From:	Jenna Kay
To:	Cnty 2025 Comp Plan; Jeffrey Delapena
Subject:	FW: Comment period for possible 2027 ZEVergreen legislation
Date:	Tuesday, August 4, 2026 4:21:36 PM
Attachments:	DRAFT_ZEVergreen_Z-draft_.pdf

For the record

From: Don Steinke <crvancouverusa@gmail.com>
Sent: Friday, July 31, 2026 2:00 PM
To: Priest, Laurel <Laurel.priest@cityofvancouver.us>; Stacey Dalgaard <Stacey.Dalgaard@cityofvancouver.us>; Rebecca Small <Rebecca.Small@cityofvancouver.us>; Matt Babbitts <mbabbitts@clarkpud.com>; Eric Strid <ericwstrid@gmail.com>; Eric La Brant <LaBrant@gmail.com>; Don OrangeH <Dorange53@gmail.com>; Heidi Cody <heidi@waconservationaction.org>; Sunrise <s.h.omahoney@gmail.com>; Rick Marshall <camasrick@gmail.com>; Tracy Ceravolo <cyclwomn@yahoo.com>; Dale Mclain <daledmclain@gmail.com>; Bernadette Price <Luv2Kayak2004@yahoo.com>; Harrison Husting <Harrison.Husting@clark.wa.gov>; Jenna Kay <Jenna.Kay@clark.wa.gov>
Cc: Steinke, Aron <aronnelssteinke@gmail.com>
Subject: Fwd: Comment period for possible 2027 ZEVergreen legislation

---------- Forwarded fyi by Don Steinke ---------
From: **Takasaki, Kara (ECY)** <ktak461@ecy.wa.gov>
Date: Fri, Jul 31, 2026 at 1:20 PM
Subject: Comment period for possible 2027 ZEVergreen legislation
To: crvancouverusa@gmail.com <crvancouverusa@gmail.com>

Dear Don,

I wanted to follow up on an email that you may have received about the Washington State Department of Ecology developing possible legislation for 2027 called ZEVergreen. This proposal would amend chapter 70A.30 RCW and related statutes to advance zero-emission vehicle adoption; thereby, furthering the state's progress on transportation decarbonization, affordability, and air quality:

- Establish a surcharge on sales of new luxury, gasoline- and diesel-powered passenger vehicles (e.g., top 10% most expensive vehicle sales by MSRP, leaving 90% of new sales untouched) beginning Jan. 1, 2028, with a potential to raise $40-50 million annually.

- Proceeds of the surcharge would be used to fund additional electric vehicle (EV) rebates through the Department of Commerce's EV Instant Rebate Program. Additionally, proceeds would fund an auto loan-loss reserve program through Washington Builds--that allows local credit unions to offer lower interest rates on EV auto loans for lower-income households.

- Expand access to affordable and reliable EV charging by: extending the right to charge to renters and multifamily residents (i.e., prevent building owners from impeding a renter from installing a charger for personal use), reducing barriers to using lower-cost meter collars–which eliminate the need for expensive home electrical panel upgrades–so home charging is cheaper to install, and requiring EV charging networks to share real-time availability and pricing data so that it can be displayed on mapping and navigation apps like Apple Maps and Google Maps.

I have attached the Z-draft for bill implementation for your review. We welcome your comments to help inform our proposal. We also encourage you to share this email with other communities in your circle who may wish to provide feedback. **Comments should be submitted via comment form no later than August 7, 2026.**

Please reach out if you would like to request a meeting to discuss this proposal in more detail.

Kara L. Takasaki, PhD (she/her)
Environmental Justice Planner | Climate Pollution Reduction Program
kara.takasaki@ecy.wa.gov | 808-220-5781 (cell)

DEPARTMENT OF ECOLOGY
State of Washington

ZEVergreen Initiative Implementation Bill Z-Draft

AN ACT Relating to addressing barriers to, and thereby increasing adoption of, zero-emission vehicles in Washington state in line with Washington's statutory greenhouse gas reduction limits; amending RCW 82.12.818, 82.08.817, 80.60.010; adding new sections to chapters 59.18, 80.60, and 19.28 RCW; adding a new chapter to Title 19 RCW.

