

# Multiple Agency Fiscal Note Summary

<b>Bill Number:</b> 6304 SB	<b>Title:</b> Transportation electrification strategy
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## Estimated Cash Receipts

NONE

Agency Name	2023-25		2025-27		2027-29	
	GF- State	Total	GF- State	Total	GF- State	Total
Local Gov. Courts						
Loc School dist-SPI	Fiscal note not available					
Local Gov. Other	Fiscal note not available					
Local Gov. Total						

## Estimated Operating Expenditures

Agency Name	2023-25				2025-27				2027-29			
	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total	FTEs	GF-State	NGF-Outlook	Total
Office of Attorney General	Fiscal note not available											
Department of Commerce	Fiscal note not available											
Department of Enterprise Services	.0	0	0	2,200	.0	0	0	0	.0	0	0	0
Utilities and Transportation Commission	.0	0	0	0	.0	0	0	0	.0	0	0	0
Washington State Patrol	Fiscal note not available											
Department of Licensing	Fiscal note not available											
Superintendent of Public Instruction	Fiscal note not available											
Department of Transportation	Fiscal note not available											
Department of Ecology	Fiscal note not available											
<b>Total \$</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>2,200</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI	Fiscal note not available								
Local Gov. Other	Fiscal note not available								
Local Gov. Total									

## Estimated Capital Budget Expenditures

Agency Name	2023-25			2025-27			2027-29		
	FTEs	Bonds	Total	FTEs	Bonds	Total	FTEs	Bonds	Total
Office of Attorney General	Fiscal note not available								
Department of Commerce	Fiscal note not available								
Department of Enterprise Services	.0	0	0	.0	0	0	.0	0	0
Utilities and Transportation Commission	.0	0	0	.0	0	0	.0	0	0
Washington State Patrol	Fiscal note not available								
Department of Licensing	Fiscal note not available								
Superintendent of Public Instruction	Fiscal note not available								
Department of Transportation	Fiscal note not available								
Department of Ecology	Fiscal note not available								
<b>Total \$</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0</b>

Agency Name	2023-25			2025-27			2027-29		
	FTEs	GF-State	Total	FTEs	GF-State	Total	FTEs	GF-State	Total
Local Gov. Courts									
Loc School dist-SPI	Fiscal note not available								
Local Gov. Other	Fiscal note not available								
Local Gov. Total									

## Estimated Capital Budget Breakout

NONE

<b>Prepared by:</b> Val Terre, OFM	<b>Phone:</b> (360) 280-3973	<b>Date Published:</b> Preliminary 1/29/2024
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# Individual State Agency Fiscal Note

<b>Bill Number:</b> 6304 SB	<b>Title:</b> Transportation electrification strategy	<b>Agency:</b> 179-Department of Enterprise Services
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## Part I: Estimates

**No Fiscal Impact**

### Estimated Cash Receipts to:

NONE

### Estimated Operating Expenditures from:

	FY 2024	FY 2025	2023-25	2025-27	2027-29
<b>Account</b>					
Enterprise Services Account-State 422-1	0	2,200	2,200	0	0
<b>Total \$</b>	0	2,200	2,200	0	0

### Estimated Capital Budget Impact:

NONE

*The cash receipts and expenditure estimates on this page represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.*

Check applicable boxes and follow corresponding instructions:

- If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.
- If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).
- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact: Brandon Popovac	Phone: 360-786-7465	Date: 01/24/2024
Agency Preparation: Michael Diaz	Phone: (360) 407-8131	Date: 01/29/2024
Agency Approval: Jessica Goodwin	Phone: (360) 819-3719	Date: 01/29/2024
OFM Review: Val Terre	Phone: (360) 280-3973	Date: 01/29/2024

## Part II: Narrative Explanation

### II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

*Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.*

Subsection 101(1) amends RCW 43.31.970 and 2023 c 470 s 2046 requiring the Department of Commerce (COM) to coordinate with the interagency electric vehicle coordinating council, state and local agencies, climate and environmental justice organizations, consumer and ratepayer advocates, industry representatives, and building owners and operators to implement this section.

