
HOUSE BILL 1481

State of Washington

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By Representatives Eddy, Crouse, McCoy, Haler, Carlyle, Armstrong, Hunt, White, Dunshee, Priest, Appleton, Orwall, Rolfes, Hudgins, Hinkle, Upthegrove, Clibborn, Morrell, Ormsby, Kenney, Maxwell, Dickerson, and Pedersen

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1 AN ACT Relating to electric vehicles; amending RCW 43.19.648 and
2 43.330.310; adding a new section to chapter 84.36 RCW; adding a new
3 section to chapter 82.29A RCW; adding a new section to chapter 82.04
4 RCW; adding a new section to chapter 82.08 RCW; adding a new section to
5 chapter 82.12 RCW; adding a new section to chapter 82.14 RCW; adding a
6 new section to chapter 79.13 RCW; adding new sections to chapter 43.19
7 RCW; adding a new section to chapter 35.92 RCW; adding a new section to
8 chapter 54.16 RCW; adding a new section to chapter 80.28 RCW; adding a
9 new section to chapter 28C.18 RCW; adding new sections to chapter
10 43.21C RCW; adding new sections to chapter 19.27 RCW; adding a new
11 section to chapter 36.70A RCW; adding a new section to chapter 43.63A
12 RCW; adding a new chapter to Title 43 RCW; and providing expiration
13 dates.

14 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

15 NEW SECTION. **Sec. 1.** The legislature finds the development of
16 electric vehicle infrastructure to be a critical step in creating jobs,
17 fostering economic growth, reducing greenhouse gas emissions, and
18 stemming the effects of climate change in Washington state. Limited
19 driving distance between battery charges is a fundamental disadvantage

1 and obstacle to broad consumer adoption of vehicles powered by
2 electricity. In order to eliminate this fundamental disadvantage and
3 dramatically increase consumer acceptance and usage of electric
4 vehicles, it is essential that an infrastructure of convenient electric
5 vehicle charging opportunities be developed. The purpose of this act
6 is to encourage the transition to electric vehicle use and to expedite
7 the establishment of a convenient, cost-effective, electric vehicle
8 infrastructure that such a transition necessitates. The state's
9 success in encouraging this transition will serve as an economic
10 stimulus to the creation of short-term and long-term jobs as the entire
11 automobile industry and its associated direct and indirect jobs
12 transform over time from combustion to electric vehicles.

13 NEW SECTION. **Sec. 2.** A new section is added to chapter 84.36 RCW
14 to read as follows:

15 (1) The assessed value of any property for purposes of taxes
16 collected under chapters 84.52 and 84.55 RCW must be determined without
17 regard to any electric vehicle infrastructure that may be installed
18 thereon.

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

21 (a) "Electric vehicle" means a passenger vehicle that uses
22 electricity as its primary source of power, such as a plug-in electric
23 vehicle or plug-in hybrid electric vehicle.

24 (b) "Electric vehicle infrastructure" means structures, labor,
25 machinery, equipment, circuitry, and electrical appliances necessary to
26 support an electric vehicle, including battery recharging stations and
27 outlets and battery exchange stations.

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

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

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

35 (a) "Electric vehicle" means a passenger vehicle that uses

1 electricity as its primary source of power, such as a plug-in electric
2 vehicle or plug-in hybrid electric vehicle.

3 (b) "Electric vehicle infrastructure" means structures, labor,
4 machinery, equipment, circuitry, and electrical appliances necessary to
5 support an electric vehicle, including battery recharging stations and
6 outlets and battery exchange stations.

7 NEW SECTION. **Sec. 4.** A new section is added to chapter 82.04 RCW
8 to read as follows:

9 (1) When the state and any local jurisdiction imposes a business
10 and occupation tax, there may be deducted from the basis of tax those
11 costs relating directly to the installation of electric vehicle
12 infrastructure incurred by businesses. The deduction may be taken
13 commencing in the year the costs are incurred and thereafter for each
14 of the following ten years, or until the deduction equals the amount of
15 such costs.

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

18 (a) "Electric vehicle" means a passenger vehicle that uses
19 electricity as its primary source of power, such as a plug-in electric
20 vehicle or plug-in hybrid electric vehicle.

21 (b) "Electric vehicle infrastructure" means structures, labor,
22 machinery, equipment, circuitry, and electrical appliances necessary to
23 support an electric vehicle, including battery recharging stations and
24 outlets and battery exchange stations.

