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**SENATE BILL 6586**

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**State of Washington**

**66th Legislature**

**2020 Regular Session**

**By** Senators Saldaña, Hobbs, Lias, and Conway

Read first time 01/23/20. Referred to Committee on Transportation.

1 AN ACT Relating to implementing a per mile charge on electric and  
2 hybrid vehicles; adding a new section to chapter 46.17 RCW; creating  
3 a new section; repealing RCW 46.17.324; and providing effective  
4 dates.

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

6 NEW SECTION. **Sec. 1.** The legislature finds that increasing the  
7 rate of adoption of electric and hybrid vehicles is helping to reduce  
8 harmful air pollution from exhaust emissions, including greenhouse  
9 gas emissions, in the state. At the same time, the legislature also  
10 finds that there is a need to ensure that the greater adoption of  
11 electric and hybrid vehicles does not reduce funds to maintain and  
12 improve transportation infrastructure and that there is a need for  
13 fairness in how these funds are generated. The legislature also finds  
14 that a road usage charge or per mile fee system appears to be a  
15 viable method to ensure these goals are achieved. It is therefore the  
16 legislature's intent to impose a per mile fee to mitigate the impact  
17 of increased electric and hybrid vehicles on state roads and highways  
18 and to allow further evaluation of the feasibility of transitioning  
19 from a revenue collection system based on fuel taxes to a per mile  
20 funding system.

1        NEW SECTION.    **Sec. 2.**    A new section is added to chapter 46.17  
2    RCW to read as follows:

3        (1) By December 1, 2021, the department and the transportation  
4    commission must collaborate to develop an implementation plan for  
5    imposing a per mile fee on electric and hybrid vehicles pursuant to  
6    subsection (2) of this section and that incorporates the ongoing work  
7    of the transportation commission in evaluating a road usage charge.  
8    The plan must include, but is not limited to:

9        (a) Different mileage reporting options;

10       (b) Recommended fee methods and rates for achieving cost  
11    efficiency, fairness, minimal administrative cost, payment  
12    compliance, consumer choice, and preserving individual privacy;

13       (c) Alternatives in the payment method to allow for monthly or  
14    quarterly payment rather than payment on an annual basis;

15       (d) Any recommended statutory changes, including suggested  
16    offsets or rebates to the per mile fee to recognize other taxes and  
17    fees paid by electric and hybrid vehicle owners;

18       (e) Specific recommendations to better align the system with  
19    other vehicle-related charges and potentially establish the framework  
20    for broader implementation of a per mile funding system, including  
21    analysis of the preferred method for addressing eighteenth amendment  
22    restriction considerations; and

23       (f) A recommended implementation and governance structure whereby  
24    the department is the operator of the per mileage payment system, but  
25    the transportation commission serves in a policy role that ensures  
26    independent oversight and reporting to the legislature and  
27    appropriate public input.

28       (2) Beginning January 1, 2024, the following vehicles will be  
29    subject to a per mile fee:

30       (a) An electric or hybrid vehicle that uses at least one method  
31    of propulsion that is capable of being reenergized by an external  
32    source of electricity and is capable of traveling at least thirty  
33    miles using only battery power; or

34       (b) A vehicle that uses a hybrid electrical and internal  
35    combustion engine.

36       (3) (a) Before accepting an initial application or annual vehicle  
37    registration renewal for a vehicle specified in subsection (2) of  
38    this section, the department, county auditor, or other agent or  
39    subagent appointed by the director must require the applicant to pay

1 a fee as specified in this section. This fee is in addition to all  
2 other fees and taxes required by law.

3 (b) The rate of the per mile fee is as follows:

4 (i) Three and one-half cents per mile for an electric or hybrid  
5 vehicle that uses at least one method of propulsion that is capable  
6 of being reenergized by an external source of electricity and is  
7 capable of traveling at least thirty miles using only battery power;

8 (ii) Two cents per mile for a vehicle that uses a hybrid  
9 electrical and internal combustion engine.

10 (4) This section only applies to a vehicle that is designed to  
11 have the capability to drive at a speed of more than thirty-five  
12 miles per hour.

13 (5) Proceeds from the fee must be used for preservation and  
14 maintenance and must be deposited in the motor vehicle fund created  
15 in RCW 46.68.070.

16 NEW SECTION. **Sec. 3.** RCW 46.17.324 (Transportation  
17 electrification fee) and 2019 c 287 s 23 are each repealed.

18 NEW SECTION. **Sec. 4.** Sections 1 and 2 of this act take effect  
19 July 1, 2020.

20 NEW SECTION. **Sec. 5.** Section 3 of this act takes effect July 1,  
21 2024.

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