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

Part I

Addressing Zero-Emission Vehicle Affordability

Sec. 101. RCW 82.12.818 is amended to read as follows:

(1) Except as provided in subsection (3) of this section, in addition to the tax imposed under RCW 82.12.020, there is levied and collected from every person in this state a tax for the privilege of using within this state as a consumer any luxury motor vehicle, where ~~if~~ the value of the motor vehicle exceeds ~~$100,000~~the thresholds defined in subsection (2)(c) of this section.

(2)(a) Except as provided in (b) of this subsection, the tax is levied and must be collected in an amount equal to the value of the motor vehicle that exceeds the deduction amount specified in (c) of this subsection, multiplied by eight percent.

(b) In the case of a seller required to collect use tax under this section from the purchaser, the tax must be collected in an amount equal to eight percent of the remainder that results when the amount specified in (c) of this subsection is deducted from the sum of the selling price and the value of trade-in property of like kind.

(c) The deduction amount is:

(i) $100,000 for fiscal year 2026 for all motor vehicles, including zero-emission vehicles. The deduction amount must be annually adjusted on July 1st of each year by increasing the amount by two percent and rounding the result to the nearest whole dollar.

(ii) $60,000 for fiscal year 2028 for internal combustion engine, hybrid, and plug-in hybrid vehicles, excluding zero-emission vehicles. The deduction amount must be annually adjusted on July 1st of each year by increasing the amount by two percent and rounding the result to the nearest whole dollar.

(3) The taxes imposed under this section do not apply to the use of:

(a) A commercial motor vehicle, as defined in RCW 46.25.010;

(b) A motor vehicle that has a gross vehicle weight rating of greater than 10,000 pounds other than motor homes, as defined in RCW 46.04.305; ~~or~~

(c) From July 1, 2026, through December 31, 2026, a motor home, as defined in RCW 46.04.305;~~.~~

(d) A zero-emission vehicle, if the value of the vehicle does not exceed the threshold defined in subsection (2)(c)(i) of this section; or

(e) A medium-duty commercial vehicle, if the value of the vehicle does not exceed the threshold defined in subsection (2)(c)(i) of this section.

(4) The revenue collected under this section must be deposited in:

(a) the multimodal transportation account created in RCW 47.66.070, for revenue collected on vehicle value above the threshold defined in subsection (2)(c)(i) of this section; and~~.~~

(b) the electric vehicle account created in RCW 82.44.200, for revenue collected on vehicle value between the thresholds defined in subsection (2)(c)(i-ii), to be used for:

(i) instant rebates that reduce the purchase or lease costs of new and used electric vehicles under the incentive program established by RCW 43.330.615; and

(ii) the provision of funding to the department of commerce to contract with Washington Builds to establish and implement an electric vehicle auto loan-loss reserve program.

(A) The auto-loan loss reserve program shall provide grants to credit unions operating in Washington state for the purposes of offering more accessible and affordable financing for auto loans on new and used zero-emission vehicles. Funding must prioritize low-income to moderate-income families and households unable to access traditional financing. The program may only support loans to households that primarily reside in Washington.

(B) In grants authorized under this section, the department must require Washington Builds to, in coordination with the department of commerce and the department of ecology, establish guidelines, screening processes, and evaluation and selection criteria for lenders participating in the auto loan-loss reserve program as well as criteria defining household income thresholds for prioritization of funds.

(B) For the purposes of this section, "credit union" means the same as in RCW 31.12.005.

(5) For the purposes of this section, "value of the motor vehicle" means the same as in RCW 82.08.817.

(6) For the purposes of this section, "zero-emission vehicle" means the same as in RCW 82.08.817.

(7) For the purposes of this section, "medium-duty commercial vehicle" means the same as in RCW 82.08.817.

Sec. 102. RCW 82.08.817 is amended to read as follows:

(1)(a) Except as provided in subsections (2) and (4) of this section, in addition to the taxes imposed under RCW 82.08.020, there is levied and collected an additional tax of eight percent on the sale of a motor vehicle if:

(i) The selling price of the motor vehicle plus trade-in property of like kind for purchased vehicles exceeds $100,000; or

(ii) In the case of a lease requiring periodic payments, the value of the motor vehicle exceeds $100,000 at the inception of the lease.

(b) The additional tax imposed in this subsection (1):

(i) Is equal to the portion of the selling price plus trade-in property of like kind for purchased vehicles in excess of the deduction amount specified in subsection (2) of this section, multiplied by eight percent; or

(ii) In the case of a lease requiring periodic payments, is the value of the motor vehicle in excess of the deduction amount specified in subsection (2) of this section, at the inception of the lease, multiplied by eight percent.