25 (3) This section expires December 31, 2019.

26 NEW SECTION. **Sec. 5.** A new section is added to chapter 82.08 RCW
27 to read as follows:

28 (1) The tax levied by RCW 82.08.020 does not apply to the sale of
29 electric vehicles or electric vehicle batteries or to the installation
30 of electric vehicle infrastructure and its installation.

31 (2) For the purposes of this section, "electric vehicle" means a
32 passenger vehicle that uses electricity as its primary source of power,
33 such as a plug-in electric vehicle or plug-in hybrid electric vehicle.

34 (3) For purposes of this section, "electric vehicle infrastructure"
35 means structures, labor, machinery, equipment, circuitry, and

1 electrical appliances necessary to support an electric vehicle,
2 including battery recharging stations and outlets and battery exchange
3 stations.

4 (4) This section expires December 31, 2019.

5 NEW SECTION. **Sec. 6.** A new section is added to chapter 82.12 RCW
6 to read as follows:

7 (1) The provisions of this chapter do not apply with respect to the
8 use of electric vehicles or electric vehicle batteries or to the use of
9 electric vehicle infrastructure and its installation.

10 (2) For the purposes of this section, "electric vehicle" means a
11 passenger vehicle that uses electricity as its primary source of power,
12 such as a plug-in electric vehicle or plug-in hybrid electric vehicle.

13 (3) For purposes of this section, "electric vehicle infrastructure"
14 means structures, labor, machinery, equipment, circuitry, and
15 electrical appliances necessary to support an electric vehicle,
16 including battery recharging stations and outlets and battery exchange
17 stations.

18 (4) This section expires December 31, 2019.

19 NEW SECTION. **Sec. 7.** A new section is added to chapter 82.14 RCW
20 to read as follows:

21 (1) The tax levied under the provisions of this chapter does not
22 apply to the sale of electric vehicles or electric vehicle batteries or
23 to the installation of electric vehicle infrastructure.

24 (2) For the purposes of this section, "electric vehicle" means a
25 passenger vehicle that uses electricity as its primary source of power,
26 such as a plug-in electric vehicle or plug-in hybrid electric vehicle.

27 (3) For purposes of this section, "electric vehicle infrastructure"
28 means structures, labor, machinery, equipment, circuitry, and
29 electrical appliances necessary to support an electric vehicle,
30 including battery recharging stations and outlets and battery exchange
31 stations.

32 (4) This section expires December 31, 2019.

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

35 (1) The state and any local government, including any housing

1 authority, is authorized to lease land owned by such an entity to any
2 person for purposes of installing, maintaining, and operating an
3 electric vehicle charging facility or electric vehicle infrastructure,
4 for a term not in excess of fifty years, for rent of not less than one
5 dollar per year, and with such other terms as the public entity's
6 governing body determines in its sole discretion.

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

9 (a) "Electric vehicle" means a passenger vehicle that uses
10 electricity as its primary source of power, such as a plug-in electric
11 vehicle or plug-in hybrid electric vehicle.

12 (b) "Electric vehicle infrastructure" means structures, labor,
13 machinery, equipment, circuitry, and electrical appliances necessary to
14 support an electric vehicle, including battery recharging stations and
15 outlets and battery exchange stations.

16 **Sec. 9.** RCW 43.19.648 and 2007 c 348 s 202 are each amended to
17 read as follows:

18 (1) Effective June 1, 2015, all state agencies and local government
19 subdivisions of the state, to the extent determined practicable by the
20 rules adopted by the department of community, trade, and economic
21 development pursuant to RCW 43.325.080, are required to satisfy one
22 hundred percent of their fuel usage for operating publicly owned
23 vessels, vehicles, and construction equipment from electricity or
24 biofuel.

25 (2) In order to phase in this transition, all state agencies and
26 local governmental subdivisions of the state, to the extent determined
27 practicable by the department of community, trade, and economic
28 development by rules adopted pursuant to RCW 43.325.080, are required
29 to achieve fuel usage for operating publicly owned vessels, vehicles,
30 and construction equipment from electricity or biofuel in at least the
31 following stages:

- 32 (a) Ten percent by December 31, 2012;
- 33 (b) Twenty percent by December 31, 2013;
- 34 (c) Forty percent by December 31, 2014;
- 35 (d) Sixty percent by December 31, 2015; and
- 36 (e) One hundred percent by December 31, 2016.

