

2SHB 1481 - S COMM AMD

By Committee on Environment, Water & Energy

1 Strike everything after the enacting clause and insert the
2 following:

3 "NEW SECTION. **Sec. 1.** The legislature finds the development of
4 electric vehicle infrastructure to be a critical step in creating jobs,
5 fostering economic growth, reducing greenhouse gas emissions, reducing
6 our reliance on foreign fuels, and reducing the pollution of Puget
7 Sound attributable to the operation of petroleum-based vehicles on
8 streets and highways. Limited driving distance between battery charges
9 is a fundamental disadvantage and obstacle to broad consumer adoption
10 of vehicles powered by electricity. In order to eliminate this
11 fundamental disadvantage and dramatically increase consumer acceptance
12 and usage of electric vehicles, it is essential that an infrastructure
13 of convenient electric vehicle charging opportunities be developed.
14 The purpose of this act is to encourage the transition to electric
15 vehicle use and to expedite the establishment of a convenient, cost-
16 effective, electric vehicle infrastructure that such a transition
17 necessitates. The state's success in encouraging this transition will
18 serve as an economic stimulus to the creation of short-term and long-
19 term jobs as the entire automobile industry and its associated direct
20 and indirect jobs transform over time from combustion to electric
21 vehicles.

22 NEW SECTION. **Sec. 2.** (1) A regional transportation planning
23 organization containing any county with a population in excess of one
24 million in collaboration with representatives from the department of
25 ecology, the department of community, trade, and economic development,
26 local governments, and the office of regulatory affairs must seek
27 federal or private funding for the planning for, deployment of, or
28 regulations concerning electric vehicle infrastructure. These efforts
29 should include:

1 (a) Development of short-term and long-term plans outlining how
2 state, regional, and local government construction may include electric
3 vehicle infrastructure in publicly available parking and government
4 fleet vehicle parking, including what ratios of charge spots to parking
5 may be appropriate based on location or type of facility or building;

6 (b) Consultations with the state building code council and the
7 department of labor and industries to coordinate the plans with state
8 standards for new residential, commercial, and industrial buildings to
9 ensure that the appropriate electric circuitry is installed to support
10 electric vehicle infrastructure;

11 (c) Consultation with the workforce development council and the
12 higher education coordinating board to ensure the development of
13 appropriate educational and training opportunities for citizens of the
14 state in support of the transition of some portion of vehicular
15 transportation from combustion to electric vehicles;

16 (d) Development of an implementation plan for counties with a
17 population greater than five hundred thousand with the goal of having
18 public and private parking spaces, in the aggregate, be ten percent
19 electric vehicle ready by December 31, 2018;

20 (e) Consideration of, to what extent, if any, state preemption of
21 local regulation of electric vehicle infrastructure is appropriate in
22 order to encourage rapid deployment of electric vehicle infrastructure;
23 and

24 (f) Development of model ordinances and guidance for local
25 governments for siting and installing electric vehicle infrastructure,
26 and appropriate handling, recycling, and storage of electric vehicle
27 batteries and equipment.

28 (2) These plans and any recommendations development as a result of
29 the consultations required by this section must be submitted to the
30 legislature by December 31, 2010, or as soon as reasonably practicable
31 after the securing of any federal or private funding.

32 (3) The definitions in this subsection apply through this section
33 unless the context clearly requires otherwise.

34 (a) "Battery charging station" means an electrical component
35 assembly or cluster of component assemblies designed specifically to
36 charge batteries within electric vehicles, which meet or exceed any
37 standards, codes, and regulations set forth by chapter 19.28 RCW and
38 consistent with rules adopted under section 15 of this act.

1 (b) "Battery exchange station" means a fully automated facility
2 that will enable an electric vehicle with a swappable battery to enter
3 a drive lane and exchange the depleted battery with a fully charged
4 battery through a fully automated process, which meets or exceeds any
5 standards, codes, and regulations set forth by chapter 19.28 RCW and
6 consistent with rules adopted under section 15 of this act.

