identified for a possible pilot project site;

26        (d) Reach agreement with the department of services for the blind  
27 ensuring that any activities at host sites do not materially affect the  
28 revenues forecasted from their vending operations at each site;

29        (e) Regulate the internal rate of return from the partnership,  
30 including provisions to reduce or eliminate the level of state support  
31 once the partnership attains economic self-sufficiency;

32        (f) Be limited to not more than five locations on state-owned land  
33 within federal interstate rights-of-way or state highway rights-of-way  
34 in Washington; and

35        (g) Be limited in duration to a term of years reasonably necessary  
36 for the partnership to recover the cost of capital investments, plus  
37 the regulated internal rate of return.

1 (3) The department is not responsible for providing capital  
2 equipment nor operating refueling or recharging services. The  
3 department must provide periodic status reports on the pilot project to  
4 the office of financial management and the relevant standing committees  
5 of the legislature not less than every biennium.

6 (4) The provisions of this section are subject to the availability  
7 of existing funds. However, capital improvements under this section  
8 must be funded with federal or private funds.

9 NEW SECTION. **Sec. 14.** A new section is added to chapter 47.38 RCW  
10 to read as follows:

11 (1) By December 31, 2015, the state must, to the extent  
12 practicable, install electrical outlets capable of charging electric  
13 vehicles in each state-operated highway rest stop.

14 (2) By December 31, 2015, the state must provide the opportunity to  
15 lease space for the limited purpose of installing and operating a  
16 battery exchange station or a battery charging station in appropriate  
17 state-owned highway rest stops.

18 (3) The department of transportation's obligations under this  
19 section are subject to the availability of amounts appropriated for the  
20 specific purpose identified in this section, unless the department  
21 receives federal or private funds for the specific purpose identified  
22 in this section.

23 (4) The definitions in this subsection apply throughout this  
24 section unless the context clearly requires otherwise.

25 (a) "Battery charging station" means an electrical component  
26 assembly or cluster of component assemblies designed specifically to  
27 charge batteries within electric vehicles, which meet or exceed any  
28 standards, codes, and regulations set forth by chapter 19.28 RCW and  
29 consistent with rules adopted under section 15 of this act.

30 (b) "Battery exchange station" means a fully automated facility  
31 that will enable an electric vehicle with a swappable battery to enter  
32 a drive lane and exchange the depleted battery with a fully charged  
33 battery through a fully automated process, which meets or exceeds any  
34 standards, codes, and regulations set forth by chapter 19.28 RCW and  
35 consistent with rules adopted under section 15 of this act.

1        NEW SECTION.    **Sec. 15.**    A new section is added to chapter 19.27 RCW  
2 to read as follows:

3        The building code council shall adopt rules for electric vehicle  
4 infrastructure requirements. Rules adopted by the state building code  
5 council must consider applicable national and international standards  
6 and be consistent with rules adopted under section 16 of this act.

7        NEW SECTION.    **Sec. 16.**    A new section is added to chapter 19.28 RCW  
8 to read as follows:

9        The director shall adopt by rule standards for the installation of  
10 electric vehicle infrastructure, including all wires and equipment that  
11 convey electric current and any equipment to be operated by electric  
12 current, in, on, or about buildings or structures. The rules must be  
13 consistent with rules adopted under section 15 of this act."

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14        On page 1, line 1 of the title, after "vehicles;" strike the  
15 remainder of the title and insert "amending RCW 43.19.648; adding a new  
16 section to chapter 82.29A RCW; adding a new section to chapter 82.08  
17 RCW; adding a new section to chapter 82.12 RCW; adding a new section to  
18 chapter 79.13 RCW; adding a new section to chapter 43.21C RCW; adding  
19 a new section to chapter 35.63 RCW; adding a new section to chapter  
20 35A.63 RCW; adding a new section to chapter 36.70 RCW; adding a new  
21 section to chapter 36.70A RCW; adding new sections to chapter 47.38  
22 RCW; adding a new section to chapter 19.27 RCW; adding a new section to  
23 chapter 19.28 RCW; creating new sections; and providing expiration  
24 dates."

EFFECT:        Most provisions that impact the department of

transportation are subject to availability of amounts appropriated for the identified purposes, unless the department of transportation receives federal or private funding for the identified purposes. However, the alternative fuels corridor pilot project is subject to the availability of existing funds, except that capital improvements related to the project must be funded with federal or private funds.

Any plans or recommendations of a regional transportation planning organization containing any county with a population in excess of one million for electric vehicle infrastructure should include plans outlining infrastructure for publicly available off-street parking.

Clarifies that batteries for electric vehicles are exempt from the retail sales tax.

The joint transportation committee (JTC) evaluation of the development of road use fees for vehicles that are not reliant on oil-based fuels is removed.

Except for the JTC evaluation, the amendments of the environment, water, and energy committee were adopted.

--- END ---