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

5 NEW SECTION. **Sec. 10.** A new section is added to chapter 43.19 RCW
6 to read as follows:

7 (1) By December 31, 2015, the state must, to the extent
8 practicable, install charging outlets to the specifications dictated by
9 the governing standards bodies capable of charging a fleet of all
10 electric vehicles in each of the state's fleet parking and maintenance
11 facilities.

12 (2) By December 31, 2015, the state must, to the extent
13 practicable, install charging outlets capable of charging electric
14 vehicles in each state-owned highway rest stop.

15 (3) By December 31, 2015, the state must install or lease space for
16 the installation of a battery exchange station capable of exchanging
17 and recharging removable battery sets for use in all electric vehicles
18 in appropriate state-owned highway rest stops.

19 (4) Electric vehicle charging outlets and infrastructure must
20 conform to rules adopted under section 24 of this act.

21 (5) For the purposes of this section, "electric vehicle" means a
22 passenger vehicle that uses electricity as its primary source of power,
23 such as a plug-in electric vehicle or plug-in hybrid electric vehicle.

24 NEW SECTION. **Sec. 11.** A new section is added to chapter 35.92 RCW
25 to read as follows:

26 (1) Municipal utilities under this chapter are encouraged to secure
27 the environmental benefits of all electric vehicle use by utilizing all
28 electric vehicles for their own vehicle fleets and by promoting the use
29 of all electric vehicles by others to take advantage of the
30 opportunities that electric vehicle use has for effectively storing
31 intermittent generation of electricity by renewable generating
32 resources, such as solar and wind, and for shifting recharge demands to
33 off-peak periods.

34 (2) For the purposes of this section, "electric vehicle" means a
35 passenger vehicle that uses electricity as its primary source of power,
36 such as a plug-in electric vehicle or plug-in hybrid electric vehicle.

1 NEW SECTION. **Sec. 12.** A new section is added to chapter 54.16 RCW
2 to read as follows:

3 (1) Public utility districts under this chapter are encouraged to
4 secure the environmental benefits of all electric vehicle use by
5 utilizing all electric vehicles for their own vehicle fleets and by
6 promoting the use of all electric vehicles by others to take advantage
7 of the opportunities that electric vehicle use has for effectively
8 storing intermittent generation of electricity by renewable generating
9 resources, such as solar and wind, and for shifting recharge demands to
10 off-peak periods.

11 (2) For the purposes of this section, "electric vehicle" means a
12 passenger vehicle that uses electricity as its primary source of power,
13 such as a plug-in electric vehicle or plug-in hybrid electric vehicle.

14 NEW SECTION. **Sec. 13.** A new section is added to chapter 80.28 RCW
15 to read as follows:

16 (1) Investor-owned electric utilities under this chapter are
17 encouraged to secure the environmental benefits of all electric vehicle
18 use by utilizing all electric vehicles for their own vehicle fleets and
19 by promoting the use of all electric vehicles by others to take
20 advantage of battery recharge electric use and the opportunities that
21 electric vehicle use has for effectively storing intermittent
22 generation of electricity by renewable generating resources, such as
23 solar and wind, and for use of off-peak power.

24 (2) For the purposes of this section, "electric vehicle" means a
25 passenger vehicle that is a plug-in electric vehicle or plug-in hybrid
26 vehicle.

27 NEW SECTION. **Sec. 14.** A new section is added to chapter 28C.18
28 RCW to read as follows:

29 The board shall:

30 (1) Facilitate collaboration among stakeholders to develop the
31 workforce needed to transform and support an electrified transportation
32 network and vehicle fleet;

33 (2) In collaboration with stakeholders, establish and maintain a
34 state strategic plan for ensuring an adequate supply of workers to
35 transform and support an electrified transportation network and vehicle
36 fleet in Washington state; and

1 (3) Report to the governor and legislature by December 31, 2010,
2 and annually thereafter, on progress on the state plan and make
3 additional recommendations as necessary.

4 **Sec. 15.** RCW 43.330.310 and 2008 c 14 s 9 are each amended to read
5 as follows:

6 (1) The legislature establishes a comprehensive green economy jobs
7 growth initiative based on the goal of, by 2020, increasing the number
8 of green economy jobs to twenty-five thousand from the eight thousand
9 four hundred green economy jobs the state had in 2004.