7 (c) "Electric vehicle infrastructure" means structures, machinery,
8 and equipment necessary to support an electric vehicle, including
9 battery charging stations, rapid charging stations, and battery
10 exchange stations.

11 (d) "Rapid charging station" means an industrial grade electrical
12 outlet that allows for faster recharging of electric vehicle batteries
13 through higher power levels, which meets or exceeds any standards,
14 codes, and regulations set forth by chapter 19.28 RCW and consistent
15 with rules adopted under section 15 of this act.

16 NEW SECTION. **Sec. 3.** A new section is added to chapter 82.29A RCW
17 to read as follows:

18 (1) Leasehold excise tax may not be imposed on leases to tenants of
19 public lands for purposes of installing, maintaining, and operating
20 electric vehicle infrastructure.

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

23 (a) "Battery charging station" means an electrical component
24 assembly or cluster of component assemblies designed specifically to
25 charge batteries within electric vehicles, which meet or exceed any
26 standards, codes, and regulations set forth by chapter 19.28 RCW and
27 consistent with rules adopted under section 15 of this act.

28 (b) "Battery exchange station" means a fully automated facility
29 that will enable an electric vehicle with a swappable battery to enter
30 a drive lane and exchange the depleted battery with a fully charged
31 battery through a fully automated process, which meets or exceeds any
32 standards, codes, and regulations set forth by chapter 19.28 RCW and
33 consistent with rules adopted under section 15 of this act.

34 (c) "Electric vehicle infrastructure" means structures, machinery,
35 and equipment necessary to support an electric vehicle, including
36 battery charging stations, rapid charging stations, and battery
37 exchange stations.

1 (d) "Rapid charging station" means an industrial grade electrical
2 outlet that allows for faster recharging of electric vehicle batteries
3 through higher power levels, which meets or exceeds any standards,
4 codes, and regulations set forth by chapter 19.28 RCW and consistent
5 with rules adopted under section 15 of this act.

6 (3) This section expires January 1, 2020.

7 NEW SECTION. **Sec. 4.** A new section is added to chapter 82.08 RCW
8 to read as follows:

9 (1) The tax imposed by RCW 82.08.020 does not apply to:

10 (a) The sale of electric vehicle batteries;

11 (b) The sale of or charge made for labor and services rendered in
12 respect to installing, repairing, altering, or improving electric
13 vehicle batteries;

14 (c) The sale of or charge made for labor and services rendered in
15 respect to installing, constructing, repairing, or improving electric
16 vehicle infrastructure; and

17 (d) The sale of tangible personal property that will become a
18 component of electric vehicle infrastructure during the course of
19 installing, constructing, repairing, or improving electric vehicle
20 infrastructure.

21 (2) Sellers may make tax exempt sales under this section only if
22 the buyer provides the seller with an exemption certification in a form
23 and manner prescribed by the department. The seller must retain a copy
24 of the certificate for the seller's files.

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

27 (a) "Battery charging station" means an electrical component
28 assembly or cluster of component assemblies designed specifically to
29 charge batteries within electric vehicles, which meet or exceed any
30 standards, codes, and regulations set forth by chapter 19.28 RCW and
31 consistent with rules adopted under section 15 of this act.

32 (b) "Battery exchange station" means a fully automated facility
33 that will enable an electric vehicle with a swappable battery to enter
34 a drive lane and exchange the depleted battery with a fully charged
35 battery through a fully automated process, which meets or exceeds any
36 standards, codes, and regulations set forth by chapter 19.28 RCW and
37 consistent with rules adopted under section 15 of this act.

1 (c) "Electric vehicle infrastructure" means structures, machinery,
2 and equipment necessary to support an electric vehicle, including
3 battery charging stations, rapid charging stations, and battery
4 exchange stations.

5 (d) "Rapid charging station" means an industrial grade electrical
6 outlet that allows for faster recharging of electric vehicle batteries
7 through higher power levels, which meets or exceeds any standards,
8 codes, and regulations set forth by chapter 19.28 RCW and consistent
9 with rules adopted under section 15 of this act.

