

PROPOSED SUBSTITUTE to HB 1832 H-1944.1 (2019) - By Representative Hudgins

Current Version of Bill:

- Directs the Department of Enterprise Services to develop a scoping plan, including a costs and savings assessment, for the state and local governments to achieve a fully electric vehicle fleet.
- Provides that all vehicles operated by the state must be electric beginning with passenger and light duty vehicles of model year 2023, and medium and heavy duty vehicles of model year 2026.
- Provides that all vehicles operated by local governments must be electric beginning with passenger and light duty vehicles of model year 2025, and medium and heavy duty vehicles of model year 2027.

Proposed Substitute Bill compared to Current Bill:

- Changes the scoping plan to a study on the electrification of public fleets, which includes: an inventory of existing fleets; a review of currently available electric vehicles; projected costs and economic benefits of converting to an electric fleet; potential financing mechanisms; and an analysis of infrastructure upgrades that would be necessary.
- Transfers the responsibility to analyze this issue from the Department of Enterprise Services to the Joint Transportation Committee.
- Removes all requirements that public vehicles be electric by a certain date.
- Requires a report to the Legislature by December 31, 2019.

BILL REQUEST - CODE REVISER'S OFFICE

BILL REQ. #: H-1994.1/19

ATTY/TYPIST: AI:eab

BRIEF DESCRIPTION: Concerning the electrification of the Washington
public vehicle fleet.

1 AN ACT Relating to the electrification of the Washington public
2 vehicle fleet; creating new sections; and providing an expiration
3 date.

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

5 NEW SECTION. **Sec. 1.** The legislature intends that the joint
6 transportation committee study the adoption of electric vehicles by
7 all public agencies in the state of Washington in a manner that
8 provides credible and actionable information for state and local
9 policymakers.

10 NEW SECTION. **Sec. 2.** (1) The joint transportation committee
11 must conduct a study on the electrification of public fleets in the
12 state of Washington. The study must include the following:

13 (a) An inventory of existing public fleets for the state of
14 Washington, cities, counties, public utility districts, ports, school
15 districts, colleges and universities, and all other political
16 subdivisions of the state. The inventory must differentiate among
17 electric vehicles, hybrid vehicles, gasoline powered vehicles, and
18 any other functional categories;

19 (b) A review of currently available electric vehicles in common
20 government vehicle classes, including but not limited to passenger

1 vehicles, light duty vehicles, medium duty vehicles, heavy duty
2 vehicles, and emergency response vehicles. This review must include
3 the average vehicle cost differential among the commercially
4 available fuel options. The review must include a cost benefit
5 analysis analyzing conversion of different vehicle classes and
6 include recommendations for those types of vehicles that should be
7 excluded from consideration due to insufficient alternatives,
8 unreliable technology, or excessive cost;

9 (c) The projected costs of achieving substantial conversion to
10 electric fleets by 2025, 2030, and 2035 for governments. This cost
11 estimate must include vehicle acquisition costs, charging
12 infrastructure, and other associated costs;

13 (d) The total potential costs and total potential economic and
14 noneconomic benefits of the plan for shifting to a public fleet of
15 electric vehicles to Washington's economy, using the best available
16 economic models, emission estimation techniques, and other scientific
17 methods;

18 (e) Identification and analysis of financing mechanisms that
19 could be used to finance the transition of publicly owned vehicles to
20 electric vehicles. These mechanisms include, but are not limited to:

21 (i) Energy or carbon savings performance contracting;

22 (ii) Utility grants and rebates;

23 (iii) Revolving loan funds;

24 (iv) State grant programs;

25 (v) Private third-party financing;

26 (vi) Fleet management services;

27 (vii) Leasing;

28 (viii) Vehicle use optimization; and

29 (ix) Vehicle to grid technology;

30 (f) An analysis of methods to maximize ethical sourcing of
31 materials used in electric vehicles;

32 (g) Predicted number, type, year of installation, and location
33 profile of electric vehicle fueling stations needed to provide
34 prompt, efficient, and cost-effective fueling of Washington publicly
35 owned electric vehicles during the transition period, and an estimate
36 of the yearly and aggregate cost to the public in building out
37 fueling stations; and

38 (h) An analysis of the electrical generation, transmission, and
39 distribution upgrades and build-out required to provide prompt,
40 efficient, and cost-effective fueling of Washington publicly owned

1 electric vehicles during the transition period, and an analysis of
2 the investment required to implement the upgrades.

3 (2) In developing and implementing the study under subsection (1)
4 of this section, the agency must solicit input from interested
5 stakeholders including, but not limited to, representatives of state
6 agencies, cities, counties, colleges and universities, public utility
7 districts, port districts, and electric vehicle advocates.

8 (3) The joint transportation committee must report the results of
9 its study to the legislature by December 31, 2019.

10 (4) The definitions in this subsection apply throughout this
11 section unless the context clearly requires otherwise.

12 (a) "Electric vehicle" means a vehicle that uses chemical energy
13 stored in rechargeable battery packs, and electric motors and motor
14 controllers instead of internal combustion engines for propulsion.
15 "Electric vehicle" includes hydrogen fuel cell electric vehicles,
16 which are vehicles that use a fuel cell, instead of a battery, or in
17 combination with a battery or super capacitor, to power their on-
18 board electric motor.

19 (b) "Medium duty vehicles and heavy duty vehicles" means motor
20 vehicles with a gross vehicle weight in excess of ten thousand
21 pounds.

22 (c) "Passenger vehicles and light duty vehicles" means motor
23 vehicles with a gross vehicle weight rating of up to ten thousand
24 pounds.

25 (5) This section expires January 31, 2020.

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