Subsection 101(3) adds that Commerce must develop a comprehensive and publicly available inventory of all electric vehicle supply equipment in Washington by December 31, 2025, as well as reporting requirements.

Subsection 102(2) amends RCW 47.01.520 and 2021 c 300 s 2 requiring the Department of Transportation to incorporate public and shared use charging into their mapping and forecasting tool.

Subsection 403(2) is a new section that states COM must adopt energy efficiency standards for replacement tires sold in the state.

Section 501 is a new section stating the Department of Ecology (ECY) shall enforce rules adopted as required under RCW 70A.30.010 regarding the prevention of idling for motor vehicles with gross vehicle weight ratings of greater than 10,000 pounds.

Section 701 is a new section added to chapter 43.01 RCW that any state agency subject to the requirements of executive order 21-04 must require that the installation of electric vehicle supply equipment (EVSE) at state facilities be performed by persons certified by the electric vehicle infrastructure training program or a similarly accredited program.

The Department of Enterprise Services (DES) anticipates it will be able to implement any recommendations made by COM for Section 101 within existing resources.

DES anticipates it will be able to assist DOT for Section 102 within existing resources.

DES manages a statewide contract for motor vehicle tires and may need to incorporate energy efficiency standards and requirements developed by COM per Section 403. The work associated with updating the statewide contract for motor vehicle tires can be done within existing resources.

DES owns and operates several large vehicles that may be impacted by Section 501, such as garbage refuse trucks and delivery trucks. It is unknown at this time what impacts these rules may have on DES.

DES currently installs EVSE at some of its facilities. Section 701 would require these employees to be certified in order to continue to do this work.

This has fiscal impact to the Department of Enterprise Services (DES).

### II. B - Cash receipts Impact

*Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.*

### II. C - Expenditures

Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.

Section 701 directs any state agency that any electric vehicle supply equipment installed at state facilities be performed by persons certified by the electric vehicle infrastructure training program or a similarly accredited program to ensure safety, effectiveness, and achieve consistency in labor standards. The Department of Enterprise Services (DES) electricians would need to be certified if they were to install or repair any charger on campus. The cost for the course is approximately \$275 per person.

The total cost for the certifications is as follows:

\$275 per person X 8 DES electricians = \$2,200

### Part III: Expenditure Detail

#### III. A - Operating Budget Expenditures

Account	Account Title	Type	FY 2024	FY 2025	2023-25	2025-27	2027-29
422-1	Enterprise Services Account	State	0	2,200	2,200	0	0
<b>Total \$</b>			0	2,200	2,200	0	0

#### III. B - Expenditures by Object Or Purpose

	FY 2024	FY 2025	2023-25	2025-27	2027-29
FTE Staff Years					
A-Salaries and Wages					
B-Employee Benefits					
C-Professional Service Contracts					
E-Goods and Other Services		2,200	2,200		
G-Travel					
J-Capital Outlays					
M-Inter Agency/Fund Transfers					
N-Grants, Benefits & Client Services					
P-Debt Service					
S-Interagency Reimbursements					
T-Intra-Agency Reimbursements					
9-					
<b>Total \$</b>	0	2,200	2,200	0	0

**III. C - Operating FTE Detail:** FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part I and Part IIIA.

NONE

#### III. D - Expenditures By Program (optional)

NONE

### Part IV: Capital Budget Impact

#### IV. A - Capital Budget Expenditures

NONE

**IV. B - Expenditures by Object Or Purpose**

NONE

**IV. C - Capital Budget Breakout**

*Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.*

NONE

**IV. D - Capital FTE Detail:** *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part IVB.*

NONE

**Part V: New Rule Making Required**

*Provisions of the bill that require the agency to adopt new administrative rules or repeal/revise existing rules.*

# Individual State Agency Fiscal Note

<b>Bill Number:</b> 6304 SB	<b>Title:</b> Transportation electrification strategy	<b>Agency:</b> 215-Utilities and Transportation Commission
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## Part I: Estimates

