

# Interagency Electric Vehicle Coordinating Council

Sept. 27, 2022

## **Agenda item: Hiring consultants**

The Move Ahead Washington transportation package (ESSB 5974) requires the EV Council to complete a statewide transportation electrification strategy and conduct public engagement. These are both tasks for which states often hire consultants to bring technical modeling, data analysis, process facilitation, and communications skills on board. The Department of Commerce recently completed the 2021 State Energy Strategy with the help of two consultants and used that experience to estimate contracting costs in its ESSB 5974 fiscal note. The department received sufficient funding in the FY 2023 operating budget to hire and manage consultants as part of its EV Council staffing responsibilities.

Governance workgroup recommendation: Approve the consultant scope of work as written below. Direct the Department of Commerce to serve as the lead agency, begin and complete a hiring process, and provide updates to the EV Council.

## **Proposed Scope of Work: Washington Statewide Transportation Electrification Strategy**

### **Background**

In March 2022, Governor Jay Inslee signed the Move Ahead Washington transportation package (ESSB 5974) into law. The legislation created a new Interagency Electric Vehicle Coordinating Council (EV Council) to align the transportation electrification efforts of ten state agencies and offices. Chapter 43.392 of the Revised Code of Washington (RCW) tasks the EV Council with the “development of a statewide transportation electrification strategy to ensure market and infrastructure readiness for all new vehicle sales.”

The EV Council is also required to develop a scoping plan to meet a new electric vehicle adoption target established in RCW 43.392.020 that reads: “A target is established for the state that all publicly owned and privately owned passenger and light duty vehicles of model year 2030 or later that are sold, purchased, or registered in Washington state be electric vehicles.” The 2030 target scoping plan must be delivered to the Legislature by December 31, 2023. The EV Council has determined that the most efficient course of action is to incorporate the 2030 target scoping plan into the statewide transportation electrification strategy.

RCW 43.392.040 requires the EV Council to complete additional responsibilities that should be coordinated with or worked into the strategy:

- Identification of all electric vehicle infrastructure grant-related funding to include existing and future opportunities, including state, federal, and other funds.
- Coordination of grant funding criteria across agency grant programs to most efficiently distribute state and federal electric vehicle-related funding in a manner that is most beneficial to the state, advance best practices, and recommend additional criteria that could be useful in advancing transportation electrification.
- Development of a robust public and private outreach plan that includes engaging with:

- Community organizers and the environmental justice council to develop community-driven programs to address zero emissions transportation needs and priorities in overburdened communities.
- Local governments to explore procurement opportunities and work with local government and community programs to support electrification.
- Creation of an industry electric vehicle advisory committee.
- Ensuring the statewide transportation electrification strategy, grant distribution, programs, and activities associated with advancing transportation electrification benefit vulnerable and overburdened communities.

### **EV Council scope**

The EV Council has determined that “transportation electrification” includes any zero-emission vehicle from e-bikes to airplanes. Anything that can affect electricity usage in the powering of transportation is under purview of study, coordination, or action by the EV Council and therefore a factor for inclusion in the statewide transportation electrification strategy.

The EV Council is committed to the transition of fossil fuel-powered vehicles to battery electric vehicles **and** gains in transportation energy efficiency through the reduction of vehicle miles traveled (VMT). Both are necessary for the state to meet its climate, equity, and environmental justice goals.

### **Consultant tasks**

The EV Council is entering into an agreement with a consultant (and any sub-contractors) to complete the following tasks necessary to meet these responsibilities.

#### Task 1: Process facilitation

The consultant will be responsible for developing and facilitating a process that will allow the EV Council, stakeholders, and impacted communities to create and finalize a statewide transportation electrification strategy by December 31, 2023. This will include assisting the EV Council in creating workgroups to complete sections of the strategy, preparing materials and agendas for workgroup meetings, staffing workgroup meetings, providing updates and presenting to the EV Council, assisting Commerce and WSDOT staff in carrying out stakeholder advisory committee meetings and coordinating with the Environment Justice Council, ensuring impacted communities are engaged in development of the strategy, meeting regularly with Commerce and WSDOT EV Council staff and co-chairs to steer the council’s administration, and any other process facilitation support requested by Commerce and WSDOT staff.

#### Task 2: Data analysis and modeling

The statewide transportation electrification strategy should include a foundation of data analysis that establishes Washington’s transportation electrification adoption trends across all vehicle types and classes, access to availability of vehicle models, electric vehicle charging infrastructure, greenhouse gas emissions and other co-pollutants by vehicle type, projected energy usage, and other metrics as determined with EV Council co-chairs, members, and staff.

