

## Vehicle Purchase Exemption Criteria

This document lists general exemption criteria that may prohibit agencies from using a battery electric vehicle (BEV). The vehicle purchase exemption criteria in this document apply to small and executive cabinet agencies responsible for implementing Executive Order 21-04 (Zero Emission Vehicles). Purchases of non-BEV vehicles will be considered on a case-by case basis.

Before completing the DES [Passenger Vehicle Request Form](#), **agencies must seek approval** for any non-BEV purchases from the State Efficiency and Environmental Performance Office (SEEP) by [filling out the Electric Vehicle Purchase Exemption Form](#) with the following:

- A description of the desired vehicle type (i.e. sedan, SUV, truck, van)
- The criteria for exemption (from the list below), and
- A detailed description of how the desired vehicle type meets the selected exemption criteria, based on the business case and planned utilization of the vehicle.
- If the planned purchase is a replacement, please also provide details about the vehicle being replaced.

SEEP and the Department of Enterprise Services (DES) will review submissions and SEEP will respond within 10 business days.

- Executive Order 21-04 gives SEEP the authority to grant or deny exemption requests.

*\*\*If approved for a non-BEV procurement, agencies shall prioritize the most cost-effective low-emission options available and adhere to [RCW 43.19.622](#). Only full battery electric vehicles (BEVs) count towards fleet electrification goals outlined in [Executive Order 21-04](#).*

Criteria	Description
Cost	The total life cycle cost of a BEV is more than 10% than the cost of a comparable internal combustion engine (ICE) vehicle (not including costs for charging or charging equipment).
Prohibitive upfits	The vehicle's use or function requires upfits or modifications that cannot be completed in the BEV options available in the vehicle category on state contract (i.e. truck, SUV, sedan).
Emergency response	The primary use of the vehicle is related to emergency response and using a BEV would pose a concern to public safety (i.e. active pursuit vehicles for law enforcement or wildland fire response vehicles).

Criteria	Description
<b>Safety</b>	Charging the vehicle in the field is required for regular transport routes and using a BEV would pose a concern to public safety because the vehicle's primary use is transporting individuals under the agency's jurisdiction.
<b>Vehicle availability</b>	<p>There is not a BEV option for the vehicle type (i.e. sedan, SUV, truck, van) available on state contract (CARS contract <a href="#">05916</a> or Sourcewell contract <a href="#">13022</a>) at the time of vehicle replacement or procurement.</p> <p style="text-align: center;"><b>and</b></p> <p>Use or need of the vehicle cannot wait until next available manufacturing order/ delivery dates.</p>
<b>Vehicle range and EV charging infrastructure</b>	<p>The vehicle's primary duty station is in an area that is not within <b>1 hour or 60 miles</b> round-trip of a nearby DC Fast Charger, and other charging methods are not sufficient to regularly charge the vehicle between standard operational uses or in the field.</p> <p style="text-align: center;"><b>and</b></p> <p>Use or need of the vehicle cannot wait until planned nearby EVSE installation is completed.</p>

#### Exempt Vehicles

- A. Farm tractors/farm vehicles as defined in [RCW 46.04.180](#) and [RCW 46.04.181](#)
- B. Off-road vehicles as defined in [RCW 46.04.365](#)
- C. Non-highway vehicles as defined in [RCW 46.09.130](#)
- D. Snowmobiles as defined in [RCW 46.04.546](#)
- E. Low Speed vehicles. For example—golf carts, ATVs, trailers, or other trailered equipment.