NEW SECTION. Sec. 1. (1) The legislature finds that rapid innovations in low-carbon transportation technologies, including electric vehicles and clean transportation fuels, are at the threshold of widespread commercial deployment. In order to help prompt the use of clean fuels, other states have successfully implemented programs that reduce the carbon intensity of their transportation fuels. Without disruptions to fuel markets or significant impacts to the costs of transportation fuels, California and Oregon have both implemented low carbon fuel standards that are similar to the program created in this act. Washington state has extensively studied the potential impact of a clean fuels program, and most projections show that a low carbon fuel standard would decrease greenhouse gas and conventional air pollutant emissions, while positively impacting the state's economy.

(2) The legislature further finds that the health and welfare of the people of the state of Washington is threatened by the prospect of crumbling or swamped coastlines, rising water, and more intense forest fires caused by higher temperatures and related droughts, all of which are intensified and made more frequent by the volume of greenhouse gas emissions. As of 2015, the transportation sector contributes forty-three percent of Washington's greenhouse gas emissions, and the legislature's interest in the life cycle of the fuels used in the state arises from a concern for the effects of the production and use of these fuels on Washington's environment and public health, including its air quality, snowpack, and coastline.

(3) The legislature finds that the people already pay the costs of multiple taxes and regulatory mandates on each molecule of fossil fuels used for transportation, including:

(a) The state oil spill response tax;
(b) The state oil spill administration tax;
(c) The state hazardous substance tax used to fund the state toxics control account, the local toxics control account, and the environmental legacy and stewardship account;
(d) The combined state and federal motor vehicle 67.8 cent taxes to fund transportation projects;
(e) The federal leaking underground storage tank tax and the state petroleum products tax for underground storage tanks;
(f) Applicable state and local sales taxes; and
(g) The federal renewable fuel standard.
Therefore, it is the intent of the legislature to support the deployment of clean transportation fuel technologies through a carefully designed program that reduces the carbon intensity of fuel used in Washington, in order to:
(a) Reduce levels of conventional air pollutants from diesel and gasoline that are harmful to public health;
(b) Reduce greenhouse gas emissions associated with transportation fuels, which are the state's largest source of greenhouse gas emissions; and
(c) Create jobs and spur economic development based on innovative clean fuel technologies.

NEW SECTION. Sec. 2. The definitions in this section apply throughout this section and sections 3 through 13 and 21 of this act unless the context clearly indicates otherwise.
(1) "Carbon dioxide equivalents" has the same meaning as defined in RCW 70.235.010.
(2) "Clean fuels program" means the requirements established by this act.
(3) "Cost" means an expense connected to the manufacture, distribution, or other aspects of the provision of a transportation fuel product.
(4) "Credit" means a unit of measure equal to one metric ton of carbon dioxide equivalents.
(5) "Deficit" means a unit of measure generated when a transportation fuel with a carbon intensity that is greater than the applicable standard adopted by the department under section 3 of this act is produced, imported, or dispensed for use in Washington, such that one deficit is equal to one metric ton of carbon dioxide equivalents.
(6) "Electric utility" means a consumer-owned utility or investor-owned utility, as those terms are defined in RCW 19.29A.010.

(7) "Greenhouse gas" has the same meaning as defined in RCW 70.235.010.

(8) "Highly impacted community" has the same meaning as defined in RCW 19.405.020 or an equivalent cumulative impacts analysis that identifies the environmental health conditions of communities as a factor of both environmental health hazards and vulnerable populations as defined in RCW 19.405.020.

(9) "Military tactical vehicle" means a motor vehicle owned by the United States department of defense or the United States military services and that is used in combat, combat support, combat service support, tactical or relief operations, or training for such operations.

(10) "Motor vehicle" has the same meaning as defined in RCW 46.04.320.

(11) "Price" means the amount of payment or compensation provided as consideration for a specified quantity of transportation fuel by a consumer or end user of the transportation fuel.

(12)(a) "Tactical support equipment" means equipment using a portable engine, including turbines, that meets military specifications, owned by the United States military services or its allies, and that is used in combat, combat support, combat service support, tactical or relief operations, or training for such operations.

(b) "Tactical support equipment" includes, but is not limited to, engines associated with portable generators, aircraft start carts, heaters, and lighting carts.

(13) "Transportation fuel" means electricity and any liquid or gaseous fuel sold, supplied, offered for sale, or used for the propulsion of a motor vehicle or that is intended for use for transportation purposes.

NEW SECTION. Sec. 3. (1) The department shall adopt rules that establish standards that reduce the greenhouse gas emissions per unit of fuel energy (carbon intensity) in transportation fuels used in Washington. The standards established by the rules must be based on the carbon intensity of gasoline and gasoline substitutes and the carbon intensity of diesel and diesel substitutes. The rules adopted under this section must reduce the greenhouse gas emissions...
attributable to each unit of the fuels to ten percent below 2017 levels by 2028 and twenty percent below 2017 levels by 2035. The rules must establish a start date for the clean fuels program of no later than January 1, 2022, or as soon thereafter as the conditions in section 21 of this act occur. To the extent the requirements of this act conflict with the requirements of chapter 19.112 RCW, the requirements of this act prevail.

(2) The direction to the department to adopt rules under this section is not an acknowledgment, denial, or limitation of any authority of the department that existed prior to the effective date of this section to adopt rules related to the greenhouse gas emissions intensity of fuel under other provisions of this chapter including, but not limited to, RCW 70.94.151 and 70.94.331.

(3)(a) Transportation fuels exported from Washington are not subject to the greenhouse gas emissions reduction requirements in this section.

(b) Electricity is not subject to the greenhouse gas emissions reduction requirements in this section.

NEW SECTION. Sec. 4. The rules adopted by the department to achieve the greenhouse gas emissions reductions per unit of fuel energy specified in section 3 of this act must include, but are not limited to, the following:

(1) Standards for greenhouse gas emissions attributable to the transportation fuels throughout their life cycles, including but not limited to emissions from the production, storage, transportation, and combustion of transportation fuels and from changes in land use associated with transportation fuels.

(a) The rules adopted by the department under this subsection (1) may:

(i) Include provisions to address the efficiency of a fuel as used in a powertrain as compared to a reference fuel; and

(ii) Consider carbon intensity calculations for transportation fuels developed by national laboratories or used by similar programs in other states.