These data points should be tracked both (1) over time to assess their alignment with the state’s 2030 target and zero-emission vehicle program rules as developed by the Department of Ecology in reference to California regulations, and (2) across demographic factors to assess whether Washington’s transition will be equitable and address environmental health disparities.

The EV Council expects modeling of adoption rates, installation of electric vehicle charging infrastructure, energy usage, transportation emissions, and other data points will be necessary to complete this work. The modeling should be based on different scenarios of policy and funding actions, and assess costs to the state and consumers in each scenario. Scenarios that account for factors outside the state's control (for example, changes in federal incentives or regulations, supply chain constraints, technology changes, etc.) should also be considered for inclusion in the modeling.

### Task 3: Public engagement and consumer opinion research

The EV Council expects the strategy to be co-developed with implementation partners (for example, electric utilities, transportation planning organizations, local governments, tribal governments, labor unions, and industry representatives) and communities overburdened by transportation pollution, consumers most in need of assistance to access viable transportation options, and by those who have historically been negatively affected by discriminatory transportation decisions.

Engagement strategies could include inclusion of stakeholders and community leaders on EV Council workgroups, meaningful participation of the EV Council's advisory groups in strategy development, community listening sessions, coordination with community organizers, participation in community events, one-on-one meetings, focus groups, or statistically representative surveys. The consultant may partner with an opinion research firm to ensure its findings accurately capture the opinions and input of Washington residents.

Policy recommendations included in the strategy should have a direct link to the information gathered during this engagement plan.

The strategy should also include a section detailing needed actions by the state to provide clear information and education to consumers and fleet managers to ensure they can navigate rapidly changing electric vehicle markets. This should include continued engagement activities with the audiences referenced above to ensure a continuity of communication between state agencies and the communities we serve.

### Task 4: Strategy development

Tasks 1-3 will ultimately culminate in a statewide transportation electrification strategy that will provide Washington policymakers with a recommended roadmap of actions to reach our goals.

This document should, at minimum, include:

1. A current state of transportation electrification that details existing programs and policies, including identification of all electric vehicle infrastructure grant-related funding to include existing and future opportunities, including state, federal, and other funds.
2. Findings from the public engagement activities, including consumer opinion research.
3. Analysis of electric vehicle charging infrastructure for all vehicle types that aligns with the electric vehicle mapping and forecasting tool being developed by WSDOT, identifies charging gaps and barriers to installation (for example, workforce shortages or other installation cost factors), and recommends needed investments and policies to support the number of electric vehicles expected by 2025 and 2030 for the different scenarios modeled.
4. Analysis of expected availability of models by vehicle type and class in Washington, (including an assessment of supply-side factors), anticipated cost-comparison between electric and internal

combustion engine models, and recommendations for incentives or other programs and policies needed to ensure adoption rates in both the new and used markets.

5. Projections for energy usage that rely on VMT reduction targets set by WSDOT, recommendations for how to best pair VMT reductions with electrification, and an assessment of electric grid upgrades and distributed energy resources (including on-site batteries) needed to support increased electrification.
6. Summary of state fleet electrification implementation and any recommended new policies or investments needed to reach goals set in Executive Order 21-04.
7. A clear, specific, and detailed roadmap (scoping plan) of recommended policy and funding actions needed to meet the state’s 2030 target, including who is responsible for the actions, the cost of the actions, and when the actions need to take place. This roadmap should clearly explain the difference in actions needed to meet a target of 100% 2030 model year light-duty passenger vehicles versus the 2035 target set in the Advanced Clean Cars II regulations.
8. Analysis and recommendations throughout the report on how transportation electrification policies and funding benefit vulnerable and overburdened communities.
9. A plan for continued public engagement and consumer education as the strategy is implemented to ensure Washington residents have the information they need to navigate electric vehicle infrastructure, incentives, and markets.

**Timeline**

- Fall 2022: Department of Commerce, on behalf of the EV Council, hires consultant to lead strategy development.
- Fall 2022 - Winter 2023: EV Council establishes issue workgroups to help support strategy development.
- Fall 2022 – Summer 2023: Consultant conducts public engagement activities as part of strategy development.
- Fall 2023: EV Council releases draft strategy for public comment.
- December 31, 2023: EV Council submits final strategy to the Legislature.

Agency	Consensus	Yes	Yes with concerns	No	Not present/no vote
Agriculture					X
Commerce	X				
DES	X				
Ecology	X				
Health	X				
OFM					X
OSPI	X				
SEEP	X				
Transportation	X				
UTC	X				
Total	Consensus				