10 (4) This section expires January 1, 2020.

11 NEW SECTION. **Sec. 5.** A new section is added to chapter 82.12 RCW
12 to read as follows:

13 (1) The tax imposed by RCW 82.12.020 does not apply to the use of:

14 (a) Electric vehicle batteries;

15 (b) Labor and services rendered in respect to installing,
16 repairing, altering, or improving electric vehicle batteries; and

17 (c) Tangible personal property that will become a component of
18 electric vehicle infrastructure during the course of installing,
19 constructing, repairing, or improving electric vehicle infrastructure.

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

22 (a) "Battery charging station" means an electrical component
23 assembly or cluster of component assemblies designed specifically to
24 charge batteries within electric vehicles, which meet or exceed any
25 standards, codes, and regulations set forth by chapter 19.28 RCW and
26 consistent with rules adopted under section 15 of this act.

27 (b) "Battery exchange station" means a fully automated facility
28 that will enable an electric vehicle with a swappable battery to enter
29 a drive lane and exchange the depleted battery with a fully charged
30 battery through a fully automated process, which meets or exceeds any
31 standards, codes, and regulations set forth by chapter 19.28 RCW and
32 consistent with rules adopted under section 15 of this act.

33 (c) "Electric vehicle infrastructure" means structures, machinery,
34 and equipment necessary to support an electric vehicle, including
35 battery charging stations, rapid charging stations, and battery
36 exchange stations.

1 (d) "Rapid charging station" means an industrial grade electrical
2 outlet that allows for faster recharging of electric vehicle batteries
3 through higher power levels, which meets or exceeds any standards,
4 codes, and regulations set forth by chapter 19.28 RCW and consistent
5 with rules adopted under section 15 of this act.

6 (3) This section expires January 1, 2020.

7 NEW SECTION. **Sec. 6.** A new section is added to chapter 79.13 RCW
8 under the subchapter heading "general provisions" to read as follows:

9 (1) The state and any local government, including any housing
10 authority, is authorized to lease land owned by such an entity to any
11 person for purposes of installing, maintaining, and operating a battery
12 charging station, a battery exchange station, or a rapid charging
13 station, for a term not in excess of fifty years, for rent of not less
14 than one dollar per year, and with such other terms as the public
15 entity's governing body determines in its sole discretion.

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

18 (a) "Battery charging station" means an electrical component
19 assembly or cluster of component assemblies designed specifically to
20 charge batteries within electric vehicles, which meet or exceed any
21 standards, codes, and regulations set forth by chapter 19.28 RCW and
22 consistent with rules adopted under section 15 of this act.

23 (b) "Battery exchange station" means a fully automated facility
24 that will enable an electric vehicle with a swappable battery to enter
25 a drive lane and exchange the depleted battery with a fully charged
26 battery through a fully automated process, which meets or exceeds any
27 standards, codes, and regulations set forth by chapter 19.28 RCW and
28 consistent with rules adopted under section 15 of this act.

29 (c) "Electric vehicle infrastructure" means structures, machinery,
30 and equipment necessary to support an electric vehicle, including
31 battery charging stations, rapid charging stations, and battery
32 exchange stations.

33 (d) "Rapid charging station" means an industrial grade electrical
34 outlet that allows for faster recharging of electric vehicle batteries
35 through higher power levels, which meets or exceeds any standards,
36 codes, and regulations set forth by chapter 19.28 RCW and consistent
37 with rules adopted under section 15 of this act.

1 **Sec. 7.** RCW 43.19.648 and 2007 c 348 s 202 are each amended to
2 read as follows:

3 (1) Effective June 1, 2015, all state agencies and local government
4 subdivisions of the state, to the extent determined practicable by the
5 rules adopted by the department of community, trade, and economic
6 development pursuant to RCW 43.325.080, are required to satisfy one
7 hundred percent of their fuel usage for operating publicly owned
8 vessels, vehicles, and construction equipment from electricity or
9 biofuel.

