

SENATE BILL REPORT

SB 5446

As of February 10, 2015

Title: An act relating to requiring incentives for electric vehicle readiness in buildings.

Brief Description: Requiring incentives for electric vehicle readiness in buildings.

Sponsors: Senators Hobbs, Lias, Mullet, Litzow, Pedersen, Fain, Frockt, McAuliffe, Benton, Chase and Jayapal; by request of Governor Inslee.

Brief History:

Committee Activity: Energy, Environment & Telecommunications: 2/05/15.

SENATE COMMITTEE ON ENERGY, ENVIRONMENT & TELECOMMUNICATIONS

Staff: Jan Odano (786-7486)

Background: Local planning commissions are granted legislative authority with citizen review and recommendations on planning-related matters. The planning commissions often have two distinct functions: to prepare and revise the community's comprehensive plan and local land use regulations, such as the zoning or subdivision code; and to review development proposals, such as site plans and subdivisions, and make recommendations to the local governing body.

The development regulations for each city and county must be consistent with the comprehensive plan for that city and county. As of July 1, 2010, local development regulations for cities, towns, and counties must allow electric vehicle infrastructure as a use in all zones except residential or resource use or critical areas in the following jurisdictions adjacent to:

- Interstate 5, 90, 405, or State Route 520, when the population is over 20,000 and in King County;
- Interstate 5 and located in Thurston County; and
- Interstate 5 and located in a county with a population over 600,000.

The Department of Commerce was required to develop model ordinances, development regulations, and guidance for local governments for siting and installing electric vehicle infrastructure, especially for battery charging stations, by July 1, 2011. As of July 1, 2011, or six months after distribution of the model ordinances, regulations, and guidance, any jurisdiction adjacent to Interstate 5, 90, 405, or State Route 520, must allow electric vehicle

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

infrastructure as a use in all areas, except those zoned for residential or resource use, or critical areas.

Cities and counties may adopt incentive programs to encourage retrofitting of existing structures with outlets capable of charging electric vehicles. A jurisdiction may adopt and apply development regulations that do not have the effect of precluding the siting of electric vehicle infrastructure.

Summary of Bill: The bill as referred to committee not considered.

Summary of Bill (Proposed Substitute): The development regulations for cities, towns, and counties are expanded to allow electric vehicle infrastructure and battery charging stations as a use in all areas, including multifamily residences. The exception for areas zoned for resource use or critical areas remains. Cities, towns, and counties must adopt incentive programs to encourage rapid charging station electrical outlets for electric vehicles in new structures.

Appropriation: None.

Fiscal Note: Available.

Committee/Commission/Task Force Created: No.

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