(b) The rules adopted by the department under this subsection (1) must:

(i) Neutrally consider the life-cycle emissions associated with transportation fuels with respect to the political jurisdiction in which the fuels originated and may not discriminate against fuels on
the basis of having originated in another state or jurisdiction. Nothing in this subsection may be construed to prohibit inclusion or assessment of emissions related to fuel production, storage, transportation, or combustion or associated changes in land use in determining the carbon intensity of a fuel. At minimum, the department must consider associated changes in land use in determining the carbon intensity of transportation fuel produced in whole or in part from sugar cane;

(ii) Measure greenhouse gas emissions associated with electricity based on a mix of generation resources specific to each electric utility participating in the clean fuels program. The department may apply an asset-controlling supplier emission factor certified or approved by a similar program to reduce the greenhouse gas emissions associated with transportation fuels in another state; and

(iii) Include procedures for setting and adjusting the amounts of greenhouse gas emissions per unit of fuel energy that is assigned to transportation fuels under this subsection.

(c) If the department determines that it is necessary for purposes of accurately measuring greenhouse gas emissions associated with transportation fuels, the department may require transportation fuel suppliers to submit data or information to be used for purposes of calculating greenhouse gas emissions that is different from or additional to the greenhouse gas emissions data reported under RCW 70.94.151(5)(a)(iii).

(d) If the department determines that it is necessary for purposes of accurately measuring greenhouse gas emissions associated with electricity supplied to retail customers by an electric utility, the department may require electric utilities participating in the clean fuels program to submit data or information to be used for purposes of calculating greenhouse gas emissions that is different from or additional to the fuel mix disclosure information submitted under chapter 19.29A RCW. To the extent practicable, rules adopted by the department may allow data requested of utilities to be submitted in a form and manner consistent with other required state or federal data submissions. Under the program, zero associated lifecycle greenhouse gas emissions must be attributed to electricity produced from hydroelectric generation, including incremental hydroelectric generation. Electricity from hydroelectric generation, including incremental hydroelectric generation, that is used as transportation fuel must be provided credit under the program. For the purposes of
this section, "incremental hydroelectric generation" means electricity produced as a result of efficiency improvements from hydroelectric generation projects where the additional generation does not result in new water diversions or impoundments;

(2) Provisions allowing for the achievement of limits on the greenhouse gas emissions intensity of transportation fuels in section 3 of this act to be achieved by any combination of credit generating activities capable of meeting such standards, consistent with the limitations of subsection (3)(a) of this section. Where such provisions would not produce results counter to the emission reduction goals of the program or prove administratively burdensome for the department, the rules should provide each participant in the clean fuels program with the opportunity to demonstrate appropriate carbon intensity values taking into account both emissions from production facilities and elsewhere in the production cycle;

(3)(a) Methods for assigning compliance obligations and methods for tracking tradable credits. The department may assign the generation of a credit when a fuel with associated life-cycle greenhouse gas emissions that are lower than the applicable per-unit standard adopted by the department under section 3 of this act is produced, imported, or dispensed for use in Washington, or when specified activities are undertaken that support the reduction of greenhouse gas emissions associated with transportation in Washington. Transportation fuels with associated greenhouse gas emissions exceeding eighty percent of the 2017 levels established in section 3 of this act are not eligible to generate credits under the clean fuels program. Transportation fuels that are refined or otherwise wholly or partly derived from palm oil are not eligible to generate credits under the clean fuels program;

(b) Mechanisms that allow credits to be traded and to be banked for future compliance periods; and

(c) Procedures for verifying the validity of credits and deficits generated under the clean fuels program;

(4) Mechanisms to elect to participate in the clean fuels program for persons associated with the supply chains of transportation fuels that are eligible to generate credits consistent with subsection (3) of this section, including producers, importers, distributors, users, or retailers of such fuels;

(5) Mechanisms for persons associated with the supply chains of transportation fuels that are used for purposes that are exempt from
the clean fuels program compliance obligations, including but not
limited to electricity and fuels used by aircraft, vessels, railroad
locomotives, and other exempt fuels specified in section 5 of this
act, to elect to participate in the clean fuels program by earning
credits for the production, import, distribution, use, or retail of
exempt fuels with associated life-cycle greenhouse gas emissions
lower than the per-unit standard established in section 3 of this
act;

(6) Cost containment mechanisms.

(a) Cost containment mechanisms may include, but are not limited
to:

(i) A credit clearance market designed to make credits available
for sale to regulated persons after the conclusion of a compliance
period at a department-determined price; or

(ii) Similar procedures that provide a means of compliance with
the clean fuels program requirements in the event that a regulated
person has not been able to acquire sufficient volumes of credits at
the end of a compliance period.

(b) Any cost containment mechanisms must be designed to provide
financial disincentive for regulated persons to rely on the cost
containment mechanism for purposes of program compliance instead of
seeking to generate or acquire sufficient credits under the program;

(7) Authority for the department to designate an entity to
aggregate and use unclaimed credits associated with persons that
elect not to participate in the clean fuels program under subsection
(4) of this section.

NEW SECTION. Sec. 5. (1) The rules adopted under sections 3 and
4 of this act must include exemptions for, at minimum, the following
transportation fuels:

(a) Fuels used in volumes below thresholds adopted by the
department;

(b) Fuels used for the propulsion of all aircraft, vessels, and
railroad locomotives; and

(c) Fuels used for the operation of military tactical vehicles
and tactical support equipment.

(2)(a) The rules adopted under sections 3 and 4 of this act must
exempt the following transportation fuels from greenhouse gas
emission intensity reduction requirements until January 1, 2028:
(i) Special fuel used off-road in vehicles used primarily to transport logs;
(ii) Dyed special fuel used in vehicles that are not designed primarily to transport persons or property, that are not designed to be primarily operated on highways, and that are used primarily for construction work including, but not limited to, mining and timber harvest operations; and
(iii) Dyed special fuel used for agricultural purposes exempt from chapter 82.38 RCW.

(b) Prior to January 1, 2028, fuels identified in this subsection (2) are eligible to generate credits, consistent with section 4(5) of this act. Beginning January 1, 2028, the fuels identified in this subsection (2) are subject to the greenhouse gas emission intensity reduction requirements applicable to transportation fuels specified in section 3 of this act.

(3) The department may adopt rules to specify the standards for persons to qualify for the exemptions provided in this section. The department may implement the exemptions under subsection (2) of this section to align with the implementation of exemptions for similar fuels exempt from chapter 82.38 RCW.