10 (2) The department, in consultation with the employment security
11 department, the state workforce training and education coordinating
12 board, the state board (~~(of—[for])~~) for community and technical
13 colleges, and the higher education coordinating board, shall develop a
14 defined list of terms, consistent with current workforce and economic
15 development terms, associated with green economy industries and jobs.

16 (3)(a) The employment security department, in consultation with the
17 department, the state workforce training and education coordinating
18 board, the state board for community and technical colleges, the higher
19 education coordinating board, Washington State University small
20 business development center, and the Washington State University
21 extension energy program, shall conduct labor market research to
22 analyze the current labor market and projected job growth in the green
23 economy, the current and projected recruitment and skill requirement of
24 green economy industry employers, the wage and benefits ranges of jobs
25 within green economy industries, and the education and training
26 requirements of entry-level and incumbent workers in those industries.

27 (b) The University of Washington business and economic development
28 center shall: Analyze the current opportunities for and participation
29 in the green economy by minority and women-owned business enterprises
30 in Washington; identify existing barriers to their successful
31 participation in the green economy; and develop strategies with
32 specific policy recommendations to improve their successful
33 participation in the green economy. The research may be informed by
34 the research of the Puget Sound regional council prosperity
35 partnership, as well as other entities. The University of Washington
36 business and economic development center shall report to the

1 appropriate committees of the house of representatives and the senate
2 on their research, analysis, and recommendations by December 1, 2008.

3 (4) Based on the findings from subsection (3) of this section, the
4 employment security department, in consultation with the department and
5 taking into account the requirements and goals of chapter 14, Laws of
6 2008 and other state clean energy and energy efficiency policies, shall
7 propose which industries will be considered high-demand green
8 industries, based on current and projected job creation and their
9 strategic importance to the development of the state's green economy.
10 The employment security department and the department shall take into
11 account which jobs within green economy industries will be considered
12 high-wage occupations and occupations that are part of career pathways
13 to the same, based on family-sustaining wage and benefits ranges.
14 These designations, and the results of the employment security
15 department's broader labor market research, shall inform the planning
16 and strategic direction of the department, the state workforce training
17 and education coordinating board, the state board for community and
18 technical colleges, and the higher education coordinating board.

19 (5) The department shall identify emerging technologies and
20 innovations that are likely to contribute to advancements in the green
21 economy, including the activities in designated innovation partnership
22 zones established in RCW 43.330.270.

23 (6) The department, consistent with the priorities established by
24 the state economic development commission, shall:

25 (a) Develop targeting criteria for existing investments, and make
26 recommendations for new or expanded financial incentives and
27 comprehensive strategies, to recruit, retain, and expand green economy
28 industries and small businesses; and

29 (b) Make recommendations for new or expanded financial incentives
30 and comprehensive strategies to stimulate research and development of
31 green technology and innovation, including designating innovation
32 partnership zones linked to the green economy.

33 (7) For the purposes of this section, "target populations" means

34 (a) entry-level or incumbent workers in high-demand green industries
35 who are in, or are preparing for, high-wage occupations; (b) dislocated
36 workers in declining industries who may be retrained for high-wage
37 occupations in high-demand green industries; (c) dislocated
38 agriculture, timber, or energy sector workers who may be retrained for

1 high-wage occupations in high-demand green industries; (d) eligible
2 veterans or national guard members; (e) disadvantaged populations; or
3 (f) anyone eligible to participate in the state opportunity grant
4 program under RCW 28B.50.271.

5 (8) The legislature directs the state workforce training and
6 education coordinating board to create and pilot green industry skill
7 panels. These panels shall consist of business representatives from
8 industry sectors related to clean energy, labor unions representing
9 workers in those industries or labor affiliates administering state-
10 approved, joint apprenticeship programs or labor-management partnership
11 programs that train workers for these industries, state and local
12 veterans agencies, employer associations, educational institutions, and
13 local workforce development councils within the region that the panels
14 propose to operate, and other key stakeholders as determined by the
15 applicant. Any of these stakeholder organizations are eligible to
16 receive grants under this section and serve as the intermediary that
17 convenes and leads the panel. Panel applicants must provide labor
18 market and industry analysis that demonstrates high demand, or demand
19 of strategic importance to the development of the state's clean energy
20 economy as identified in this section, for high-wage occupations, or
21 occupations that are part of career pathways to the same, within the
22 relevant industry sector. The panel shall:

23 (a) Conduct labor market and industry analyses, in consultation
24 with the employment security department, and drawing on the findings of
25 its research when available;

26 (b) Plan strategies to meet the recruitment and training needs of
27 the industry and small businesses; and

28 (c) Leverage and align other public and private funding sources.

