



STATE OF WASHINGTON
— OFFICE OF GOVERNOR JAY INSLEE —

EXECUTIVE ORDER 21-04

ZERO EMISSION VEHICLES

WHEREAS, Washington State is already experiencing the impacts of climate change, such as increasingly frequent extreme weather events and longer, more devastating wildfire seasons; and, the current pace of mitigation is insufficient to prevent the worst climate change impacts.

WHEREAS, RCW 70A.45.020 requires the state to reduce greenhouse gas emissions by 45 percent by 2030, 70 percent by 2040, and 95 percent by 2050 below 1990 levels; and vehicle emissions are the largest contributor to state greenhouse gas emissions.

WHEREAS, RCW 70A.45.050 requires state agencies to reduce greenhouse gas emissions by 45 percent by 2030, 70 percent by 2040 and 95 percent by 2050 below 2005 levels; and transportation emissions are one of the largest state agency contributors to total greenhouse gas emissions.

WHEREAS, the continued use of internal combustion engine (ICE) vehicles produces harmful greenhouse gas emissions and pollutants, negatively impacts the environment and public health, increases reliance on imported fossil fuels, and exacerbates health and economic inequities in overburdened communities.

WHEREAS, low or non-emitting vehicles reduce air pollution, improve the health of state government employees and local communities, significantly mitigate harmful pollutants in high-traffic, overburdened communities, and advance the state's greenhouse gas reduction and climate goals.

WHEREAS, RCW 43.19.648 mandates that local and state fleets transition to 100 percent electric or biofuel-powered vehicles; and the Washington State Electric Vehicle Fleets Initiative requires that 50 percent of new state passenger vehicle purchases be electric vehicles.

WHEREAS, state agencies already prioritize purchasing battery electric vehicles (BEVs) to replace ICE vehicles due to lower lifecycle costs, but agencies require increased and continued funding for electric vehicle supply equipment (EVSE) to fully transition state vehicle fleets. And,

WHEREAS, state government and the State Efficiency and Environmental Performance (SEEP) program, established by Executive Order 20-01, will continue to lead by example to accelerate the transition to a clean energy future.

NOW, THEREFORE, I, Jay Inslee, Governor of the state of Washington, by virtue of the power vested in me by the Constitution and statutes of the state of Washington do, effective immediately, hereby order and direct as follows:

Fleet Electrification Minimum Targets

For ICE passenger vehicles and class 1 – 2a light-duty trucks: All state executive and small-cabinet agencies shall procure BEVs to replace ICE vehicles that have reached the end of their useful life, so that at least

- 40% of fleets are BEVs by 2025;
- 75% of fleets are BEVs by 2030; and
- 100% of fleets are BEVs by 2035.

For medium- and heavy-duty ICE vehicles (class 2b and higher): All state executive and small-cabinet agencies shall procure zero-emission vehicles (subject to market availability) to replace ICE vehicles that have reached the end of their useful life, so that at least

- 30% of class 2b-3 fleets and 50% of class 4-8 fleets are BEVs by 2030;
- 55% of class 2b-3 fleets and 75% of class 4-8 fleets are BEVs by 2035; and
- 100% of fleets are BEVs by 2040.

For vehicles class 2a and above in which BEVs are not available, state executive and small-cabinet agencies shall prioritize the lowest-emission, cost-effective option available, including, but not limited to, plug-in hybrid electric vehicles (PHEVs) and hydrogen fuel cell technologies.

“Fleet” or “fleets” is defined as the group of vehicles controlled and operated at the agency level for specific agency operations, missions, or responsibilities, regardless of ownership status.

Vehicle classes are determined by the U.S. Environmental Protection Agency classification system, which can be accessed at: <https://www.epa.gov/emission-standards-reference-guide/vehicle-weight-classifications-emission-standards-reference-guide>.

Implementation Strategy and Guidance

SEEP, in conjunction with the Department of Enterprise Services (DES), shall 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 implementation strategy shall establish standard metrics and reporting requirements. It shall also provide policies and options for addressing barriers to fleet electrification, including, but not limited to:

- Siting electric vehicle supply equipment (EVSE) at leased facilities and facilities without dedicated parking;
- Negotiating terms in facility leases for EVSE;
- Upgrading electricity supply to support EVSE; and
- Making EV charging stations and EVSE publicly accessible, including consideration of financial, security, legal, site access, and other related topics.