(4) The rules adopted under sections 3 and 4 of this act may include exemptions in addition to those described in subsections (1) and (2) of this section, but only if such exemptions are necessary, with respect to the relationship between the program and similar greenhouse gas emissions requirements or low carbon fuel standards, in order to avoid:
(a) Mismatched incentives across programs;
(b) Fuel shifting between markets; or
(c) Other results that are counter to the intent of this act.

(5) Nothing in this chapter precludes the department from adopting rules under sections 3 and 4 of this act that allow the generation of credits associated with electric or alternative transportation infrastructure that existed prior to the effective date of this section or to the start date of program requirements.

NEW SECTION. Sec. 6. (1) The rules adopted under sections 3 and 4 of this act may allow the generation of credits from activities that support the reduction of greenhouse gas emissions associated with transportation in Washington, including but not limited to:
(a) Carbon capture and sequestration projects, including but not limited to:
   (i) Innovative crude oil production projects that include carbon capture and sequestration;
   (ii) Refinery investments in carbon capture and sequestration; or
   (iii) Direct air capture projects;
(b) The fueling of electric vehicles using electricity certified by the department to have a carbon intensity of zero. Such electricity must include, at minimum:
   (i) Electricity for which a renewable energy credit or other environmental attribute has been retired or used only for purposes of the clean fuels program; and
   (ii) Electricity produced using a zero emission resource, including but not limited to solar, wind, geothermal, or the industrial combustion of biomass consistent with RCW 70.235.020(3), that is directly supplied as a transportation fuel by the generator of the electricity;
(c) The provision of zero emission vehicle refueling infrastructure, including but not limited to fast charging battery electric vehicle infrastructure and hydrogen electric vehicle refueling infrastructure; and
(d) The use of smart vehicle charging technology that results in the fueling of an electric vehicle during times when the carbon intensity of grid electricity is comparatively low.

(2) The rules adopted by the department may establish limits for the number of credits that may be earned each year by persons participating in the program for some or all of the activities specified in subsection (1) of this section.

(3) The rules adopted by the department may provide the opportunity for the department to evaluate transportation fuels using a third-party screening protocol that assesses social, environmental, or labor impacts associated with a fuel.

NEW SECTION. Sec. 7. (1) Except where otherwise provided in sections 2 through 11 of this act, the department should seek to adopt rules that are harmonized with the regulatory standards, exemptions, reporting obligations, and other clean fuels program compliance requirements of other states that:
(a) Have adopted low carbon fuel standards or similar greenhouse gas emissions requirements applicable specifically to transportation fuels; and

(b)(i) Supply, or have the potential to supply, significant quantities of transportation fuel to Washington markets; or

(ii) To which Washington supplies, or has the potential to supply, significant quantities of transportation fuel.

(2) In adopting rules under sections 3 and 4 of this act, the department must consider whether actions taken or credits generated under the clean fuels program are eligible for purposes of compliance with the clean air rule, chapter 173-442 WAC as it existed as of October 16, 2016, and whether actions taken or emissions reduction units generated under the clean air rule may be used for purposes of compliance with this section.

NEW SECTION. Sec. 8. (1)(a) Each producer or importer of any amount of a transportation fuel that is ineligible to generate credits consistent with the requirements of section 4(3) of this act must register with the department.

(b) Producers, importers, distributors, users, and retailers of transportation fuels that are eligible to generate credits consistent with section 4(3) of this act must register with the department if they elect to participate in the clean fuels program.

(c) Other persons must register with the department to generate credits from other activities that support the reduction of greenhouse gas emissions associated with transportation in Washington.

(2) Each transaction transferring ownership of transportation fuels for which clean fuels program participation is mandated or has been chosen must be accompanied by documentation, in a format approved by the department, that assigns the clean fuels program compliance responsibility associated with the fuels, including the assignment of associated credits.

(3) The department may adopt rules requiring the periodic reporting of information to the department by persons associated with the supply chains of transportation fuels participating in the clean fuels program. To the extent practicable, the rules must establish reporting procedures and timelines that are consistent with similar programs in other states that reduce the greenhouse gas emission intensity of transportation fuel and with procedures and timelines of
state programs requiring similar information to be reported by regulated parties, including electric utilities.

(4) RCW 70.94.205 applies to records or information submitted to the department under sections 2 through 13 of this act.

NEW SECTION. Sec. 9. (1)(a) Fifty percent of the revenues generated by an electric utility from credits earned from the electricity supplied to retail customers by an electric utility under the clean fuels program must be expended by the electric utility on transportation electrification projects, which may include projects to support the production and provision of renewable hydrogen as a transportation fuel.

(b) Sixty percent of the revenues described in (a) of this subsection, or thirty percent of the revenues generated by an electric utility from credits earned from the electricity supplied to retail customers by an electric utility under the clean fuels program, must be expended by the electric utility on transportation electrification projects, which may include projects to support the production and provision of renewable hydrogen as a transportation fuel, directly benefiting a highly impacted community within the service area of the utility.

(2) The department may adopt requirements for the expenditure of revenues from credits earned from the electricity supplied to retail customers by an electric utility under the clean fuels program that are applicable to the fifty percent of revenues not subject to the requirements of subsection (1) of this section. Any requirements for the expenditure of revenues from credits earned from the electricity supplied to retail customers by an electric utility under the clean fuels program must be developed in consultation with electric utilities.

(3) Electric utilities that elect to participate in the clean fuels program must annually provide information to the department accounting for and briefly describing all expenditures of revenues generated from credits earned under the clean fuels program.

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

(a) "Renewable hydrogen" means hydrogen produced using renewable resources both as the source for the hydrogen and the source for the energy input into the production process.
(b) "Renewable resource" means: (i) Water; (ii) wind; (iii) solar energy; (iv) geothermal energy; (v) renewable natural gas as defined in RCW 54.04.190; (vi) renewable hydrogen; (vii) wave, ocean, or tidal power; (viii) biodiesel fuel that is not derived from crops raised on land cleared from old growth or first growth forests; or (ix) biomass energy.