10 (2) In order to phase in this transition for the state, all state
11 agencies, to the extent determined practicable by the department of
12 community, trade, and economic development by rules adopted pursuant to
13 RCW 43.325.080, are required to achieve forty percent fuel usage for
14 operating publicly owned vessels, vehicles, and construction equipment
15 from electricity or biofuel by June 1, 2013. The department of general
16 administration, in consultation with the department of community,
17 trade, and economic development, shall report to the governor and the
18 legislature by December 1, 2013, on what percentage of the state's fuel
19 usage is from electricity or biofuel.

20 (3) Except for cars owned or operated by the Washington state
21 patrol, when tires on vehicles in the state's motor vehicle fleet are
22 replaced, they must be replaced with tires that have the same or better
23 rolling resistance as the original tires.

24 (4) By December 31, 2015, the state must, to the extent
25 practicable, install electrical outlets capable of charging electric
26 vehicles in each of the state's fleet parking and maintenance
27 facilities.

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

30 (a) "Battery charging station" means an electrical component
31 assembly or cluster of component assemblies designed specifically to
32 charge batteries within electric vehicles, which meet or exceed any
33 standards, codes, and regulations set forth by chapter 19.28 RCW and
34 consistent with rules adopted under section 15 of this act.

35 (b) "Battery exchange station" means a fully automated facility
36 that will enable an electric vehicle with a swappable battery to enter
37 a drive lane and exchange the depleted battery with a fully charged

1 battery through a fully automated process, which meets or exceeds any
2 standards, codes, and regulations set forth by chapter 19.28 RCW and
3 consistent with rules adopted under section 15 of this act.

4 NEW SECTION. Sec. 8. A new section is added to chapter 43.21C RCW
5 to read as follows:

6 (1) The installation of individual battery charging stations and
7 battery exchange stations, which individually are categorically exempt
8 under the rules adopted under RCW 43.21C.110, shall not be disqualified
9 from such categorically exempt status as a result of their being parts
10 of a larger proposal that includes other such facilities and related
11 utility networks under the rules adopted under RCW 43.21C.110.

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

14 (a) "Battery charging station" means an electrical component
15 assembly or cluster of component assemblies designed specifically to
16 charge batteries within electric vehicles, which meet or exceed any
17 standards, codes, and regulations set forth by chapter 19.28 RCW and
18 consistent with rules adopted under section 15 of this act.

19 (b) "Battery exchange station" means a fully automated facility
20 that will enable an electric vehicle with a swappable battery to enter
21 a drive lane and exchange the depleted battery with a fully charged
22 battery through a fully automated process, which meets or exceeds any
23 standards, codes, and regulations set forth by chapter 19.28 RCW and
24 consistent with rules adopted under section 15 of this act.

25 NEW SECTION. Sec. 9. A new section is added to chapter 35.63 RCW
26 to read as follows:

27 (1) By July 1, 2011, the development regulations of any
28 jurisdiction planning under this chapter must allow electric vehicle
29 infrastructure as a use in all areas except those zoned for residential
30 or resource use or critical areas. A jurisdiction may adopt and apply
31 other development regulations that do not have the effect of precluding
32 the siting of electric vehicle infrastructure in areas where that use
33 is allowed.

34 (2) Cities are authorized to adopt incentive programs to encourage
35 the retrofitting of existing structures with the electrical outlets

1 capable of charging electric vehicles. Incentives may include bonus
2 height, site coverage, floor area ratio, and transferable development
3 rights for use in urban growth areas.

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

6 (a) "Battery charging station" means an electrical component
7 assembly or cluster of component assemblies designed specifically to
8 charge batteries within electric vehicles, which meet or exceed any
9 standards, codes, and regulations set forth by chapter 19.28 RCW and
10 consistent with rules adopted under section 15 of this act.

11 (b) "Battery exchange station" means a fully automated facility
12 that will enable an electric vehicle with a swappable battery to enter
13 a drive lane and exchange the depleted battery with a fully charged
14 battery through a fully automated process, which meets or exceeds any
15 standards, codes, and regulations set forth by chapter 19.28 RCW and
16 consistent with rules adopted under section 15 of this act.

