
HOUSE BILL 1372

State of Washington

68th Legislature

2023 Regular Session

By Representatives Dye, Ybarra, Chambers, Sandlin, Christian, Schmidt, and Volz

Read first time 01/17/23. Referred to Committee on State Government & Tribal Relations.

1 AN ACT Relating to improving understanding of greenhouse gas
2 emission tradeoffs associated with the electrification of state
3 vehicles; reenacting and amending RCW 70A.45.050; and creating a new
4 section.

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

6 NEW SECTION. **Sec. 1.** The legislature finds that there is a need
7 to make more information available to the public and decision makers
8 about the costs and benefits, both economic and environmental, of
9 converting fleets of vehicles from gasoline-powered engines to
10 electric batteries. The legislature finds that in using taxpayer
11 dollars to procure vehicles for use by state government, the public
12 has a right to expect a transparent evaluation of the cost per mile
13 driven of electric vehicles compared to similar gasoline-powered
14 vehicles, and how much of their money is being spent per ton of
15 carbon emissions reduced taking into account the emissions that go
16 into the production of the vehicles as well as the emissions from
17 operation. Therefore, in order to track the trends over time, the
18 legislature intends to require the publication of a report every two
19 years concerning the tradeoffs in the transition of the
20 electrification of the state vehicle fleet.

1 **Sec. 2.** RCW 70A.45.050 and 2020 c 79 s 3 and 2020 c 20 s 1401
2 are each reenacted and amended to read as follows:

3 (1) State agencies shall meet the statewide greenhouse gas
4 emission limits established in RCW 70A.45.020 to achieve the
5 following, using the estimates and strategy established in
6 subsections (2) and (3) of this section:

7 (a) By July 1, 2020, reduce emissions of greenhouse gases to
8 (~~eight hundred five thousand~~) 805,000 metric tons, or (~~fifteen~~)
9 15 percent below 2005 emission levels;

10 (b) By 2030, reduce emissions of greenhouse gases to (~~five~~
11 ~~hundred twenty one thousand~~) 521,000 metric tons, or (~~forty-five~~)
12 45 percent below 2005 levels;

13 (c) By 2040, reduce emissions of greenhouse gases to (~~two~~
14 ~~hundred eighty four thousand~~) 284,000 metric tons, or (~~seventy~~) 70
15 percent below 2005 levels; and

16 (d) By 2050, reduce overall emissions of greenhouse gases to
17 (~~forty seven thousand~~) 47,000 metric tons, or (~~ninety-five~~) 95
18 percent below 2005 levels and achieve net zero greenhouse gas
19 emissions by state government as a whole.

20 (2) (a) By June 30, 2010, state agencies shall report estimates of
21 emissions for 2005 to the department, including 2009 levels of
22 emissions, and projected emissions through 2035.

23 (b) State agencies required to report under RCW 70A.15.2200 must
24 estimate emissions from methodologies recommended by the department
25 and must be based on actual operation of those agencies. Agencies not
26 required to report under RCW 70A.15.2200 shall derive emissions
27 estimates using an emissions calculator provided by the department.

28 (3) (a) By June 1st of each even-numbered year beginning in 2022,
29 state agencies shall report to the department, and to the state
30 efficiency and environmental performance office at the department of
31 commerce, the actions planned for the next two biennia to meet
32 emission reduction targets and the actions taken to meet the emission
33 reduction targets established in this section. The report must also
34 include the agency's long-term strategy for meeting the emission
35 reduction targets established in this section, which the agency shall
36 update as appropriate. The department and the state efficiency and
37 environmental performance office at the department of commerce shall
38 review and compile the agency reports and, by December 1st of each
39 even-numbered year beginning in 2022, provide a consolidated report
40 to the appropriate committees of the legislature. This report must

1 include recommendations for budgetary and other actions that will
2 assist state agencies in achieving the greenhouse gas emissions
3 reductions specified in this section. The department may authorize
4 the department of enterprise services to report on behalf of any
5 state agency having fewer than (~~five hundred~~) 500 full-time
6 equivalent employees at any time during the reporting period. The
7 department shall cooperate with the department of enterprise services
8 and the state efficiency and environmental performance office at the
9 department of commerce to develop consolidated reporting
10 methodologies that incorporate emission reduction actions taken
11 across all or substantially all state agencies.

12 (b) (i) By February 1st of each even-numbered year beginning in
13 2024, the department of enterprise services must complete an analysis
14 of the life-cycle greenhouse gas emission tradeoffs associated with
15 state vehicle fleet purchases of electric vehicles. A state agency
16 required to report to the department under (a) of this subsection may
17 incorporate by reference the greenhouse gas emissions findings in the
18 department of enterprise services' report under this section. The
19 department of enterprise services' analysis must include:

20 (A) The purchase price of each type of electric vehicle added to
21 the state fleet during the preceding two years, as compared to
22 comparably sized vehicles that use an internal combustion engine that
23 are used by the state fleet under RCW 43.19.622(4);

24 (B) The average maintenance and fueling costs for each type of
25 electric vehicle and internal combustion engine vehicle per mile
26 driven;

27 (C) The purchase date and total number of miles driven by each
28 type of electric vehicle and internal combustion engine vehicle in
29 the state fleet, and the purchase dates and miles driven by each
30 vehicle during the preceding two years;

31 (D) An estimate of the direct and indirect greenhouse gas
32 emissions associated with the use of each type of vehicle in the
33 state fleet over the preceding two years, taking into consideration,
34 at minimum, the number of miles that these vehicles were driven over
35 the preceding two years, the direct emissions from fuel use, the
36 embodied carbon in vehicle components, and reasonable estimates of
37 the longevity of the vehicle's useful life. For purposes of this
38 subsection, embodied carbon refers to the greenhouse gas emissions
39 from the manufacturing and other life-cycle stages of vehicle
40 components, including mining, refining, manufacturing,

1 transportation, installation, maintenance, and disposal of material
2 used in vehicles and vehicle components; and

3 (E) To assist in tracking whether the total cost to operate the
4 state fleet is declining or increasing as a result of the
5 electrification of the fleet, the best estimate of the cost to the
6 state of ownership and operation of the state vehicle fleet for each
7 of the preceding two years, including the total cost for the
8 ownership and operation of all vehicles in the fleet, and specific
9 ownership and operation totals for the number of vehicles in the
10 fleet that are fully electric, internal combustion engine, or other
11 fuel type.

12 (ii) The information reported in (b)(i) of this subsection must
13 rely on the best information readily available to the department of
14 enterprise services, but may, as appropriate, use proxy information
15 and data averages and estimates, and may rely on the available life-
16 cycle analyses of greenhouse gas emissions conducted by reputable
17 institutions or experts. Information related to greenhouse gas
18 emissions associated with the operation of electric vehicles may rely
19 on a statewide average based on information made available or used
20 for regulatory purposes by the department of commerce or the
21 department of ecology.

22 (4) State agencies shall cooperate in providing information to
23 the department, the department of enterprise services, and the
24 department of commerce for the purposes of this section.

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