NEW SECTION. Sec. 10. (1) Beginning May 1, 2024, and each May 1st thereafter, the department must post a report on the department's web site that includes the following information regarding the previous calendar year of clean fuels program activities:
(a) The program-wide number of credits and deficits generated by entities participating in the clean fuels program;
(b) The volumes of each transportation fuel and average price per credit used to comply with the requirements of the clean fuels program;
(c) The best estimate or range in probable costs or cost savings attributable to the clean fuels program per gallon of gasoline and per gallon of diesel, as determined by an independent consultant whose services the department has contracted. The estimate or range in probable costs or cost savings from the independent consultant must be announced in a press release to the news media at the time that the report under this section is posted to the department's web site, and must be simultaneously reported to the transportation committees of the house of representatives and the senate;
(d) The total greenhouse gas emissions reductions attributable to the clean fuels program; and
(e) The range in the probable cost per ton of greenhouse gas emissions reductions attributable to fuels supported by the clean fuels program, taking into account the information in (c) and (d) of this subsection.
(2) By December 1, 2023, and each December 1st thereafter, the department must submit recommendations to the appropriate committees of the house of representatives and senate, in the form of draft legislation, for any changes to sections 2 through 13 of this act that are needed in order to more efficiently achieve the greenhouse gas emissions reduction goals of the clean fuels program.
(3) The department must identify the sources of information it relied upon in each report submitted under this section, including peer-reviewed science.
NEW SECTION. Sec. 11. (1) In consultation with the department and the department of agriculture, the department of commerce must develop a periodic fuel supply forecast to project the availability of fuels necessary for compliance with clean fuels program requirements.

(2) Based upon the estimates in subsection (3) of this section, the fuel supply forecast must include a prediction by the department of commerce regarding whether sufficient credits will be available to comply with clean fuels program requirements.

(3) The fuel supply forecast for each upcoming compliance period must include, but is not limited to, the following:

(a) An estimate of the volume of each transportation fuel available in Washington;

(b) An estimate of the total banked credits and deficits from previous compliance periods; and

(c) An estimate of the number of credits needed to meet the applicable clean fuels program requirements during the forecasted compliance period.

(4) The department of commerce must finalize a fuel supply forecast for an upcoming compliance period by no later than ninety days prior to the start of the compliance period.

(5) The department of commerce must identify the sources of information it relied upon in each fuel supply forecast submitted under this section, including peer-reviewed science.

NEW SECTION. Sec. 12. (1) The department may require that persons that are required or elect to register or report under sections 2 through 13 of this act pay a fee. If the department elects to require program participants to pay a fee, the department must, after an opportunity for public review and comment, adopt rules to establish a process to determine the payment schedule and the amount of the fee charged. The amount of the fee must be set so as to equal but not exceed the projected direct and indirect costs to the department for developing and implementing the program and the projected direct and indirect costs to the department of commerce to carry out its responsibilities under section 11 of this act. The department and the department of commerce must prepare a biennial workload analysis and provide an opportunity for public review of and comment on the workload analysis. The department shall enter into an
interagency agreement with the department of commerce to implement this section.

(2) The clean fuels program account is created in the state treasury. All receipts from fees and penalties received under the program created in this section and sections 2 through 11 of this act must be deposited into the account. Moneys in the account may be spent only after appropriation. The department may only use expenditures from the account for carrying out the program created in this section and sections 2 through 11 of this act.

NEW SECTION. Sec. 13. (1) By December 1, 2028, the joint legislative audit and review committee must analyze the impacts of the initial five years of clean fuels program implementation and must submit a report summarizing the analysis to the legislature. The analysis must include, at minimum, the following components:

(a) Costs and benefits, including environmental and public health costs and benefits, associated with this act for categories of persons participating in the clean fuels program or that are most impacted by air pollution, as defined in consultation with the departments of ecology and health and as measured on a census tract scale. This component of the analysis must, at minimum, assess the costs and benefits of changes in the following metrics since the start of the program:

(i) Levels of greenhouse gas emissions and criteria air pollutants for which the United States environmental protection agency has established national ambient air quality standards;

(ii) Fuel prices; and

(iii) Total employment in categories of industries generating credits or deficits. The categories of industries assessed must include but are not limited to electric utilities, oil refineries, and other industries involved in the production of high carbon fuels, industries involved in the delivery and sale of high carbon fuels, biofuel refineries, and industries involved in the delivery and sale of low carbon fuels;

(b) An evaluation of the information calculated and provided by the department under section 10(1) of this act; and

(c) A summary of the estimated total statewide costs and benefits attributable to the clean fuels program, including state agency administrative costs and regulated entity compliance costs. For purposes of calculating the benefits of the program, the summary may...
relies, in part, on a constant value of the social costs attributable
to greenhouse gas emissions, as identified in contemporary
internationally accepted estimates of such global social cost. This
summary must include an estimate of the total statewide costs of the
program per ton of greenhouse gas emissions reductions achieved by
the clean fuels program.

(2) This section expires June 30, 2029.

Sec. 14. RCW 43.157.010 and 2017 c 288 s 2 are each amended to
read as follows:

The definitions in this section apply throughout this chapter and
RCW 28A.525.166, 43.21A.350, and 90.58.100, unless the context
requires otherwise:

(1) "Applicant" means a person applying to the department for
designation of a development project as a project of statewide
significance.

(2) "Aviation biofuels production facility" means a facility
primarily for the processing of nonfossil biogenic feedstocks to
produce aviation fuels that meet the fuel quality technical standards
of the American society for testing materials for aviation fuels and
coproducts.

(3) "Department" means the department of commerce.

(4) "Manufacturing" shall have the meaning assigned it in RCW
82.62.010.

(5)(a) "Project of statewide significance" means:
(i) A border crossing project that involves both private and
public investments carried out in conjunction with adjacent states or
provinces;

(ii) A development project that will provide a net environmental
benefit;

(iii) A development project in furtherance of the
commercialization of innovations;

(iv) A private industrial development with private capital
investment in manufacturing or research and development;

(v) An aviation biofuels production facility; ((≡))

(vi) A project to construct a renewable fuels production facility
that will be capable of producing more than one hundred million
gallons of renewable energy products annually; or

(vii) A project designated by the legislature and codified under
this chapter.