(2) The deduction amount is:

(a) $100,000 for fiscal year 2026 for all motor vehicles, including zero-emission vehicles. The deduction amount must be annually adjusted on July 1st of each year by increasing the amount by two percent and rounding the result to the nearest whole dollar.

(b) $60,000 for fiscal year 2028 for internal combustion engine, hybrid, and plug-in hybrid vehicles, excluding zero-emission vehicles. The deduction amount must be annually adjusted on July 1st of each year by increasing the amount by two percent and rounding the result to the nearest whole dollar.

(3)(a) In the case of a lease requiring periodic payments, the total tax due under this section for a leased motor vehicle may be collected and remitted proportionally with each lease payment over the term of the lease. The proportional amount of tax due with each lease payment must equal the total tax due divided by the number of scheduled lease payments.

(b) If a lease described in this subsection terminates before the end of the scheduled lease term, any unpaid portion of the tax imposed under this section becomes immediately due and payable at the time of lease termination. The department is authorized to adopt rules to prescribe the specific requirements and timelines for the collection, recording, and reporting of the tax due under this subsection.

(c) The lessor is responsible for collecting and remitting the tax imposed under this subsection.

(4) The taxes imposed under this section do not apply to the sale or lease of:

(a)(i) A commercial motor vehicle, as defined in RCW 46.25.010;

(ii) A motor vehicle that has a gross vehicle weight rating of greater than 10,000 pounds other than motor homes, as defined in RCW 46.04.305;

(iii) From July 1, 2026, through December 31, 2026, a motor home, as defined in RCW 46.04.305;

(iv) A zero-emission vehicle, if the value of the vehicle does not exceed the threshold defined in subsection (2)(a) of this section; or

(v) A medium-duty commercial vehicle, if the value of the vehicle does not exceed the threshold defined in subsection (2)(c)(i) of this section.

(b) The exemptions available for the sale of motor vehicles under RCW 82.08.0317 and 82.08.0264 also apply to the tax under this section.

(5) The revenue collected under this section must be deposited in:

(a) the multimodal transportation account created in RCW 47.66.070~~.~~ for revenue collected on vehicle value above the threshold defined in subsection (2)(a) of this section; and

(b) the electric vehicle account created in RCW 82.44.200 for revenue collected on vehicle value above the threshold defined in subsection (2)(b), to be used for:

(i) instant rebates that reduce the purchase or lease costs of electric vehicles under the incentive program established by RCW 43.330.615, and

(ii) the provision of funding to Washington Builds to implement an electric vehicle auto loan-loss reserve program.

(A) The auto-loan loss reserve program shall provide grants to credit unions operating in Washington state for the purposes of offering more accessible and affordable financing for auto loans on new and used zero-emission vehicles. Funding must prioritize low-income to moderate-income families and households unable to access traditional financing. The program may only support loans to households that primarily reside in Washington.

(B) In grants authorized under this section, the department must require Washington Builds to, in coordination with the department of commerce and the department of ecology, establish guidelines, screening processes, and evaluation and selection criteria for lenders participating in the auto loan-loss reserve program as well as criteria defining household income thresholds for prioritization of funds.

Draft bill language subject to Governor's Office approval.

(B) For the purposes of this section, "credit union" means the same as in RCW 31.12.005.

(6) For the purposes of this section and RCW 82.12.818, the following definitions apply:

(a) "Fair market value" has the same meaning as "value of the article used" in RCW 82.12.010.

(b) "Motor vehicle" has the same meaning as in RCW 46.04.320, but does not include:

(i) Farm tractors or farm vehicles as defined in RCW 46.04.180 and 46.04.181, unless the farm tractor or farm vehicle is for use in the production of cannabis;

(ii) Off-road vehicles as defined in RCW 46.04.365;

(iii) Nonhighway vehicles as defined in RCW 46.09.310; and

(iv) Snowmobiles as defined in RCW 46.04.546.

(c) "Value of the motor vehicle" means the fair market value of the motor vehicle plus the value of trade-in property of like kind.

(d) "Zero-emission vehicle" means any passenger car or light-duty truck that produces zero exhaust emissions of any criteria pollutant, precursor pollutant, or greenhouse gas, excluding emissions from air conditioning systems, under any possible operational modes or conditions.

