

# SENATE BILL REPORT

## SB 6435

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As Reported by Senate Committee On:  
Labor, Commerce & Consumer Protection, January 28, 2010

**Title:** An act relating to electric vehicle infrastructure.

**Brief Description:** Requiring the building code council to adopt rules for installing outlets to charge vehicles.

**Sponsors:** Senator Honeyford.

**Brief History:**

**Committee Activity:** Labor, Commerce & Consumer Protection: 1/25/10, 1/28/10 [DP].

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### SENATE COMMITTEE ON LABOR, COMMERCE & CONSUMER PROTECTION

**Majority Report:** Do pass.

Signed by Senators Kohl-Welles, Chair; Keiser, Vice Chair; Holmquist, Ranking Minority Member; Franklin, Honeyford, King and Kline.

**Staff:** Ingrid Mungia (786-7423)

**Background:** By the year 2015, all state agencies and local government subdivisions of the state must satisfy 100 percent of their fuel needs for all vessels, vehicles, and construction equipment from electricity or biofuels. If after 2015 the Department of Community, Trade and Economic Development (DCTED) determines that the 100 percent biofuel use mandate is not practicable, then the DCTED may suspend, delay, or modify the requirement.

In 2009 legislation was passed to promote the use of electric vehicles through the creation of an electric vehicle infrastructure. The Puget Sound Regional Council was required to seek federal or private funding to develop recommendations regarding development of electric vehicle infrastructure. The state was directed to install charging outlets for electric vehicles in areas such as rest stops, and state parking and maintenance facilities. Additionally, tax incentives for electric vehicle infrastructure were provided. The legislation also authorized an alternative fuels corridor pilot project.

The State Building Code Council (Council) was directed to adopt rules for electric vehicle infrastructure requirements. The electric vehicle charging infrastructure must consider

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applicable national and international standards and be consistent with rules adopted by the Department of Labor and Industries.

**Summary of Bill:** The Council, by July 1, 2012, must adopt rules for new residential structures that require the installation of an appropriate electrical outlet to charge electric vehicles at areas commonly used for parking vehicles.

**Appropriation:** None.

**Fiscal Note:** Not requested.

**Committee/Commission/Task Force Created:** No.

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

**Staff Summary of Public Testimony:** PRO: This bill is in response to the number of anticipated electrical vehicles being put into use and needing charging facilities. In new homes we need the infrastructure so that the vehicles could be charged and put in the garage and have a very minimal cost impact.

OTHER: The Council is prepared to enter into rule making on the electric vehicle issue if we are directed by the Legislature. This bill gives us specific direction about what the infrastructure is. One of the problems we have had in previous legislation is to try and identify what the infrastructure is. Another issue we have had is what portion of the technical requirements comes under the building code and what portion comes under the electrical code. We would need to coordinate closely with the Department of Labor & Industries (L&I). The electric vehicle outlet is a little bit different from other outlet classification rulemaking. This will take a little bit more coordination because the Council is telling people where to put the outlets and L&I will be inspecting the how part.

**Persons Testifying:** PRO: Senator Honeyford, prime sponsor.

OTHER: Ron Fuller, L&I Electrical; Tim Nogler, Washington State Building Code Council.