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15

S-6902.2/20 2nd draft
To qualify for designation under RCW 43.157.030 as a project of statewide significance:

(i) The project must be completed after January 1, 2009;

(ii) The applicant must submit an application to the department for designation as a project of statewide significance to the department of commerce; and

(iii) Except for an aviation biofuels production facility, the project must have:

(A) In counties with a population less than or equal to twenty thousand, a capital investment of five million dollars;

(B) In counties with a population greater than twenty thousand but no more than fifty thousand, a capital investment of ten million dollars;

(C) In counties with a population greater than fifty thousand but no more than one hundred thousand, a capital investment of fifteen million dollars;

(D) In counties with a population greater than one hundred thousand but no more than two hundred thousand, a capital investment of twenty million dollars;

(E) In counties with a population greater than two hundred thousand but no more than four hundred thousand, a capital investment of thirty million dollars;

(F) In counties with a population greater than four hundred thousand but no more than one million, a capital investment of forty million dollars;

(G) In counties with a population greater than one million, a capital investment of fifty million dollars;

(H) In rural counties as defined by RCW 82.14.370, projected full-time employment positions after completion of construction of fifty or greater;

(I) In counties other than rural counties as defined by RCW 82.14.370, projected full-time employment positions after completion of construction of one hundred or greater; or

(J) Been qualified by the director of the department as a project of statewide significance either because:

(I) The economic circumstances of the county merit the additional assistance such designation will bring;

(II) The impact on a region due to the size and complexity of the project merits such designation;
(III) The project resulted from or is in furtherance of innovation activities at a public research institution in the state or is in or resulted from innovation activities within an innovation partnership zone; or

(IV) The project will provide a net environmental benefit as evidenced by plans for design and construction under green building standards or for the creation of renewable energy technology or components or under other environmental criteria established by the director in consultation with the director of the department of ecology.

A project may be qualified under this subsection (5)(b)(iii)(J) only after consultation on the availability of staff resources of the office of regulatory assistance.

(6) "Research and development" shall have the meaning assigned it in RCW 82.62.010.

Sec. 15. RCW 46.17.365 and 2015 3rd sp.s. c 44 s 202 are each amended to read as follows:

(1) A person applying for a motor vehicle registration and paying the vehicle license fee required in RCW 46.17.350(1) (a), (d), (e), (h), (j), (n), and (o) shall pay a motor vehicle weight fee in addition to all other fees and taxes required by law.

(a) For vehicle registrations that are due or become due before July 1, 2016, the motor vehicle weight fee:

(i) Must be based on the motor vehicle scale weight;

(ii) Is the difference determined by subtracting the vehicle license fee required in RCW 46.17.350 from the license fee in Schedule B of RCW 46.17.355, plus two dollars; and

(iii) Must be distributed under RCW 46.68.415.

(b) For vehicle registrations that are due or become due on or after July 1, 2016, the motor vehicle weight fee:

(i) Must be based on the motor vehicle scale weight as follows:

<table>
<thead>
<tr>
<th>WEIGHT</th>
<th>FEE</th>
</tr>
</thead>
<tbody>
<tr>
<td>4,000 pounds</td>
<td>$ 25.00</td>
</tr>
<tr>
<td>6,000 pounds</td>
<td>$ 45.00</td>
</tr>
<tr>
<td>8,000 pounds</td>
<td>$ 65.00</td>
</tr>
<tr>
<td>16,000 pounds and over</td>
<td>$ 72.00;</td>
</tr>
</tbody>
</table>
(ii) If the resultant motor vehicle scale weight is not listed in
the table provided in (b)(i) of this subsection, must be increased to
the next highest weight; and

(iii) Must be distributed under RCW 46.68.415 unless prior to
July 1, 2023, the actions described in (b)(iii)(A) or (B) of this
subsection occur, in which case the portion of the revenue that is
the result of the fee increased in this subsection must be
distributed to the connecting Washington account created under RCW
46.68.395.

(A) Any state agency files a notice of rule making under chapter
34.05 RCW, absent explicit legislative authorization enacted
subsequent to July 1, 2015, for a rule regarding a fuel standard
based upon or defined by the carbon intensity of fuel, including a
low carbon fuel standard or clean fuel standard.

(B) Any state agency otherwiseenacts, adopts, orders, or in any
way implements a fuel standard based upon or defined by the carbon
intensity of fuel, including a low carbon fuel standard or clean fuel
standard, without explicit legislative authorization enacted
subsequent to July 1, 2015.

(C) Nothing in this subsection acknowledges, establishes, or
creates legal authority for the department of ecology or any other
state agency to enact, adopt, order, or in any way implement a fuel
standard based upon or defined by the carbon intensity of fuel, including a
low carbon fuel standard or clean fuel standard.

(2) A person applying for a motor home vehicle registration
shall, in lieu of the motor vehicle weight fee required in subsection
(1) of this section, pay a motor home vehicle weight fee of seventy-
five dollars in addition to all other fees and taxes required by law.
The motor home vehicle weight fee must be distributed under RCW
46.68.415.

(3) Beginning July 1, 2022, in addition to the motor vehicle
weight fee as provided in subsection (1) of this section, the
department, county auditor or other agent, or subagent appointed by
the director must require an applicant to pay an additional weight
fee of ten dollars, which must be distributed to the multimodal
transportation account under RCW 47.66.070 unless prior to July 1,
2023, the actions described in (a) or (b) of this subsection occur,
in which case the portion of the revenue that is the result of the
fee increased in this subsection must be distributed to the
connecting Washington account created under RCW 46.68.395.
(a) Any state agency files a notice of rule making under chapter 34.05 RCW, absent explicit legislative authorization enacted subsequent to July 1, 2015, for a rule regarding a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard.

(b) Any state agency otherwise enacts, adopts, orders, or in any way implements a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard, without explicit legislative authorization enacted subsequent to July 1, 2015.

(c) Nothing in this subsection acknowledges, establishes, or creates legal authority for the department of ecology or any other state agency to enact, adopt, order, or in any way implement a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard.

(4) The department shall:

(a) Rely on motor vehicle empty scale weights provided by vehicle manufacturers, or other sources defined by the department, to determine the weight of each motor vehicle; and

(b) Adopt rules for determining weight for vehicles without manufacturer empty scale weights.

Sec. 16. RCW 46.25.100 and 2015 3rd sp.s. c 44 s 208 are each amended to read as follows:

(1) When a person has been disqualified from operating a commercial motor vehicle, the person is not entitled to have the commercial driver's license or commercial learner's permit restored until after the expiration of the appropriate disqualification period required under RCW 46.25.090 or until the department has received a drug and alcohol assessment and evidence is presented of satisfactory participation in or completion of any required drug or alcohol treatment program for ending the disqualification under RCW 46.25.090(7). After expiration of the appropriate period and upon payment of a requalification fee of twenty dollars until June 30, 2016, and thirty-five dollars beginning July 1, 2016, or one hundred fifty dollars if the person has been disqualified under RCW 46.25.090(7), the person may apply for a new, duplicate, or renewal commercial driver's license or commercial learner's permit as provided by law. If the person has been disqualified for a period of one year or more, the person shall demonstrate that he or she meets any condition established by rule.
the commercial driver's license or commercial learner's permit qualification standards specified in RCW 46.25.060.