(e) "Medium-duty commercial vehicle" means any motor vehicle whose gross vehicle weight rating falls above 8,500 pounds and equal to or less than 10,000 pounds and whose purpose is designated as for commercial use when registered under the process defined in RCW 46.16A.040.

Part II

Right-to-Charge for Tenants

NEW SECTION. **Sec. 201.** A new section is added to chapter 59.18 RCW to read as follows:

RCW Caption: Electric vehicle charging stations – tenant's right to charge

(1) A landlord may not take action against a tenant, nor adopt or enforce a restriction, covenant, condition, bylaw, rule, regulation, or provision of a contract that:

(a) Effectively prohibits or unreasonably restricts the installation or use of an electric vehicle charging station in compliance with the requirements of this section and for the personal noncommercial use of a tenant, within the boundaries of a dwelling unit or in a designated parking space; or

(b) Is in conflict with the provisions of this section.

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

(a) "Designated parking space" means a parking space that is specifically designated for use by a particular tenant, including a garage and a parking space on the premises of the rental property that is restricted for use by one or more tenants.

(b) "Electric vehicle charging station" means a station that delivers electricity from a source outside an electric vehicle into one or more electric vehicles. An electric vehicle charging station may include several charge points simultaneously connecting several electric vehicles to the station and any related equipment needed to facilitate charging plug-in electric vehicles.

(c) "Reasonable restriction" means a restriction that does not significantly increase the cost of an electric vehicle charging station or significantly decrease its efficiency or specified performance.

(3) A landlord has several rights and restrictions regarding the installation of electric vehicle charging infrastructure on their rental property.

(a) Nothing in this section prohibits a landlord from imposing reasonable restrictions on electric vehicle charging stations. However, it is the policy of the state to promote, encourage, and remove obstacles to the use of electric vehicle charging stations.

(b) A landlord may install an electric vehicle charging station on the rental property for the use of all tenants and, in that case, the landlord must develop appropriate terms of use for the charging station.

(c) A landlord shall not be obligated to provide an additional parking space to a tenant in order to accommodate an electric vehicle charging station.

(d) A landlord may charge a monthly rental amount for that parking space not to exceed the amount charged for other reserved parking spaces on the premises, if the electric vehicle charging station alone has the effect of providing the tenant with a reserved parking space.

(e) A landlord may require a tenant to submit an application for approval for the installation of an electric vehicle charging station before installing the charging station.

(i) If approval is required for the installation or use of an electric vehicle charging station subject to subsection (4) of this section:

(A) The approval or denial of an application must be in writing and must not be willfully avoided or delayed.

(B) If an application is not denied in writing within 60 days from the date of receipt of the application, the application is deemed approved, unless that delay is the result of a reasonable request for additional information.

(ii) Not withstanding subsection (3)(a) of this section, a landlord may not require, assess, or charge a unit owner a fee for the placement of an electric vehicle charging station. A landlord may charge a reasonable fee for processing the application to approve the installation of an electric vehicle charging station, but only if such a fee exists for all applications for approval of architectural modifications.

(4) If approval is required for the installation or use of an electric vehicle charging station subject to subsection (3)(e) of this section, a landlord must approve the installation within the boundaries of a dwelling unit or in a designated parking space if the installation is reasonably possible and unless otherwise agreed to by written contract with the landlord, the tenant agrees in writing to:

(a) Comply with the association's reasonable architectural standards applicable to the installation of the electric vehicle charging station;

(b) Engage an electrical contractor familiar with the standards for the installation of electric vehicle infrastructure to assess the existing infrastructure necessary to support the proposed electric vehicle charging station, identify additional infrastructure needs, and install the electric vehicle charging station;

(c) Be responsible for the costs of installing an electric vehicle charging station.

(d) Be responsible for the removal cost of the electric vehicle charging station that is installed at the tenant's cost and is removable without damage to the rental property. Nothing in this subsection requires the landlord to purchase the electric vehicle charging station.

(c) Provide, within the time specified in (4)(c)(i) of this subsection, a certificate of insurance naming the landlord as an additional insured on the tenant's insurance policy for any claim related to the installation, inspection, maintenance, or use of the electric vehicle charging station at a dwelling unit, rental property, or on the premises of a rental property;

(i) A certificate of insurance required under subsection (4)(c) of this section must be provided within 14 days after the landlord approves the installation of the electric vehicle charging station. Reimbursement for an increased insurance premium amount under (4)(c) of this subsection must be provided within 14 days after the tenant receives the landlord’s invoice for the amount attributable to the charging station;

(d) Register the electric vehicle charging station with the landlord within 30 days after installation;

(e) Pay for the electricity usage associated with the electric vehicle charging station; and

(f) Obtain any permit or approval for an electric vehicle charging station as required by the local government in which the rental property is located and comply with all relevant building codes and safety standards.