17 (c) "Electric vehicle infrastructure" means structures, machinery,
18 and equipment necessary to support an electric vehicle, including
19 battery charging stations, rapid charging stations, and battery
20 exchange stations.

21 (d) "Rapid charging station" means an industrial grade electrical
22 outlet that allows for faster recharging of electric vehicle batteries
23 through higher power levels, which meets or exceeds any standards,
24 codes, and regulations set forth by chapter 19.28 RCW and consistent
25 with rules adopted under section 15 of this act.

26 NEW SECTION. **Sec. 10.** A new section is added to chapter 35A.63
27 RCW to read as follows:

28 (1) By July 1, 2011, the development regulations of any
29 jurisdiction planning under this chapter must allow electric vehicle
30 infrastructure as a use in all areas except those zoned for residential
31 or resource use or critical areas. A jurisdiction may adopt and apply
32 other development regulations that do not have the effect of precluding
33 the siting of electric vehicle infrastructure in areas where that use
34 is allowed.

35 (2) Code cities are authorized to adopt incentive programs to
36 encourage the retrofitting of existing structures with the electrical

1 outlets capable of charging electric vehicles. Incentives may include
2 bonus height, site coverage, floor area ratio, and transferable
3 development rights for use in urban growth areas.

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

6 (a) "Battery charging station" means an electrical component
7 assembly or cluster of component assemblies designed specifically to
8 charge batteries within electric vehicles, which meet or exceed any
9 standards, codes, and regulations set forth by chapter 19.28 RCW and
10 consistent with rules adopted under section 15 of this act.

11 (b) "Battery exchange station" means a fully automated facility
12 that will enable an electric vehicle with a swappable battery to enter
13 a drive lane and exchange the depleted battery with a fully charged
14 battery through a fully automated process, which meets or exceeds any
15 standards, codes, and regulations set forth by chapter 19.28 RCW and
16 consistent with rules adopted under section 15 of this act.

17 (c) "Electric vehicle infrastructure" means structures, machinery,
18 and equipment necessary to support an electric vehicle, including
19 battery charging stations, rapid charging stations, and battery
20 exchange stations.

21 (d) "Rapid charging station" means an industrial grade electrical
22 outlet that allows for faster recharging of electric vehicle batteries
23 through higher power levels, which meets or exceeds any standards,
24 codes, and regulations set forth by chapter 19.28 RCW and consistent
25 with rules adopted under section 15 of this act.

26 NEW SECTION. **Sec. 11.** A new section is added to chapter 36.70 RCW
27 to read as follows:

28 (1) By July 1, 2011, the development regulations of any
29 jurisdiction planning under this chapter must allow electric vehicle
30 infrastructure as a use in all areas except those zoned for residential
31 or resource use or critical areas. A jurisdiction may adopt and apply
32 other development regulations that do not have the effect of precluding
33 the siting of electric vehicle infrastructure in areas where that use
34 is allowed.

35 (2) Counties and cities are authorized to adopt incentive programs
36 to encourage the retrofitting of existing structures with the

1 electrical outlets capable of charging electric vehicles. Incentives
2 may include bonus height, site coverage, floor area ratio, and
3 transferable development rights for use in urban growth areas.

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

6 (a) "Battery charging station" means an electrical component
7 assembly or cluster of component assemblies designed specifically to
8 charge batteries within electric vehicles, which meet or exceed any
9 standards, codes, and regulations set forth by chapter 19.28 RCW and
10 consistent with rules adopted under section 15 of this act.

11 (b) "Battery exchange station" means a fully automated facility
12 that will enable an electric vehicle with a swappable battery to enter
13 a drive lane and exchange the depleted battery with a fully charged
14 battery through a fully automated process, which meets or exceeds any
15 standards, codes, and regulations set forth by chapter 19.28 RCW and
16 consistent with rules adopted under section 15 of this act.

