

# Executive Order 21-04: Zero Emission Vehicle (ZEV)

## Frequently Asked Questions

Revision Date: 6/17/2022

- **What does Executive Order 21-04 do?**

This EO builds on EO 20-01 (State Efficiency and Environmental Performance) to establish targets, processes and systems for the electrification of Washington State's fleet vehicles. The State Efficiency and Environmental Performance Office (SEEP) and the Department of Enterprise Services (DES) are tasked with leading this transition.

- **What is SEEP?**

Executive Order 20-01 created the State Efficiency and Environmental Performance (SEEP) Office. SEEP works with state agency partners to achieve reductions in greenhouse gas emissions and eliminate toxic materials from state agency operations.

- **What is DES's role in implementing EO 21-04?**

DES is partnering with SEEP to prepare a State Fleets Zero Emission Vehicle implementation strategy, a comprehensive fleet transition schedule, and an implementation plan template for use by state agencies.

## The state fleet

- The state fleet consists of approximately 12,000 vehicles including sedans, vans, SUVs and various types of light- to heavy-duty trucks.
- Fleet vehicles are driven by state employees to conduct official state business.
- DES Fleet Operations manages roughly 5,000 state fleet vehicles for state agencies and operates on a cost-recovery basis. Its vehicle management operations include:
  - Purchasing
  - Repair and maintenance
  - Replacement
  - Permanently assigned vehicles
  - Short-term rental
- Some agencies, including Fish and Wildlife, State Patrol and the Department of Health and Social Services, manage their own fleets.

# Targets, barriers and directives

- **What are the fleet electrification targets included in this EO?**
  - 100% of light duty fleets electrified by 2035
  - 40% of light duty fleets electrified by 2025
  - 75% of light duty by 2030
  - 100% of medium and heavy-duty fleets electrified by 2040
- **What are the acceptable pathways for fleet electrification?**
  - Light duty fleets must be zero-emissions vehicles (ZEV)
  - Medium and heavy-duty fleets may utilize biofuels to reduce greenhouse gas (GHG) emissions until suitable alternatives exist and are available on state contract
- **What are the state laws and policies that relate to fleet electrification?**
  - Extent Practicable as defined within [RCW 43.19.648](#) and [WAC 194-28-070](#)
  - [Right to Charge](#) Legislation (ESHB 1793)
  - [RCW 43.01.250](#): Using electric vehicle (EV) Chargers at state office locations
  - [Low carbon fuel standard](#)
  - State agency GHG emissions limits ([RCW 70A.45.050](#))
  - Fuel economy specifications outlined in [RCW 43.19.622](#)
  - [Executive Order 20-01](#)
  - [Executive Order 21-04](#)
  - [Washington State Electric Vehicle Fleets Initiative](#)
  - [RCW 19.27.540](#): EV infrastructure requirements – Rules
- **What if a state agency needs to replace a vehicle, but does not have adequate charging infrastructure to charge a ZEV?**
  - The ZEV EO will encourage investment in electric vehicle supply equipment (EVSE) at state facilities. Agencies need to be aggressive in pursuing available funding for EVSE (through legislative appropriation, grant opportunities, and financing) and will be asked to articulate needs for EVSE in their implementation plans.
  - The state is pursuing funding for staff resources dedicated to EVSE installations at leased and owned facilities; additional FTEs will also help ensure that suitable EVSE equipment is available on state contracts.
  - Agencies are encouraged to maximize usage of publicly available charging networks
- **What if a state agency can't find a suitable ZEV alternative when replacing a vehicle?**
  - The exemption process will stand alone from existing requirements in RCW 43.19 and budget provisos. Agencies will need to obtain SEEP exemptions prior to submitting their purchase request to DES. DES's form will be modified to include a field for agencies to attest that they have received any required exemptions from SEEP.

- Agencies may pursue alternative decarbonization strategies for reducing fleet emissions including but not limited to biofuels and plug-in hybrid vehicles.
- The exemption criteria can be found [here](#).
- **Adding EVSE at leased facilities has been a challenge. How will we face this challenge moving forward?**
  - This transition isn't something state agencies are going through alone. Landlords are likely to see an increased demand for EV charging at the buildings they own, and working with the state to add EVSE will accelerate the transition and make it more economical for everyone.
  - The state is pursuing funding for staff resources dedicated to EVSE installations at leased and owned facilities.
  - Additional resources will help navigate issues like building owner indemnification, aligning EVSE projects with lease renewals, and other challenges.

## Why ZEV?

- ZEVs have lower maintenance costs than internal combustion emissions (ICE) vehicles, making them cheaper to own and operate in their lifetime.
- ZEVs have lower environmental footprints.

## What resources are there to assist state agencies?

- [Spark Toolkit](#)
- [Plugshare](#)
- [DES Vehicle Purchasing](#)
- [DES Electric Vehicles](#)
- [DES Real Estate Services EVSE Request Form](#)
- [SEEP Website](#)