(i) An electric vehicle charging station must meet all applicable health and safety standards and requirements imposed by national, state, or local authorities, and all other applicable zoning, land use or other ordinances, building codes, or land use permits.

(g) Comply with the requirements of this section.

(5) A tenant and a prospective tenant have several rights and obligations regarding the existence of electric vehicle charging infrastructure at their dwelling unit and designated parking space.

(a) A landlord must disclose to any prospective tenants of the unit:

(i) The existence of an electric vehicle charging station at the dwelling unit and designated parking space and the related responsibilities of the tenant under subsection (5)(b) of this section; and

(ii) Whether the electric vehicle charging station is removable and whether the current tenant intends to remove the charging station.

(b) Without regard for when an electric vehicle charging station was first put into service and the location of any components thereof, the tenant and each successive tenant of an electric vehicle charging station exclusively serving the tenant's dwelling unit or designated parking space is responsible for the agreed upon conditions subject to subsection 4 of this section, if applicable.

(i) Notwithstanding subsections (1) and (3)(a) of this section, a landlord may update the tenant responsibilities outlined in the written agreement referred to in subsection 4 of this section when entering lease agreements with successive tenants.

(6) A landlord that willfully violates this section is liable to the tenant for actual damages and shall pay a civil penalty to the tenant in an amount not to exceed $1,000.

(a) In any action by a tenant requesting to have an electric vehicle charging station installed and seeking to enforce compliance with this section, the court shall award reasonable attorneys' fees and costs to any prevailing tenant.

Part III

Meter Collar Adapters

Sec. 301. RCW 80.60.010 is amended to read as follows:

The definitions in this section apply throughout this chapter unless the context clearly indicates otherwise.

(1) "Aggregated meter" means an electric service meter measuring electric energy consumption that is eligible to receive credits under a meter aggregation arrangement as described in RCW 80.60.030.

(2) "Commission" means the utilities and transportation commission.

(3) "Consumer-owned utility" means a municipal electric utility formed under Title 35 RCW, a public utility district formed under Title 54 RCW, an irrigation district formed under chapter 87.03 RCW, a cooperative formed under chapter 23.86 RCW, or a mutual corporation or association formed under chapter 24.06 RCW, that is engaged in the business of distributing electricity to more than one retail electric customer in the state.

(4) "Customer-generator" means a user of a net metering system.

(5) "Designated meter" means an electric service meter at the service of a net metering system that is interconnected to the utility distribution system.

(6) "Electric cooperative" means a cooperative or association organized under chapter 23.86 or 24.06 RCW.

(7) "Electric utility" means any electrical company, public utility district, irrigation district, port district, electric cooperative, or municipal electric utility that is engaged in the business of distributing electricity to retail electric customers in the state.

(8) "Electrical company" means a company owned by investors that meets the definition of RCW 80.04.010. Also known as an "investor-owned utility".

(9) "Irrigation district" means an irrigation district under chapter 87.03 RCW.

(10) "Meter aggregation" means the administrative combination of billing net energy consumption from a designated net meter and eligible aggregated meter

(11) "Meter collar adapter," A device installed between a residential electric meter and the meter socket for the purpose of facilitating the deployment of customer-owned or customer-leased distributed energy resource technology also referred to as a "meter socket adapter".

(12) "Municipal electric utility" means a city or town that owns or operates an electric utility authorized by chapter 35.92 RCW.

(13) "Net metering" means measuring the difference between the electricity supplied by an electric utility and the excess electricity generated by a customer-generator's net metering system over the applicable billing period.

(14) "Net metering system" means a fuel cell, a facility that produces electricity and used and useful thermal energy from a common fuel source, or a facility for the production of electrical energy that generates renewable energy, and that:

(15) Has an electrical generating AC capacity of not more than one hundred kilowatts;

a. Is located on the customer-generator's premises;

b. Operates in parallel with the electric utility's transmission and distribution facilities and is connected to the electric utility's distribution system; and

c. Is intended primarily to offset part or all of the customer-generator's requirements for electricity.