17 (c) "Electric vehicle infrastructure" means structures, machinery,
18 and equipment necessary to support an electric vehicle, including
19 battery charging stations, rapid charging stations, and battery
20 exchange stations.

21 (d) "Rapid charging station" means an industrial grade electrical
22 outlet that allows for faster recharging of electric vehicle batteries
23 through higher power levels, which meets or exceeds any standards,
24 codes, and regulations set forth by chapter 19.28 RCW and consistent
25 with rules adopted under section 15 of this act.

26 NEW SECTION. **Sec. 12.** A new section is added to chapter 36.70A
27 RCW to read as follows:

28 (1) By July 1, 2011, the development regulations of any
29 jurisdiction planning under this chapter must allow electric vehicle
30 infrastructure as a use in all areas except those zoned for residential
31 or resource use or critical areas. A jurisdiction may adopt and apply
32 other development regulations that do not have the effect of precluding
33 the siting of electric vehicle infrastructure in areas where that use
34 is allowed.

35 (2) Counties and cities are authorized to adopt incentive programs
36 to encourage the retrofitting of existing structures with the

1 electrical outlets capable of charging electric vehicles. Incentives
2 may include bonus height, site coverage, floor area ratio, and
3 transferable development rights for use in urban growth areas.

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

6 (a) "Battery charging station" means an electrical component
7 assembly or cluster of component assemblies designed specifically to
8 charge batteries within electric vehicles, which meet or exceed any
9 standards, codes, and regulations set forth by chapter 19.28 RCW and
10 consistent with rules adopted under section 15 of this act.

11 (b) "Battery exchange station" means a fully automated facility
12 that will enable an electric vehicle with a swappable battery to enter
13 a drive lane and exchange the depleted battery with a fully charged
14 battery through a fully automated process, which meets or exceeds any
15 standards, codes, and regulations set forth by chapter 19.28 RCW and
16 consistent with rules adopted under section 15 of this act.

17 (c) "Electric vehicle infrastructure" means structures, machinery,
18 and equipment necessary to support an electric vehicle, including
19 battery charging stations, rapid charging stations, and battery
20 exchange stations.

21 (d) "Rapid charging station" means an industrial grade electrical
22 outlet that allows for faster recharging of electric vehicle batteries
23 through higher power levels, which meets or exceeds any standards,
24 codes, and regulations set forth by chapter 19.28 RCW and consistent
25 with rules adopted under section 15 of this act.

26 NEW SECTION. **Sec. 13.** A new section is added to chapter 47.38 RCW
27 to read as follows:

28 (1) As a necessary and desirable step to spur public and private
29 investment in electric vehicle infrastructure in accordance with
30 section 1 of this act, and to begin implementing the provisions of RCW
31 43.19.648, the legislature authorizes an alternative fuels corridor
32 pilot project capable of supporting electric vehicle charging and
33 battery exchange technologies.

34 (2) To the extent permitted under federal programs, rules, or law,
35 the department may enter into partnership agreements with other public
36 and private entities for the use of land and facilities along state

1 routes and within interstate highway rights-of-way for an alternative
2 fuels corridor pilot project. At a minimum, the pilot project must:

3 (a) Limit renewable fuel and vehicle technology offerings to those
4 with a forecasted demand over the next fifteen years and approved by
5 the department;

6 (b) Ensure that a pilot project site does not compete with existing
7 retail businesses in the same geographic area for the provision of the
8 same refueling services, recharging technologies, or other retail
9 commercial activities;

10 (c) Provide existing truck stop operators and retail truck
11 refueling businesses with an absolute right of first refusal over the
12 offering of refueling services to class six trucks with a maximum gross
13 vehicle weight of twenty-six thousand pounds within the same geographic
14 area identified for a possible pilot project site;

15 (d) Reach agreement with the department of services for the blind
16 ensuring that any activities at host sites do not materially affect the
17 revenues forecasted from their vending operations at each site;

18 (e) Regulate the internal rate of return from the partnership,
19 including provisions to reduce or eliminate the level of state support
20 once the partnership attains economic self-sufficiency;

21 (f) Be limited to not more than five locations on state-owned land
22 within federal interstate rights-of-way or state highway rights-of-way
23 in Washington; and

24 (g) Be limited in duration to a term of years reasonably necessary
25 for the partnership to recover the cost of capital investments, plus
26 the regulated internal rate of return.