**No Fiscal Impact**

**Estimated Cash Receipts to:**

NONE

**Estimated Operating Expenditures from:**

NONE

**Estimated Capital Budget Impact:**

NONE

*The cash receipts and expenditure estimates on this page represent the most likely fiscal impact. Factors impacting the precision of these estimates, and alternate ranges (if appropriate), are explained in Part II.*

Check applicable boxes and follow corresponding instructions:

- If fiscal impact is greater than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete entire fiscal note form Parts I-V.
- If fiscal impact is less than \$50,000 per fiscal year in the current biennium or in subsequent biennia, complete this page only (Part I).
- Capital budget impact, complete Part IV.
- Requires new rule making, complete Part V.

Legislative Contact: Brandon Popovac	Phone: 360-786-7465	Date: 01/24/2024
Agency Preparation: Kim Anderson	Phone: 360-664-1153	Date: 01/26/2024
Agency Approval: Kim Anderson	Phone: 360-664-1153	Date: 01/26/2024
OFM Review: Tiffany West	Phone: (360) 890-2653	Date: 01/29/2024

## Part II: Narrative Explanation

### II. A - Brief Description Of What The Measure Does That Has Fiscal Impact

*Significant provisions of the bill and any related workload or policy assumptions that have revenue or expenditure impact on the responding agency by section number.*

New Part I – Sec. 101: establishes an act relating to implementing certain recommendations of the transportation electrification strategy. Sec. 101 applies to the Department of Commerce, outlining requirements related to electric utilities, transportation electrification efforts, interagency electric vehicle coordinating council, reporting, rulemaking, model regulation for local governments, among other requirements. The UTC assumes no fiscal impact.

Sec. 102: applies to Department of Commerce and requires the development and maintenance of a forecasting tool related to charging infrastructure to support electric vehicle adoption. Section 102 outlines tool functional requirements and coordination with other state agencies, such as the Department of Ecology and the Office of Equity. The UTC assumes no fiscal impact.

New Part II – Sec. 201: outlines a series of electric utility transportation electrification investment considerations for the governing authority, including to meet or exceed the same equity-related investment requirements in RCW 70A.535.080 as implemented by the department of ecology. The UTC assumes no fiscal impact.

Sec. 202: outlines considerations for electrification of transportation plan, including incentive programs to the commission of a public utility district. The UTC assumes no fiscal impact.

Sec. 203: applies to the UTC's existing regulatory duties through general rate case proceedings, amending RCW 80.28.360, and the provision related to electric companies' expenditures for electric vehicle supply equipment. The substitute bill removes the following: (1) December 31, 2030 provision sunset date, thereby allowing incentive rate of return on electric vehicle supply equipment investment indefinitely, (2) the provision clarifying that capital expenditures of the utilities' programs or plans in RCW 80.28.365(1), which do not increase in the annual retail revenue requirement of the utility, after accounting for the benefits of transportation electrification in each year of the plan, may be more than one-quarter of one percent, and (3) in the case of an incentive rate of return on investment, the two percent addition to the rate of return on common equity allowed on other investments. New provisions also establish electrical company implementation prioritization strategies, including demand management and equity-related provisions. The UTC assumes no material fiscal impact.

Part III – amends RCW 46.96.185 in Sec. 301, which establishes requirements for direct-to-consumer sales for zero emissions vehicle manufacturers, distributors, factory branch, or factory representatives, and others. The UTC assumes no fiscal impact.

New Part IV – Sec. 401: establishes provision for rolling resistance of replacement tires and provides authority to the Department of Commerce to adopt energy efficiency standards for replacement tires sold in the state. The UTC assumes no fiscal impact.

Sec. 402: adds new definitions applicable to New Part IV, related to rolling resistance of replacement tires. The UTC assumes no fiscal impact.

Sec. 403: establishes enforcement for the department related to energy efficiency, database of replacement tires, rating system, and other provisions applicable to either passenger car replacement tires or light duty truck replacement tires, or both, for sale or offered for sale in Washington. The UTC assumes no fiscal impact.

Sec. 404: allows the department to develop rules and enforce, including penalty provisions. The UTC assumes no fiscal impact.