(16) "Port district" means a port district within which an industrial development district has been established as authorized by Title 53 RCW.

(17) "Premises" means any residential property, commercial real estate, or lands, owned or leased by a customer-generator within the service area of a single electric utility.

(18) "Public utility district" means a district authorized by chapter 54.04 RCW.

(19) "Renewable energy" means energy generated by a facility that uses water, wind, solar energy, or biogas as a fuel.

(20) "Retail electric customer" includes an individual, organization, group, association, partnership, corporation, agency, unit of state government, or entity that is connected to the electric utility's distribution system and purchases electricity for ultimate consumption and not for resale.

NEW SECTION. **Sec. 302.** A new section is added to Chapter 80.60 RCW to read as follows:

RCW Caption: Meter collar adapter – qualifying electrical utility requirements

(1) Each electric utility must allow the installation and operation of a meter collar adapter between a retail electric customer's meter and meter socket, whether owned by the customer, utility, or a third-party, provided the retail electric customer ensures the conditions outlined in subsection (2) of this section are met and the meter collar adapter meets the conditions outlined in subsection (3) of this section.

(2) The meter collar adapter must be installed in accordance with the national electrical code, other adopted state codes, rules by a licensed electrical contractor, and the installation must be approved by the local permitting authority

(3) An installed meter-mounted device must:

a. Be qualified to be connected to the supply side of the service disconnect and installed pursuant to all applicable provisions.

b. Be approved and listed by a nationally recognized testing laboratory to the applicable product safety standards and all other applicable standards for noted uses of meter-mounted or supply-side interconnected electrical equipment, and be suitable, according to the device's approval or listing documentation, for use in meter sockets that are rated 200 amperes;

c. Be compatible with advanced metering infrastructure;

d. Not impede access to the sealed meter socket compartment or the pull section of the service section of the electric meter or switchboard, as applicable, and not otherwise interfere with the ability to perform maintenance and testing;

e. Not interfere with meter functions, communication networks, or utility equipment operations; and

f. Be approved by the electric utility in accordance with subsection (5) of this section.

(4) A manufacturer of a meter collar adapter, a third-party, a residential customer, or an electric utility may install, maintain, or service a meter collar adapter or associated equipment, provided that:

a. The work is performed by a duly qualified and licensed electrician or electrical contractor; and

b. The model of meter collar adapter has been approved by the electric utility in accordance with subsection (5) of this section.

(5) An electric utility shall approve a proposed meter collar adapter that:

a. Is certified for compliance with the standards referenced in UL 414;

b. Is physically and electrically compatible with the UL listing of existing equipment at the installation location and meets all national electric code clearance and safety standards;

c. Is rated adequately for the connected equipment that is used for purposes of solar, battery storage, electric vehicle charging, or other energy efficiency measures; and

d. Does not compromise the structural integrity of the meter enclosure or interfere with safe meter operation

(6) An electric utility may deny a proposed customer-owner meter collar adapter only if:

a. The proposed meter collar adapter does not meet the requirements set forth in subsection (5) of this section, and;

b. The qualifying consumer-owned electrical utility provides written notice to the proposing party that clearly explains why the proposed meter collar adapter fails to meet safety requirements and explains the differences between the proposed meter collar adapter and a meter collar adapter that has been approved by the qualifying consumer-owned electrical utility.

(7) On or before December 31, 2027, an electric utility shall post and maintain on its website a public list of at least one meter collar adapter that is approved by the electric utility.

(8) On or before December 31, 2027, an electric utility's interconnection standards must:

a. Include a process for approving a qualifying customer-owned meter collar adapter that is not included in the public list maintained by the electric utility pursuant to subsection (7) of this section. This process must take no more than ninety days after the date of submission for approval of a specific meter collar adapter by the proposing party; and
b. Include a process for a customer to request and install a meter collar adapter, which process must take no longer than thirty days and not be unduly burdensome to the customer.

(9) An electric utility may not be held liable for damage, attributable to a meter collar adapter installed in accordance with this section, to any person or property.

(10) The commission may revise existing rules in WAC 480-108 to require investor-owned utilities to implement the conditions of this section.