27 (3) The department is not responsible for providing capital
28 equipment nor operating refueling or recharging services. The
29 department must provide periodic status reports on the pilot project to
30 the office of financial management and the relevant standing committees
31 of the legislature not less than every biennium.

32 NEW SECTION. **Sec. 14.** A new section is added to chapter 47.38 RCW
33 to read as follows:

34 (1) By December 31, 2015, the state must, to the extent
35 practicable, install electrical outlets capable of charging electric
36 vehicles in each state-operated highway rest stop.

1 (2) By December 31, 2015, the state must provide the opportunity to
2 lease space for the limited purpose of installing and operating a
3 battery exchange station or a battery charging station in appropriate
4 state-owned highway rest stops.

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

7 (a) "Battery charging station" means an electrical component
8 assembly or cluster of component assemblies designed specifically to
9 charge batteries within electric vehicles, which meet or exceed any
10 standards, codes, and regulations set forth by chapter 19.28 RCW and
11 consistent with rules adopted under section 15 of this act.

12 (b) "Battery exchange station" means a fully automated facility
13 that will enable an electric vehicle with a swappable battery to enter
14 a drive lane and exchange the depleted battery with a fully charged
15 battery through a fully automated process, which meets or exceeds any
16 standards, codes, and regulations set forth by chapter 19.28 RCW and
17 consistent with rules adopted under section 15 of this act.

18 NEW SECTION. **Sec. 15.** A new section is added to chapter 19.27 RCW
19 to read as follows:

20 The building code council shall adopt rules for electric vehicle
21 infrastructure requirements. Rules adopted by the state building code
22 council must consider applicable national and international standards
23 and be consistent with rules adopted under section 16 of this act.

24 NEW SECTION. **Sec. 16.** A new section is added to chapter 19.28 RCW
25 to read as follows:

26 The director shall adopt by rule standards for the installation of
27 electric vehicle infrastructure, including all wires and equipment that
28 convey electric current and any equipment to be operated by electric
29 current, in, on, or about buildings or structures. The rules must be
30 consistent with rules adopted under section 15 of this act.

31 NEW SECTION. **Sec. 17.** The joint transportation committee shall
32 evaluate the development of road use fees for vehicles that are not
33 reliant, or are minimally reliant, on oil based fuels as part of the
34 long-term analysis of transportation funding methods required by

1 chapter 8, Laws of 2009. In addition to any other issues that the
2 committee investigates, the evaluation must include methods of
3 assessing variable rate fees depending on location and time of day."

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By Committee on Environment, Water & Energy

4 On page 1, line 1 of the title, after "vehicles;" strike the
5 remainder of the title and insert "amending RCW 43.19.648; adding a new
6 section to chapter 82.29A RCW; adding a new section to chapter 82.08
7 RCW; adding a new section to chapter 82.12 RCW; adding a new section to
8 chapter 79.13 RCW; adding a new section to chapter 43.21C RCW; adding
9 a new section to chapter 35.63 RCW; adding a new section to chapter
10 35A.63 RCW; adding a new section to chapter 36.70 RCW; adding a new
11 section to chapter 36.70A RCW; adding new sections to chapter 47.38
12 RCW; adding a new section to chapter 19.27 RCW; adding a new section to
13 chapter 19.28 RCW; creating new sections; and providing expiration
14 dates."

EFFECT: Revises the preemption language that electric vehicle infrastructure is a permitted use subject to local site development standards.

Clarifies that the definitions for electric vehicle infrastructure must meet electrical standards adopted by the department of labor and industries and the state building code council.

Clarifies that the alternative corridor pilot project will not compete with existing retail and commercial activities.

Requires the joint transportation committee to evaluate road use fees for nonpetroleum reliant vehicles.

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