

SHB 1512 - H AMD 378

By Representative Shea

NOT ADOPTED 03/12/2019

1 On page 2, line 28, after "experience." insert "The cost-benefit
2 analysis conducted by the governing authority in adopting an
3 electrification of transportation plan must also include at least one
4 pessimistic scenario constructed from reasonable assumptions and
5 modeling choices that would produce comparatively high probable costs
6 and comparatively low probable benefits, and at least one optimistic
7 scenario constructed from reasonable assumptions and modeling choices
8 that would produce comparatively low probable costs and comparatively
9 high probable benefits."

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11 On page 3, line 15, after "experience." insert "The cost-benefit
12 analysis conducted by the commission of a public utility district in
13 adopting an electrification of transportation plan must also include
14 at least one pessimistic scenario constructed from reasonable
15 assumptions and modeling choices that would produce comparatively high
16 probable costs and comparatively low probable benefits, and at least
17 one optimistic scenario constructed from reasonable assumptions and
18 modeling choices that would produce comparatively low probable costs
19 and comparatively high probable benefits."

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21 On page 3, line 23, after "(1)" insert "(a)"

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23 On page 3, after line 33, insert the following:

24 "(b) The cost-benefit analysis conducted by the utility in
25 developing an electrification of transportation plan must also include
26 at least one pessimistic scenario constructed from reasonable
27 assumptions and modeling choices that would produce comparatively high

1 probable costs and comparatively low probable benefits, and at least
2 one optimistic scenario constructed from reasonable assumptions and
3 modeling choices that would produce comparatively low probable costs
4 and comparatively high probable benefits."

EFFECT: Requires a cost-benefit analysis conducted by a utility
or the governing body of a utility in developing or adopting an
electrification of transportation plan to include at least one
pessimistic scenario and at least one optimistic scenario.

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