

# SENATE BILL REPORT

## SB 5528

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As Reported by Senate Committee On:  
Labor & Commerce, February 11, 2025

**Title:** An act relating to the installation of transportation electrification infrastructure.

**Brief Description:** Concerning the installation of transportation electrification infrastructure.

**Sponsors:** Senators Lias, Wilson, J., Lovick, Saldaña, Pedersen, Stanford and Valdez.

**Brief History:**

**Committee Activity:** Labor & Commerce: 2/03/25, 2/11/25 [DPS, DNP].

**Brief Summary of First Substitute Bill**

- Requires that the installation of electric vehicle supply equipment at state-owned facilities be performed by persons certified by the Electric Vehicle Infrastructure Training Program or a nationally recognized program.

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### SENATE COMMITTEE ON LABOR & COMMERCE

**Majority Report:** That Substitute Senate Bill No. 5528 be substituted therefor, and the substitute bill do pass.

Signed by Senators Saldaña, Chair; Conway, Vice Chair; Alvarado, Ramos and Stanford.

**Minority Report:** Do not pass.

Signed by Senators King, Ranking Member; Braun, MacEwen and Schoesler.

**Staff:** Susan Jones (786-7404)

**Background:** The Electric Vehicle Infrastructure Training Program (EVITP) is a brand neutral, volunteer based, nonprofit that trains electricians in the EV infrastructure space in

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the United States and Canada. Training includes site assessment, load calculations, the National Electric Code, jobsite safety, personal protection equipment, and other installation and maintenance best practices. EVITP certification typically requires 20 hours of online instruction at a cost of \$275.

**Summary of Bill (First Substitute):** The installation of electric vehicle supply equipment at state-owned facilities must be performed by persons certified by the EVITP or a similar nationally recognized program (training program) to ensure safety, effectiveness, and achieve consistency in labor standards.

This requirement does not apply to:

- certain apprentices when the supervising journey level electrician is certified by a training program; and
- installation projects under contract as of the effective date of the act.

The training requirements program requirements are in addition to licensing, certification, and other statutory requirements. The Department of Labor and Industries may adopt rules to implement the act.

**EFFECT OF CHANGES MADE BY LABOR & COMMERCE COMMITTEE (First Substitute):**

- Provides that the EVITP or alternative training (training) is required for EV supply equipment installation at state-owned, rather than state-funded, facilities.
- Provides that the alternative program to the EVITP is a similar nationally recognized program, rather than a similarly accredited program.
- Exempts from the required training, apprentices supervised by journey electricians certified by the EVITP or alternative program.
- Clarifies that the training requirements are in addition to licensing, certification, and other statutory requirements.
- Allows the Department of Labor and Industries to adopt rules to implement the requirements.

**Appropriation:** None.

**Fiscal Note:** Available.

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

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

**Staff Summary of Public Testimony on Original Bill:** *The committee recommended a different version of the bill than what was heard.* PRO : Washington is rapidly transitioning the transportation sector to electrified vehicles. The goal by 2035 is that all new vehicles

will be EVs. That will require a lot of charging infrastructure.

If you own an EV, the scariest part is running low on battery and showing up to a charging station that is not working. We are installing the EV chargers in areas where there is no cell service. If the chargers don't work, you are stranded. It can be a life or death situation. When you get to a gas station, all the pumps are generally working. This should be the same for EV charging stations.

One of the challenges is that there is less oversight over EV charging station installations. This bill is one of the recommendations from the Electrification strategies. It is not a lot of training but it is specific to electrification infrastructure. The bill makes sure workers are safe, the infrastructure is reliable, and it supports the state's electrification efforts.

A lot of drivers are choosing EVs. This bill is a best practice and has high impact for safety and low burden for those taking the class. The cost is zero, because it may be covered by free programs, to \$260 and counts for continuing education.

The installation is more complex because it is a continuous load. The proper sizing of the load is important. This is covered in the training. It assures that we have reliable charging stations. The calculations have to be done correctly and not have overloaded circuits. We need educated people doing the installations.

With more EVs on the road, the need for EV charging infrastructure and stations will be in demand. The field of electric vehicle charging is new and a rapidly evolving technology, becoming a vital part of our everyday lives. With so much to learn, EVITP stands out as a comprehensive curriculum. We want to standardize and acknowledge the specialty aspects that make up EV charging and the infrastructure. This is an ever evolving business and the training should grow with it.

CON: A testifier spoke of having completed several charging stations for the state with excellent results. Electrical contractors are licensed to install chargers and our journey level of electricians are highly qualified to install these chargers.

The content of the training has little to do with the electrical work. The safety portion is in the apprenticeship program. The panel should look at a bill in the House of Representatives that would standardize chargers and creates requirements for quality in manufacturing. That bill will would solve most of the problems, other than wires being cut.

We have always trusted our local legislators to protect us from unfair and unnecessary barriers. The bill is not protecting us. Currently, electric vehicle supply equipment must be installed under an electrical permit, which is inspected by qualified electrical inspectors. Electricians already have to comply with state licensing federal licensing requirements, which includes safety standards for the installation. The installer must be a license electrician with 8000 hours of on-the-job training plus 720 minimum hours in an

apprenticeship program with all training in the WAC and National Electrical Code which covers all new EV requirements.

The apprenticeship curriculum is required to train all areas of EV supply equipment installations to the highest level. Saying more training is needed is an insult to approved apprenticeship sponsors. The training in this bill only repeats what is already required, limits competitions and qualified electricians who can perform the work.

The bill benefits larger organizations. This bill will cost the state more money and limit participation and fighting climate change. It is more important to discuss having greater access for small businesses and minority owned and women businesses to apprenticeship programs so that upcoming workers are also trained with those most important safety standards.

**Persons Testifying:** PRO: Senator Marko Liias, Prime Sponsor; NICOLE M GRANT, IBEW Local 46; Ryan Bradt, Puget Sound Electrical Joint Apprenticeship Training Council; Mark Davis; Anthony Geren; Christine Reid, IBEW Local 77; Vernon Counsellor, Ozz Electric.

CON: Nathan Turner, Alpha and Omega Electric; Brandon Houskeeper, Associated Builders & Contractors - Western WA; Timothy Rockwell.

**Persons Signed In To Testify But Not Testifying:** No one.