NEW SECTION. **Sec. 303.** A new section is added to Chapter 19.28 RCW to read as follows:

(1) Notwithstanding the other provisions of Chapter 19.28, utility personnel may remove and reinstall a meter collar adapter owned by a customer, utility, or third-party for the purpose of accessing utility metering equipment, without this action constituting regulated electrical work under Chapter 19.28 RCW.

(2) For the purposes of this section, a meter collar adapter has the same definition as in RCW 80.60.010.

Part IV

Electric Vehicle Charger Data Transparency

A new chapter is added to Title 19 RCW to read as follows:

NEW SECTION. **Sec. 401.**

RCW Caption: Electric Vehicle Supply Equipment Data Transparency - Definitions.

The definitions in this section apply throughout this chapter unless the context clearly indicates otherwise.

(1) "Charger," a device having at least 1 charging port and connector for charging EVs.

(2) "Charging station," a charger or group of chargers and the area in the immediate vicinity of such charger or group of chargers, which may include, at the discretion of the regulating entity, supporting equipment, parking areas adjacent to the chargers and lanes for vehicle ingress and egress; provided, however, that a charging station may compose only part of the property on which it is located.

(3) “Charging network provider,” an entity that operates the digital communication network that remotely manages the chargers at a charging station; this may include charge point operators.

(4) “Charging station operator,” an entity that owns or provides the chargers and the supporting equipment and facilities at charging stations and is responsible for operating and maintaining chargers, supporting equipment, and facilities; they may delegate responsibility for certain aspects of the charging station operation and maintenance to subcontractors.

(5) “Commission,” the utilities and transportation commission.

(6) “Connector,” a device that attaches an EV to a charging port to transfer electricity; provided, however, that the term “connector” may also be referred to as a plug.

(7) “Department,” the department of commerce.

(8) “Direct current fast charger,” or “DCFC,” a charger that enables rapid charging by delivering direct current electricity to an EV’s battery.

(9) “Electric vehicle,” or “EV,” a motor vehicle that is either partially or fully powered on electric power received from an external power source. For the purposes of this regulation, this definition does not include golf carts, electric bicycles, or other micromobility devices.

(10) “Level 2 charger,” a charging system with a single-phase input voltage range from 208 to 240 volts of alternating current (AC) and maximum output current less than or equal to 80 amperes AC.

(11) “NEVI Standards,” the minimum standards and requirements for projects funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program that were published in the Federal Register on February 28, 2023.

(12) “Port,” a system or connecting outlet on a charger that provides power to charge an EV, provided, that a port may be equipped with multiple connectors but uses only one connector at a time to provide such power.

(13) “Public charging station,” a charging station that is a Level 2 charger or a DCFC and is located at a publicly available parking space.

(14) “Publicly available parking space,” a parking space that has been designated by a property owner or lessee to be available to and accessible by the public and may include on-street parking spaces and parking spaces in surface lots or parking garages; provided, however, that a ‘‘publicly available parking space’’ shall not include a parking space that is part of or associated with a private residence or that is reserved for the exclusive use of an individual driver or vehicle or for a group of drivers or vehicles including

employees, tenants, visitors, residents of a common interest development, or residents of an adjacent building.

NEW SECTION. **Sec. 402.**

RCW Caption: Electric Vehicle Supply Equipment Data Transparency Requirements

(1) Consistent with regulations pursuant to subsection (2) of this section, any charging network provider or charging station operator of a public charging station in the State shall make available to third-party software developers, free of charge, data necessary to provide real-time information on availability, power delivery rating, and pricing of each public charging station.

(2) The department shall promulgate regulations to implement subsection (1), including but not limited to:

(a) data requirements, provided further, that the department shall ensure that availability, power delivery rating, and pricing information are accurate and reflect the real-time conditions of each public charging station port;

(b) definitions of key terms, including but not limited to "availability" and "real time";

(c) requirements that the data include geographic information sufficient to support third-party mapping software;

(d) requirements that the data format comply with EV charging industry best practices and standards, such as the NEVI Standards, and other best practices and standards identified by the department;

(e) provisions allowing charging station operators to attach reasonable conditions to data use designed to protect confidential business information, provided that such conditions shall not prevent third-party software developers from accessing real-time information on the availability, power delivery rating, and pricing of each public charging station port; and

(f) applicability of the regulations, provided that the regulations shall apply to all public charging stations that commence operations no sooner than 18 months following the enactment of this Act.

Part V

Miscellaneous

NEW SECTION. **Sec. 501.** If any provision of this act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances is not affected.