29 (9) The green industries jobs training account is created in the
30 state treasury. Moneys from the account must be utilized to supplement
31 the state opportunity grant program established under RCW 28B.50.271.
32 All receipts from appropriations directed to the account must be
33 deposited into the account. Expenditures from the account may be used
34 only for the activities identified in this subsection. The state board
35 for community and technical colleges, in consultation with the state
36 workforce training and education coordinating board, informed by the
37 research of the employment security department and the strategies

1 developed in this section, may authorize expenditures from the account.
2 The state board for community and technical colleges must distribute
3 grants from the account on a competitive basis.

4 (a)(i) Allowable uses of these grant funds, which should be used
5 when other public or private funds are insufficient or unavailable, may
6 include:

7 (A) Curriculum development;

8 (B) Transitional jobs strategies for dislocated workers in
9 declining industries who may be retrained for high-wage occupations in
10 green industries;

11 (C) Workforce education to target populations; and

12 (D) Adult basic and remedial education as necessary linked to
13 occupation skills training.

14 (ii) Allowable uses of these grant funds do not include student
15 assistance and support services available through the state opportunity
16 grant program under RCW 28B.50.271.

17 (b) Applicants eligible to receive these grants may be any
18 organization or a partnership of organizations that has demonstrated
19 expertise in:

20 (i) Implementing effective education and training programs that
21 meet industry demand; and

22 (ii) Recruiting and supporting, to successful completion of those
23 training programs carried out under these grants, the target
24 populations of workers.

25 (c) In awarding grants from the green industries jobs training
26 account, the state board for community and technical colleges shall
27 give priority to applicants that demonstrate the ability to:

28 (i) Use labor market and industry analysis developed by the
29 employment security department and green industry skill panels in the
30 design and delivery of the relevant education and training program, and
31 otherwise utilize strategies developed by green industry (~~skills~~
32 ~~{skill}~~) skill panels;

33 (ii) Leverage and align existing public programs and resources and
34 private resources toward the goal of recruiting, supporting, educating,
35 and training target populations of workers;

36 (iii) Work collaboratively with other relevant stakeholders in the
37 regional economy;

1 (iv) Link adult basic and remedial education, where necessary, with
2 occupation skills training;

3 (v) Involve employers and, where applicable, labor unions in the
4 determination of relevant skills and competencies and, where relevant,
5 the validation of career pathways; and

6 (vi) Ensure that supportive services, where necessary, are
7 integrated with education and training and are delivered by
8 organizations with direct access to and experience with the targeted
9 population of workers.

10 (10) Jobs created as a result of the need to transition to and
11 support an electrified transportation network and vehicle fleet under
12 this act are green economy jobs for the purposes of this section.

13 NEW SECTION. Sec. 16. (1) The state preempts the regulation of
14 electric vehicle infrastructure except as specified in section 21 of
15 this act, provided that local jurisdictions retain their traditional
16 regulatory permitting authority for administrative permit issuance,
17 such as electrical and building permits. The proprietary interests of
18 a local or state authority are not affected by this provision.

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

21 (a) "Electric vehicle" means a passenger vehicle that uses
22 electricity as its primary source of power, such as a plug-in electric
23 vehicle or plug-in hybrid electric vehicle.

24 (b) "Electric vehicle infrastructure" means structures, labor,
25 machinery, equipment, circuitry, and electrical appliances necessary to
26 support an electric vehicle, including battery recharging stations and
27 outlets and battery exchange stations.

28 NEW SECTION. Sec. 17. (1) Counties with a population over five
29 hundred thousand must create an implementation schedule for local
30 jurisdictions, with a goal to have the county's private and public
31 parking spaces electric vehicle ready in at least the following stages:

32 (a) Two percent by December 31, 2013;

33 (b) Five percent by December 31, 2015; and

34 (c) Ten percent by December 31, 2018.