(2) The fees under this section must be deposited into the highway safety fund unless prior to July 1, 2023, the actions described in (a) or (b) of this subsection occur, in which case the portion of the revenue that is the result of the fee increased in section 208, chapter 44, Laws of 2015 3rd sp. sess. must be distributed to the connecting Washington account created under RCW 46.68.395.

(a) Any state agency files a notice of rule making under chapter 34.05 RCW, absent explicit legislative authorization enacted subsequent to July 1, 2015, for a rule regarding a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard.

(b) Any state agency otherwise enacts, adopts, orders, or in any way implements a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard, without explicit legislative authorization enacted subsequent to July 1, 2015.

(c) Nothing in this subsection acknowledges, establishes, or creates legal authority for the department of ecology or any other state agency to enact, adopt, order, or in any way implement a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard.

Sec. 17. RCW 46.20.202 and 2017 c 310 s 3 are each amended to read as follows:

(1) The department may enter into a memorandum of understanding with any federal agency for the purposes of facilitating the crossing of the border between the state of Washington and the Canadian province of British Columbia.

(2) The department may enter into an agreement with the Canadian province of British Columbia for the purposes of implementing a border-crossing initiative.

(3)(a) The department may issue an enhanced driver's license or identicard for the purposes of crossing the border between the state of Washington and the Canadian province of British Columbia to an applicant who provides the department with proof of: United States citizenship, identity, and state residency. The department shall continue to offer a standard driver's license and identicard. If the
department chooses to issue an enhanced driver's license, the
department must allow each applicant to choose between a standard
driver's license or identicard, or an enhanced driver's license or
identicard.

(b) The department shall implement a one-to-many biometric
matching system for the enhanced driver's license or identicard. An
applicant for an enhanced driver's license or identicard shall submit
a biometric identifier as designated by the department. The biometric
identifier must be used solely for the purpose of verifying the
identity of the holders and for any purpose set out in RCW 46.20.037.
Applicants are required to sign a declaration acknowledging their
understanding of the one-to-many biometric match.

(c) The enhanced driver's license or identicard must include
reasonable security measures to protect the privacy of Washington
state residents, including reasonable safeguards to protect against
unauthorized disclosure of data about Washington state residents. If
the enhanced driver's license or identicard includes a radio
frequency identification chip, or similar technology, the department
shall ensure that the technology is encrypted or otherwise secure
from unauthorized data access.

(d) The requirements of this subsection are in addition to the
requirements otherwise imposed on applicants for a driver's license
or identicard. The department shall adopt such rules as necessary to
meet the requirements of this subsection. From time to time the
department shall review technological innovations related to the
security of identity cards and amend the rules related to enhanced
driver's licenses and identicards as the director deems consistent
with this section and appropriate to protect the privacy of
Washington state residents.

(e) Notwithstanding RCW 46.20.118, the department may make images
associated with enhanced drivers' licenses or identicards from the
negative file available to United States customs and border agents
for the purposes of verifying identity.

(4) Beginning on July 23, 2017, the fee for an enhanced driver's
license or enhanced identicard is twenty-four dollars, which is in
addition to the fees for any regular driver's license or identicard.
If the enhanced driver's license or enhanced identicard is issued,
renewed, or extended for a period other than six years, the fee for
each class is four dollars for each year that the enhanced driver's
license or enhanced identicard is issued, renewed, or extended.
(5) The enhanced driver's license and enhanced identicard fee under this section must be deposited into the highway safety fund unless prior to July 1, 2023, the actions described in (a) or (b) of this subsection occur, in which case the portion of the revenue that is the result of the fee increased in section 209, chapter 44, Laws of 2015 3rd sp. sess. must be distributed to the connecting Washington account created under RCW 46.68.395.

(a) Any state agency files a notice of rule making under chapter 34.05 RCW, absent explicit legislative authorization enacted subsequent to July 1, 2015, for a rule regarding a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard.

(b) Any state agency otherwise enacts, adopts, orders, or in any way implements a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard, without explicit legislative authorization enacted subsequent to July 1, 2015.

(c) Nothing in this subsection acknowledges, establishes, or creates legal authority for the department of ecology or any other state agency to enact, adopt, order, or in any way implement a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard.

Sec. 18. RCW 46.25.052 and 2015 3rd sp. s c 44 s 206 are each amended to read as follows:

(1) The department may issue a CLP to an applicant who is at least eighteen years of age and holds a valid Washington state driver's license and who has:

(a) Submitted an application on a form or in a format provided by the department;

(b) Passed the general knowledge examination required for issuance of a CDL under RCW 46.25.060 for the commercial motor vehicle classification in which the applicant operates or expects to operate; and

(c) Paid the appropriate examination fee or fees and an application fee of ten dollars until June 30, 2016, and forty dollars beginning July 1, 2016.

(2) A CLP must be marked "commercial learner's permit" or "CLP," and must be, to the maximum extent practicable, tamperproof. Other
than a photograph of the applicant, it must include, but not be limited to, the information required on a CDL under RCW 46.25.080(1).

(3) The holder of a CLP may drive a commercial motor vehicle on a highway only when in possession of a valid driver's license and accompanied by the holder of a valid CDL who has the proper CDL classification and endorsement or endorsements necessary to operate the commercial motor vehicle. The CDL holder must at all times be physically present in the front seat of the vehicle next to the CLP holder or, in the case of a passenger vehicle, directly behind or in the first row behind the driver and must have the CLP holder under observation and direct supervision.

(4) A CLP may be classified in the same manner as a CDL under RCW 46.25.080(2)(a).

(5) CLPs may be issued with only P, S, or N endorsements as described in RCW 46.25.080(2)(b).

(a) The holder of a CLP with a P endorsement must have taken and passed the P endorsement knowledge examination. The holder of a CLP with a P endorsement is prohibited from operating a commercial motor vehicle carrying passengers other than authorized employees or representatives of the department and the federal motor carrier safety administration, examiners, other trainees, and the CDL holder accompanying the CLP holder as required under subsection (2) of this section. The P endorsement must be class specific.