Sec. 405: allows the Washington state patrol to update rules, ensuring better clarity and compliance. The UTC assumes no

fiscal impact.

Sec. 406: clarifies that sections 401 through 404 of this act constitute a new chapter in Title 19 RCW. The UTC assumes no fiscal impact.

New Part V – Sec. 501 through Sec. 503, apply to the Department of Ecology, relating to medium and heavy-duty vehicle idling rules, standards, and enforcement, constituting a new chapter in Title 70A RCW. The UTC assumes no fiscal impact.

New Part VI – Sec. 601, applies to zero emission school buses and collaboration between the Department of Ecology, Superintendent of Public Instruction, and the Department of Commerce to meet a series of requirements. The UTC assumes no fiscal impact.

New Part VII – Sec. 701, establishing provisions for any state agency subject to the requirements of executive order 21-04, where installation of electric vehicle supply equipment must be performed by persons certified by the electric vehicle infrastructure training program or a similarly accredited program. The UTC assumes no fiscal impact.

Part IX (likely typo error, VIII ) Miscellaneous – Sec. 801, amends RCW 43.84.092 and adds the idling prevention enforcement account. The UTC assumes no fiscal impact.

Sec. 802: amends RCW 43.84.092 and adds the idling prevention enforcement account. The UTC assumes no fiscal impact.

Sec. 803: amends RCW 43.84.092 and adds the idling prevention enforcement account. The UTC assumes no fiscal impact.

New Sec. 804 through Sec. 807 provide additional legal provisions, including effective and expiration date(s) applicable to certain sections. The UTC assumes no fiscal impact.

## **II. B - Cash receipts Impact**

*Cash receipts impact of the legislation on the responding agency with the cash receipts provisions identified by section number and when appropriate, the detail of the revenue sources. Description of the factual basis of the assumptions and the method by which the cash receipts impact is derived. Explanation of how workload assumptions translate into estimates. Distinguished between one time and ongoing functions.*

None.

## **II. C - Expenditures**

*Agency expenditures necessary to implement this legislation (or savings resulting from this legislation), with the provisions of the legislation that result in the expenditures (or savings) identified by section number. Description of the factual basis of the assumptions and the method by which the expenditure impact is derived. Explanation of how workload assumptions translate into cost estimates. Distinguished between one time and ongoing functions.*

Sec. 203: applies to the UTC's existing regulatory duties through general rate case proceedings, amending RCW 80.28.360, and the provision related to electric companies' expenditures for electric vehicle supply equipment. The substitute bill removes the following: (1) December 31, 2030 provision sunset date, thereby allowing incentive rate of return on electric vehicle supply equipment investment indefinitely, (2) the provision clarifying that capital expenditures of the utilities' programs or plans in RCW 80.28.365(1), which do not increase in the annual retail revenue requirement of the utility, after accounting for the benefits of transportation electrification in each year of the plan, may be more than one-quarter of one percent, and (3) in the case of an incentive rate of return on investment, the two percent addition to the rate of return on common equity allowed on other investments. New provisions also establish electrical company implementation prioritization strategies, including demand management and equity-related provisions. The UTC assumes no material fiscal impact.

## **Part III: Expenditure Detail**

### **III. A - Operating Budget Expenditures**

NONE

**III. B - Expenditures by Object Or Purpose**

NONE

**III. C - Operating FTE Detail:** *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part I and Part IIIA.*

NONE

**III. D - Expenditures By Program (optional)**

NONE

**Part IV: Capital Budget Impact**

**IV. A - Capital Budget Expenditures**

NONE

**IV. B - Expenditures by Object Or Purpose**

NONE

**IV. C - Capital Budget Breakout**

*Acquisition and construction costs not reflected elsewhere on the fiscal note and description of potential financing methods.*

NONE

**IV. D - Capital FTE Detail:** *FTEs listed by classification and corresponding annual compensation. Totals agree with total FTEs in Part IVB.*

NONE

**Part V: New Rule Making Required**

*Provisions of the bill that require the agency to adopt new administrative rules or repeal/revise existing rules.*

None.