SEEP shall establish vehicle purchase exemption criteria, and an exemption review and approval process, by which executive and small-cabinet agencies may seek exemptions for specific state fleet vehicles. When requesting an exemption, these agencies shall consider alternate decarbonization strategies for reducing fleet emissions, including but not limited to biofuels and PHEVs. Exemption requests shall be reviewed and approved by SEEP.

Implementation Plans

Each state executive and small-cabinet agency shall develop a fleet electrification implementation plan, consistent with the terms of this order, using the implementation plan template provided by SEEP.

Implementation plans shall include:

- Fleet replacement schedules;
- EVSE siting and build-out plans, prioritizing deployment at state agency facilities located in overburdened communities;
- Program management plan and requirements, including any new staffing needs;
- Operations and maintenance plan for BEVs and EVSE; and
- Funding needs for EVSE by biennium.

State executive and small-cabinet agencies must provide updated fleet replacement schedules to SEEP and DES within 60 days after the issuance of this order, and every two years thereafter. These replacement schedules and other data will be utilized to identify EVSE priorities.

State executive and small-cabinet agencies shall submit initial implementation plans to SEEP 120 days after SEEP finalizes and distributes the implementation plan templates. SEEP, with support from DES and other state agencies as needed, shall complete review of submitted implementation plans within 30 days of receipt.

State executive and small-cabinet agencies shall submit data and progress reports to SEEP on an annual basis for the purpose of monitoring and verification. Data and compliance reporting shall be made available to the public using dashboards and data visualization. Annual reports shall address any issue with implementation of this order and meeting the minimum targets, including any measures planned or recommended to restore the fleet electrification schedule.

Implementation plans shall be updated every two years to ensure state agencies are on track to meet electrification goals and milestones, and to maintain accuracy of EVSE funding needs.

Higher education institutions and state agencies led by separately elected officials are encouraged to undertake similar fleet decarbonization and implementation planning efforts.

Implementation Support

SEEP shall:

- Provide technical assistance, share resources and best practices, and coordinate cross-agency efforts;
- Review and approve agency implementation plans and budget proposals, and provide recommendations to agencies when plans and proposals are not initially approved;
- Exercise oversight responsibility to ensure agencies are on track to meet interim and milestones and timelines as outlined in this order; and
- Provide an annual summary to the Governor's Office and Office of Financial Management (OFM) on the status of implementation of this order and any recommended improvements.

DES shall facilitate agency efforts by:

- Expediently updating EV and EVSE master contracts;
- Providing consolidated fleet management;
- Supporting SEEP in collection and maintenance of fleet adoption data;
- Providing agencies with updated fleet replacement schedules;
- Working with agencies and lessors to support and manage EVSE installation;
- Negotiating terms in facility leases for EVSE;
- Coordinating with SEEP to prioritize EVSE siting, capital infrastructure work, and agency fleet services;
- Coordinating funding requests and priorities for EVSE and facility capital work; and
- Supporting SEEP review of implementation plans, budget proposals, and exemption requests.

Funding and Timelines

This order shall take effect immediately. The development of the implementation strategy and guidance shall also begin immediately, initially using existing agency capacity and resources and later being supplemented with additional funding.

The Office of Financial Management shall use agency implementation plans and budget proposals to identify and brief the Governor's Office on the budget appropriations needed to fully implement this order.

Based on information and advice provided by OFM, SEEP may adjust the timelines for implementation planning and achieving the minimum targets for fleet electrification.

Signed and sealed with the official seal of the state of Washington on this 3rd day of November, AD., Two Thousand and Twenty-One, at Olympia, Washington.



By:

A handwritten signature in blue ink, appearing to read "Jay Inslee", written over a horizontal line.

Jay Inslee, Governor

BY THE GOVERNOR:

A handwritten signature in blue ink, appearing to read "Sheri D. Nelson", written over a horizontal line.

Secretary of State
Sheri D. Nelson
Deputy Secretary of State