(b) The holder of a CLP with an S endorsement must have taken and passed the S endorsement knowledge examination. The holder of a CLP with an S endorsement is prohibited from operating a school bus with passengers other than authorized employees or representatives of the department and the federal motor carrier safety administration, examiners, other trainees, and the CDL holder accompanying the CLP holder as required under subsection (2) of this section.

(c) The holder of a CLP with an N endorsement must have taken and passed the N endorsement knowledge examination. The holder of a CLP with an N endorsement may only operate an empty tank vehicle and is prohibited from operating any tank vehicle that previously contained hazardous materials and has not been purged of any residue.

(6) A CLP may be issued with appropriate restrictions as described in RCW 46.25.080(2)(c). In addition, a CLP may be issued with the following restrictions:

(a) "P" restricts the driver from operating a bus with passengers;
(b) "X" restricts the driver from operating a tank vehicle that contains cargo; and

(c) Any restriction as established by rule of the department.

(7) The holder of a CLP is not authorized to operate a commercial motor vehicle transporting hazardous materials.

(8) A CLP may not be issued for a period to exceed one hundred eighty days. The department may renew the CLP for one additional one hundred eighty-day period without requiring the CLP holder to retake the general and endorsement knowledge examinations.

(9) The department must transmit the fees collected for CLPs to the state treasurer for deposit in the highway safety fund unless prior to July 1, 2023, the actions described in (a) or (b) of this subsection occur, in which case the portion of the revenue that is the result of the fee increased in section 206, chapter 44, Laws of 2015 3rd sp. sess. must be distributed to the connecting Washington account created under RCW 46.68.395.

(a) Any state agency files a notice of rule making under chapter 34.05 RCW, absent explicit legislative authorization enacted subsequent to July 1, 2015, for a rule regarding a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard.

(b) Any state agency otherwise enacts, adopts, orders, or in any way implements a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard, without explicit legislative authorization enacted subsequent to July 1, 2015.

(c) Nothing in this subsection acknowledges, establishes, or creates legal authority for the department of ecology or any other state agency to enact, adopt, order, or in any way implement a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard.

Sec. 19. RCW 46.25.060 and 2015 3rd sp.s. c 44 s 207 are each amended to read as follows:

(1)(a) No person may be issued a commercial driver's license unless that person:

(i) Is a resident of this state;

(ii) Has successfully completed a course of instruction in the operation of a commercial motor vehicle that has been approved by the
director or has been certified by an employer as having the skills
and training necessary to operate a commercial motor vehicle safely;

(iii) If he or she does not hold a valid commercial driver's
license of the appropriate classification, has been issued a
commercial learner's permit under RCW 46.25.052; and

(iv) Has passed a knowledge and skills examination for driving a
commercial motor vehicle that complies with minimum federal standards
established by federal regulation enumerated in 49 C.F.R. Part 383,
subparts F, G, and H, in addition to other requirements imposed by
state law or federal regulation. The department may not allow the
person to take the skills examination during the first fourteen days
after initial issuance of the person's commercial learner's permit.
The examinations must be prescribed and conducted by the department.

(b) In addition to the fee charged for issuance or renewal of any
license, the applicant shall pay a fee of no more than ten dollars
until June 30, 2016, and thirty-five dollars beginning July 1, 2016,
for the classified knowledge examination, classified endorsement
knowledge examination, or any combination of classified license and
endorsement knowledge examinations. The applicant shall pay a fee of
no more than one hundred dollars until June 30, 2016, and two hundred
fifty dollars beginning July 1, 2016, for each classified skill
examination or combination of classified skill examinations conducted
by the department.

(c) The department may authorize a person, including an agency of
this or another state, an employer, a private driver training
facility, or other private institution, or a department, agency, or
instrumentality of local government, to administer the skills
examination specified by this section under the following conditions:

(i) The examination is the same which would otherwise be
administered by the state;

(ii) The third party has entered into an agreement with the state
that complies with the requirements of 49 C.F.R. Sec. 383.75; and

(iii) The director has adopted rules as to the third party
testing program and the development and justification for fees
charged by any third party.

(d) If the applicant's primary use of a commercial driver's
license is for any of the following, then the applicant shall pay a
fee of no more than seventy-five dollars until June 30, 2016, and two
hundred twenty-five dollars beginning July 1, 2016, for the
classified skill examination or combination of classified skill
examination.
examinations whether conducted by the department or a third-party tester:

(i) Public benefit not-for-profit corporations that are federally supported head start programs; or

(ii) Public benefit not-for-profit corporations that support early childhood education and assistance programs as described in RCW (43.215.405(2)), 43.216.505(2).

(e) Beginning July 1, 2016, if the applicant's primary use of a commercial driver's license is to drive a school bus, the applicant shall pay a fee of no more than one hundred dollars for the classified skill examination or combination of classified skill examinations conducted by the department.

(f) Beginning July 1, 2016, payment of the examination fees under this subsection entitles the applicant to take the examination up to two times in order to pass.

(2)(a) The department may waive the skills examination and the requirement for completion of a course of instruction in the operation of a commercial motor vehicle specified in this section for a commercial driver's license applicant who meets the requirements of 49 C.F.R. Sec. 383.77.

(b) An applicant who operates a commercial motor vehicle for agribusiness purposes is exempt from the course of instruction completion and employer skills and training certification requirements under this section. By January 1, 2010, the department shall submit recommendations regarding the continuance of this exemption to the transportation committees of the legislature. For purposes of this subsection (2)(b), "agribusiness" means a private carrier who in the normal course of business primarily transports:

(i) Farm machinery, farm equipment, implements of husbandry, farm supplies, and materials used in farming;

(ii) Agricultural inputs, such as seed, feed, fertilizer, and crop protection products;

(iii) Unprocessed agricultural commodities, as defined in RCW 17.21.020, where such commodities are produced by farmers, ranchers, vineyardists, or orchardists; or

(iv) Any combination of (b)(i) through (iii) of this subsection.

The department shall notify the transportation committees of the legislature if the federal government takes action affecting the exemption provided in this subsection (2)(b).
(3) A commercial driver's license or commercial learner's permit may not be issued to a person while the person is subject to a disqualification from driving a commercial motor vehicle, or while the person's driver's license is suspended, revoked, or canceled in any state, nor may a commercial driver's license be issued to a person who has a commercial driver's license issued by any other state unless the person first surrenders all such licenses, which must be returned to the issuing state for cancellation.

