

# SENATE BILL REPORT

## SB 5716

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As of February 11, 2017

**Title:** An act relating to electric vehicle charging infrastructure.

**Brief Description:** Addressing electric vehicle charging infrastructure.

**Sponsors:** Senator Chase.

**Brief History:**

**Committee Activity:** Transportation: 2/13/17.

### Brief Summary of Bill

- Expands the development regulations for cities, towns, and counties to allow electric vehicle infrastructure and battery charging stations as a use in most areas, including multifamily residences.
- Requires cities and counties to adopt incentive programs to encourage rapid charging electrical outlets for electric vehicles in new structures.

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### SENATE COMMITTEE ON TRANSPORTATION

**Staff:** Kim Johnson (786-7472)

**Background:** Local planning commissions are granted legislative authority with citizen review and recommendations on planning-related matters. The planning commissions often have two distinct functions: to prepare and revise the community's comprehensive plan and local land use regulations, such as the zoning or subdivision code; and to review development proposals, such as site plans and subdivisions, and make recommendations to the local governing body.

The development regulations for each city and county must be consistent with the comprehensive plan for that city and county. As of July 1, 2010, local development regulations for cities, towns, and counties must allow electric vehicle infrastructure as a use in all zones except residential or resource use or critical areas in the following jurisdictions adjacent to:

- Interstate 5, 90, 405, or State Route 520, when the population is over 20,000 and in King County;

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- Interstate 5 and located in Thurston County; and
- Interstate 5 and located in a county with a population over 600,000.

By July 1, 2011, the Department of Commerce was required to develop model ordinances, development regulations, and guidance for local governments for siting and installing electric vehicle infrastructure, especially for battery charging stations. As of July 1, 2011, or six months after distribution of the model ordinances, regulations, and guidance, any jurisdiction adjacent to Interstate 5, 90, 405, or State Route 520, must allow electric vehicle infrastructure as a use in all areas, except those zoned for residential or resource use, or critical areas.

Cities and counties may adopt incentive programs to encourage retrofitting of existing structures with outlets capable of charging electric vehicles. A jurisdiction may adopt and apply development regulations that do not have the effect of precluding the siting of electric vehicle infrastructure.

Electric vehicle infrastructure is defined as structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations.

**Summary of Bill:** The development regulations for cities, towns, and counties are expanded to allow electric vehicle infrastructure and battery charging stations as a use in all areas, including multifamily residences. The exception for areas zoned for resource use or critical areas remains.

Cities, towns, and counties must adopt incentive programs to encourage rapid charging station electrical outlets for electric vehicles in new structures.

**Appropriation:** None.

**Fiscal Note:** Requested on February 9, 2017.

**Creates Committee/Commission/Task Force that includes Legislative members:** No.

**Effective Date:** Ninety days after adjournment of session in which bill is passed.