SENATE BILL REPORT
SB 5811

As of February 13, 2019

Title: An act relating to reducing emissions by making changes to the clean car standards and clean car program.

Brief Description: Reducing emissions by making changes to the clean car standards and clean car program.

Sponsors: Senators Nguyen, Rolfes, Wilson, C., Liias, Das, Hunt, Kuderer and Saldaña.

Brief History:
  Committee Activity: Environment, Energy & Technology: 2/12/19.

Brief Summary of Bill

- Authorizes the Department of Ecology (DOE) to adopt California zero emission vehicle program regulations.

- Removes the requirement for DOE to convene an advisory group to review rules prior to rule adoption.

- Removes the requirement for the order of adoption to include the Governor's signature.

- Expands the types of vehicles required to meet California standards to include medium duty vehicles.

- Expands the types of vehicles on which a manufacturer is required to affix a label that discloses comparative greenhouse gas emissions for that new vehicle to include medium duty vehicles.

SENATE COMMITTEE ON ENVIRONMENT, ENERGY & TECHNOLOGY

Staff: Angela Kleis (786-7469)

Background: Under the federal Clean Air Act, states have the option to implement either federal motor vehicle emission standards, or California motor vehicle emissions standards for passenger cars, light-duty trucks, and medium-duty passenger vehicles. The motor vehicle

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emissions standards established by California contain both low-emission and zero emission requirements.

In 2005, the Legislature adopted the California emission standards for passenger cars, light duty trucks, and medium duty passenger vehicles in effect on January 1, 2005, except for the zero emission vehicle standards. Under current law, DOE has rulemaking authority to implement standards and to amend rules to maintain consistency with the California standards and federal laws. DOE must convene an advisory group to review and comment on any proposed rules or changes to rules prior to rule adoption. The order for final adoption of a rule must include the Governor's signature.

Under current law, no model year 2010 or subsequent model year new passenger car, light duty truck, or medium duty passenger vehicle may be sold in Washington unless there is a label on which the manufacturer clearly discloses comparative greenhouse gas emissions for that new vehicle.

Summary of Bill: The restriction on the adoption of California zero emission vehicle program regulations is removed. Additionally, the requirements regarding the advisory group, review of rules prior to adoption, and the order for final adoption are removed. The types of vehicles required to meet California standards is expanded to include medium duty vehicles.

The types of vehicles on which a manufacturer is required to affix a label that discloses comparative greenhouse gas emissions for that new vehicle is expanded to include medium duty vehicles.

Appropriation: None.

Fiscal Note: Requested on February 8, 2019.

Creates Committee/Commission/Task Force that includes Legislative members: No.

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

Staff Summary of Public Testimony: PRO: This bill helps improve air quality. Washington residents should have access to the full range of ZEV options that are available in other ZEV states.

CON: We oppose the ZEV mandate. This is a manufacturer mandate to make more ZEVs, which is not fair and unnecessarily drives up costs. This bill does not support air quality.

Persons Testifying: PRO: Senator Joe Nguyen, Prime Sponsor; Craig Kenworthy, Puget Sound Clean Air Agency.

CON: Mike Ennis, Association of Washington Business; Michael Transue, Association of Global Automakers; Ryan Spiller, Alliance of Auto Manufacturers.

Persons Signed In To Testify But Not Testifying: No one.