35 (2) For the purposes of this section, "electric vehicle" means a

1 passenger vehicle that uses electricity as its primary source of power,
2 such as a plug-in electric vehicle or plug-in hybrid electric vehicle.

3 NEW SECTION. **Sec. 18.** A new section is added to chapter 43.21C
4 RCW to read as follows:

5 (1) The siting, permitting, and installation of electric vehicle
6 infrastructure are not subject to the requirements of RCW
7 43.21C.030(2)(c) except as indicated in subsection (2) of this section.

8 (2) The siting, permitting, and construction of electric vehicle
9 battery exchange stations are not subject to the requirements of RCW
10 43.21C.030(2)(c) except to the extent that:

11 (a) The use or construction exceeds the maximum levels specified in
12 WAC 197-11-800(1)(c); or

13 (b) The use is in or over water or other critical areas.

14 (3) All state, regional, and local governmental entities, including
15 housing authorities, may use an environmental impact statement adopted
16 under section 22 of this act as an existing environmental document in
17 accordance with the provisions of RCW 43.21C.034.

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

20 (a) "Electric vehicle" means a passenger vehicle that uses
21 electricity as its primary source of power, such as a plug-in electric
22 vehicle or plug-in hybrid electric vehicle.

23 (b) "Electric vehicle infrastructure" means structures, labor,
24 machinery, equipment, circuitry, and electrical appliances necessary to
25 support an electric vehicle, including battery recharging stations and
26 outlets and battery exchange stations.

27 NEW SECTION. **Sec. 19.** A new section is added to chapter 43.19 RCW
28 to read as follows:

29 (1) All new state, regional, and local government and housing
30 authority construction, including construction of buildings to be
31 leased in whole or in part to a governmental entity, must to the extent
32 practicable include electric vehicle infrastructure in publicly
33 available parking and in government fleet vehicle parking. This
34 includes park and ride facilities. The department of general
35 administration, in conjunction with the department of community, trade,
36 and economic development shall adopt required ratios of charge spots to

1 parking based on the type of facility or building. These parking
2 spaces must be reserved for and exclusively used by electric vehicles.
3 New public universities and colleges, commercial passenger airports,
4 park and rides, ferry terminals, and any government agency site
5 associated with four hundred or more parking spaces must provide space
6 for an exchange station.

7 (2)(a) Governmental entities operating existing park and ride and
8 off-street parking facilities in counties with a population over five
9 hundred thousand shall to the extent practicable arrange for parking
10 spaces to be electric vehicle ready in at least the following stages:

- 11 (i) Two percent by December 31, 2013;
- 12 (ii) Five percent by December 31, 2015; and
- 13 (iii) Ten percent by December 31, 2018.

14 (b) Installation costs must to the extent practicable be paid by
15 electric vehicle system operators or by the infrastructure owner.

16 (3) All state, regional, and local governmental entities in
17 counties with a population over five hundred thousand shall to the
18 extent practicable arrange for installation of electric vehicle
19 infrastructure at existing government facilities. Governmental
20 entities shall require property owners to allow for electric vehicle
21 infrastructure retrofitting when the entity is leasing existing
22 facilities. The department of general administration, in conjunction
23 with the department of community, trade, and economic development shall
24 adopt required ratios of charge spots to parking based on the type of
25 facility or building. Existing public universities and colleges,
26 commercial passenger airports, park and rides, ferry terminals, and any
27 government agency site associated with four hundred or more parking
28 spaces must provide space for an exchange station.

29 (4) The state department of transportation shall allow construction
30 of large electric vehicle infrastructure, such as exchange and quick
31 charging stations in or adjacent to appropriate state highway rest
32 stops and weigh stations. Construction costs of exchange and quick
33 charging stations must be borne by an electric vehicle system operator
34 or the infrastructure owner.

35 (5) Local jurisdictions shall allow to the extent practicable an
36 electric vehicle system operator or the infrastructure owner to install
37 battery recharging stations or outlets in garages, on public streets,

1 on public sidewalks, and in on-site parking associated with municipal
2 buildings.

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

5 (a) "Electric vehicle" means a passenger vehicle that uses
6 electricity as its primary source of power, such as a plug-in electric
7 vehicle or plug-in hybrid electric vehicle.

8 (b) "Electric vehicle infrastructure" means structures, labor,
9 machinery, equipment, circuitry, and electrical appliances necessary to
10 support an electric vehicle, including battery recharging stations and
11 outlets and battery exchange stations.

