RCW 35.92.450  Electrification of transportation plan—
Considerations—Incentive programs.  (1) The governing authority of an
electric utility formed under this chapter may adopt an
electrification of transportation plan that, at a minimum, establishes
a finding that utility outreach and investment in the electrification
of transportation infrastructure does not increase net costs to
ratepayers in excess of one-quarter of one percent.

(2) In adopting an electrification of transportation plan under
subsection (1) of this section, the governing authority may consider
some or all of the following: (a) The applicability of multiple
options for electrification of transportation across all customer
classes; (b) the impact of electrification on the utility's load, and
whether demand response or other load management opportunities,
including direct load control and dynamic pricing, are operationally
appropriate; (c) system reliability and distribution system
efficiencies; (d) interoperability concerns, including the
interoperability of hardware and software systems in electrification
of transportation proposals; and (e) overall customer experience.

(3) An electric utility formed under this chapter may, upon
making a determination in accordance with subsection (1) of this
section, offer incentive programs in the electrification of
transportation for its customers, including the promotion of electric
vehicle adoption and advertising programs to promote the utility's
services, incentives, or rebates.  [2019 c 109 § 2.]

Findings—Intent—2019 c 287; 2019 c 109: "The legislature finds
that:

(1) Programs for the electrification of transportation have the
potential to allow electric utilities to optimize the use of electric
grid infrastructure, improve the management of electric loads, and
better manage the integration of variable renewable energy resources.
Depending upon each utility's unique circumstances, electrification of
transportation programs may provide cost-effective energy efficiency,
through more efficient use of energy resources, and more efficient use
of the electric delivery system. Electrification of transportation may
result in cost savings and benefits for all ratepayers.

(2) State policy can achieve the greatest return on investment in
reducing greenhouse gas emissions and improving air quality by
expediting the transition to alternative fuel vehicles, including
electric vehicles. Potential benefits associated with electrification
of transportation include the monetization of environmental attributes
associated with carbon reduction in the transportation sector.

(3) Legislative clarity is important for utilities to offer
programs and services, including incentives, in the electrification of
transportation for their customers. It is the intent of the
legislature to allow all utilities to support transportation
electrification to further the state's policy goals and achieve parity
among all electric utilities, so each electric utility, depending on
its unique circumstances, can determine its appropriate role in the
development of electrification of transportation infrastructure."
[2019 c 287 § 4; 2019 c 109 § 1.]