(4) The fees under this section must be deposited into the highway safety fund unless prior to July 1, 2023, the actions described in (a) or (b) of this subsection occur, in which case the portion of the revenue that is the result of the fee increased in section 207, chapter 44, Laws of 2015 3rd sp. sess. must be distributed to the connecting Washington account created under RCW 46.68.395.

(a) Any state agency files a notice of rule making under chapter 34.05 RCW, absent explicit legislative authorization enacted subsequent to July 1, 2015, for a rule regarding a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard.

(b) Any state agency otherwise enacts, adopts, orders, or in any way implements a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard, without explicit legislative authorization enacted subsequent to July 1, 2015.

(c) Nothing in this subsection acknowledges, establishes, or creates legal authority for the department of ecology or any other state agency to enact, adopt, order, or in any way implement a fuel standard based upon or defined by the carbon intensity of fuel, including a low carbon fuel standard or clean fuel standard.

Sec. 20. RCW 70.94.431 and 2019 c 284 s 5 are each amended to read as follows:

(1)(a) Except as provided in RCW 43.05.060 through 43.05.080 and 43.05.150, and in addition to or as an alternate to any other penalty provided by law, any person who violates any of the provisions of this chapter, chapter 70.120 or 70.310 RCW, RCW 70.235.080, or any of the rules in force under such chapters or section may incur a civil penalty in an amount not to exceed ten thousand dollars per day for each violation. Each such violation shall be a separate and distinct penalty.

Code Rev/ML:lel 27 S-6902.2/20 2nd draft
offense, and in case of a continuing violation, each day's continuance shall be a separate and distinct violation.

(b) Any person who fails to take action as specified by an order issued pursuant to this chapter shall be liable for a civil penalty of not more than ten thousand dollars for each day of continued noncompliance.

(2)(a) Penalties incurred but not paid shall accrue interest, beginning on the ninety-first day following the date that the penalty becomes due and payable, at the highest rate allowed by RCW 19.52.020 on the date that the penalty becomes due and payable. If violations or penalties are appealed, interest shall not begin to accrue until the thirty-first day following final resolution of the appeal.

(b) The maximum penalty amounts established in this section may be increased annually to account for inflation as determined by the state office of the economic and revenue forecast council.

(3) Each act of commission or omission which procures, aids or abets in the violation shall be considered a violation under the provisions of this section and subject to the same penalty. The penalties provided in this section shall be imposed pursuant to RCW 43.21B.300.

(4) ((All)) Except as provided in section 12 of this act, all penalties recovered under this section by the department shall be paid into the state treasury and credited to the air pollution control account established in RCW 70.94.015 or, if recovered by the authority, shall be paid into the treasury of the authority and credited to its funds. If a prior penalty for the same violation has been paid to a local authority, the penalty imposed by the department under subsection (1) of this section shall be reduced by the amount of the payment.

(5) To secure the penalty incurred under this section, the state or the authority shall have a lien on any vessel used or operated in violation of this chapter which shall be enforced as provided in RCW 60.36.050.

(6) Public or private entities that are recipients or potential recipients of department grants, whether for air quality related activities or not, may have such grants rescinded or withheld by the department for failure to comply with provisions of this chapter.

(7) In addition to other penalties provided by this chapter, persons knowingly under-reporting emissions or other information used to set fees, or persons required to pay emission or permit fees who
are more than ninety days late with such payments may be subject to a penalty equal to three times the amount of the original fee owed.

(8) The department shall develop rules for excusing excess emissions from enforcement action if such excess emissions are unavoidable. The rules shall specify the criteria and procedures for the department and local air authorities to determine whether a period of excess emissions is excusable in accordance with the state implementation plan.

NEW SECTION. Sec. 21. (1) In order to ensure adequate funding for transportation needs in the future and to augment the revenue increase from this act with the other needed resources for transportation infrastructure investments, the department may not require a reduction in the carbon intensity of transportation fuel under section 3 of this act, and section 3 of this act does not take effect, until an additive transportation funding act is enacted after January 1, 2020.

(2) For the purposes of this section, "additive transportation funding act" means an act in which:

(a) The combined total of new revenues deposited into the motor vehicle fund and the multimodal transportation account exceed two billion dollars per biennium; and

(b) Funding is provided in an amount sufficient, in conjunction with a plan that includes additional identified and committed sources of revenue, to complete replacements of the Interstate 5 bridge that crosses the Columbia river and the US 2 trestle.

(3) The director of the department must provide written notice of the effective date of section 3 of this act to affected parties, the chief clerk of the house of representatives, the secretary of the senate, the office of the code reviser, and others as deemed appropriate by the department.

NEW SECTION. Sec. 22. Sections 2 through 13 and 21 of this act are each added to chapter 70.94 RCW and codified with the subchapter heading of "clean fuels."

NEW SECTION. Sec. 23. If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances is not affected.
NEW SECTION. Sec. 24. If specific funding for the purposes of this act, referencing this act by bill or chapter number, is not provided by June 30, 2020, in the omnibus appropriations act, this act is null and void."

E2SHB 1110 - S COMM AMD
By Committee on Environment, Energy & Technology

On page 1, line 2 of the title, after "fuels;" strike the remainder of the title and insert "amending RCW 43.157.010, 46.17.365, 46.25.100, 46.20.202, 46.25.052, 46.25.060, and 70.94.431; adding new sections to chapter 70.94 RCW; creating new sections; prescribing penalties; providing a contingent effective date; and providing an expiration date."

EFFECT: Makes the Clean Fuels Program contingent upon enacting a transportation funding act that includes (1) new revenues to the motor vehicle fund and multimodal transportation account that exceed two billion dollars and (2) sufficient funding and a plan to complete replacements of the I-5 bridge over the Columbia River and the US 2 trestle.

Delays the start date for the Clean Fuels Program one year, from January 1, 2021, to January 1, 2022, or as soon thereafter as the contingent effective conditions occur.

Delays by one year reporting dates for the Department of Ecology and the Joint Legislative Audit and Review Committee.

Allows the Department of Ecology to adopt rules to provide the opportunity to evaluate transportation fuels using a third-party screening protocol that assesses social, environmental, or labor impacts associated with a fuel.

Modifies how utilities can spend revenue generated by credits by replacing "federally designated nonattainment or maintenance areas" with highly impacted communities.

Defines highly impacted community.

Establishes that a renewable fuels production facility producing more than 100 million gallons of renewable energy products per year is a project of statewide significance.

Makes technical corrections.

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