12 (c) "Electric vehicle system operator" means the entity controlling
13 the electric vehicle infrastructure.

14 NEW SECTION. **Sec. 20.** A new section is added to chapter 19.27 RCW
15 to read as follows:

16 (1) Consistent with rules adopted under section 24 of this act, all
17 new parking garages, parking lots, retail over twelve thousand square
18 feet, office buildings, multifamily housing, and single-family homes
19 must be constructed with the electric circuitry required to support
20 electric vehicle charging infrastructure for every parking space.

21 (2) Consistent with rules adopted under section 24 of this act,
22 additions or alterations above four thousand square feet to existing
23 retail space greater than twelve thousand square feet, or office
24 buildings, and addition of one or more units or alteration of more than
25 twenty-five percent of existing space in multifamily housing requires
26 retrofitting of the structure to include the electric circuitry
27 required to support electric vehicle infrastructure in a proportional
28 manner based on the ratio of associated parking to square footage. For
29 example, an alteration of fifty percent of square footage requires the
30 retrofitting of fifty percent of the structure's associated parking
31 spaces. Calculation of the number of parking spaces to be retrofitted
32 must be rounded up to the nearest whole number.

33 (3) Electric vehicle charging infrastructure must conform to rules
34 adopted under section 24 of this act.

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

1 (a) "Electric vehicle" means a passenger vehicle that uses
2 electricity as its primary source of power, such as a plug-in electric
3 vehicle or plug-in hybrid electric vehicle.

4 (b) "Electric vehicle infrastructure" means structures, labor,
5 machinery, equipment, circuitry, and electrical appliances necessary to
6 support an electric vehicle, including battery recharging stations and
7 outlets and battery exchange stations.

8 (c) "Electric vehicle system operator" means the entity controlling
9 the electric vehicle infrastructure.

10 NEW SECTION. **Sec. 21.** A new section is added to chapter 36.70A
11 RCW to read as follows:

12 (1) Local jurisdictions in counties with population greater than
13 five hundred thousand must require as a condition of development that
14 all proposed new commercial and multifamily development with adjacent
15 on-street parking install appropriate circuitry to support electric
16 vehicle infrastructure in all adjacent spots and active charge spots in
17 ten percent of adjacent parking spaces that are directly related to the
18 vehicular transportation needs generated by the proposed development.

19 (2) Local jurisdictions in counties with population greater than
20 five hundred thousand must require as a condition of development that
21 all additions to commercial and multifamily development above four
22 thousand square feet with adjacent on-street parking install
23 appropriate circuitry to support electric vehicle infrastructure in all
24 adjacent spots and active charge spots in ten percent of adjacent
25 parking spaces that are directly related to the vehicular
26 transportation needs generated by the proposed development.

27 (3) By June 1, 2010, local jurisdictions in counties with
28 population greater than five hundred thousand shall allow battery
29 recharging stations as a permitted use and battery exchange stations as
30 a permitted use in all mixed-use and nonresidential zones. County or
31 city amendments of development regulations or comprehensive plans to
32 comply with this subsection are not subject to appeal by petition to
33 the growth management hearings board and are not subject to the
34 requirements of RCW 43.21C.030(2)(c).

35 (4) Local jurisdictions are authorized to adopt incentive systems
36 to encourage the retrofitting of existing structures with the electric
37 circuitry required to support electric vehicle charging infrastructure.

1 Incentives may include transferable development rights for use in urban
2 growth areas. Any incentive program under this section must be
3 approved by the department of community, trade, and economic
4 development. Incentives may not be granted under this section after
5 December 31, 2020, but a local jurisdiction's incentive program may
6 allow for a validly granted incentive to be exercised after December
7 31, 2020.

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

10 (a) "Electric vehicle" means a passenger vehicle that uses
11 electricity as its primary source of power, such as a plug-in electric
12 vehicle or plug-in hybrid electric vehicle.

13 (b) "Electric vehicle infrastructure" means structures, labor,
14 machinery, equipment, circuitry, and electrical appliances necessary to
15 support an electric vehicle, including battery recharging stations and
16 outlets and battery exchange stations.

17 NEW SECTION. **Sec. 22.** A new section is added to chapter 43.21C
18 RCW to read as follows:

19 (1) Local jurisdictions in counties with population greater than
20 five hundred thousand must require as a condition of development that
21 all proposed new commercial and multifamily development with adjacent
22 on-street parking install appropriate circuitry to support electric
23 vehicle infrastructure in all adjacent spots and active charge spots in
24 ten percent of adjacent parking spaces that are directly related to the
25 vehicular transportation needs generated by the proposed development.

26 (2) Local jurisdictions in counties with population greater than
27 five hundred thousand must require as a condition of development that
28 all additions to commercial and multifamily development above four
29 thousand square feet with adjacent on-street parking install
30 appropriate circuitry to support electric vehicle infrastructure in all
31 adjacent spots and active charge spots in ten percent of adjacent
32 parking spaces that are directly related to the vehicular
33 transportation needs generated by the proposed development.

34 (3) By June 1, 2010, local jurisdictions in counties with
35 population greater than five hundred thousand shall allow battery
36 recharging stations as a permitted use and battery exchange stations as
37 a permitted use in all mixed-use and nonresidential zones. County or

1 city amendments of development regulations or comprehensive plans to
2 comply with this subsection are not subject to appeal by petition to
3 the growth management hearings board and are not subject to the
4 requirements of RCW 43.21C.030(2)(c).

5 (4) Local jurisdictions are authorized to adopt incentive systems
6 to encourage the retrofitting of existing structures with the electric
7 circuitry required to support electric vehicle charging infrastructure.
8 Incentives may include transferable development rights for use in urban
9 growth areas. Any incentive program under this section must be
10 approved by the department of community, trade, and economic
11 development. Incentives may not be granted under this section after
12 December 31, 2020, but a local jurisdiction's incentive program may
13 allow for a validly granted incentive to be exercised after December
14 31, 2020.

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

17 (a) "Electric vehicle" means a passenger vehicle that uses
18 electricity as its primary source of power, such as a plug-in electric
19 vehicle or plug-in hybrid electric vehicle.

20 (b) "Electric vehicle infrastructure" means structures, labor,
21 machinery, equipment, circuitry, and electrical appliances necessary to
22 support an electric vehicle, including battery recharging stations and
23 outlets and battery exchange stations.

24 NEW SECTION. **Sec. 23.** A new section is added to chapter 43.63A
25 RCW to read as follows:

26 (1) The department of community, trade, and economic development
27 shall provide technical assistance to local governments in integrating
28 the provisions of this act into their existing zoning codes and other
29 development regulations.

30 (2) By December 31, 2009, the department of community, trade, and
31 economic development, pursuant to RCW 43.21C.030(2)(c), shall complete
32 a nonproject environmental impact statement addressing the impacts of
33 electric vehicle infrastructure that may be used by state agencies and
34 local governments, including housing authorities, in permitting,
35 installing, contracting for, or otherwise authorizing electric vehicle
36 infrastructure. This nonproject environmental impact statement is not
37 subject to legal challenge, administrative appeals, or judicial review.

1 (3) The department of community, trade, and economic development
2 shall provide assistance to local jurisdictions in developing
3 incentives for retrofitting existing structures with the electric
4 circuitry required to support electric vehicle infrastructure as
5 authorized in this act.

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

8 (a) "Electric vehicle" means a passenger vehicle that uses
9 electricity as its primary source of power, such as a plug-in electric
10 vehicle or plug-in hybrid electric vehicle.

11 (b) "Electric vehicle infrastructure" means structures, labor,
12 machinery, equipment, circuitry, and electrical appliances necessary to
13 support an electric vehicle, including battery recharging stations and
14 outlets and battery exchange stations.

15 NEW SECTION. **Sec. 24.** A new section is added to chapter 19.27 RCW
16 to read as follows:

17 (1) The state building code council shall adopt rules for electric
18 vehicle infrastructure. Rules adopted by the council must consider
19 applicable national and international standards.

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

22 (a) "Electric vehicle" means a passenger vehicle that uses
23 electricity as its primary source of power, such as a plug-in electric
24 vehicle or plug-in hybrid electric vehicle.

25 (b) "Electric vehicle infrastructure" means structures, labor,
26 machinery, equipment, circuitry, and electrical appliances necessary to
27 support an electric vehicle, including battery recharging stations and
28 outlets and battery exchange stations.

29 NEW SECTION. **Sec. 25.** Sections 1, 16, and 17 of this act
30 constitute a new chapter in Title 43 RCW.

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