Electric Vehicle Supply Equipment
Establishing Fees & Reporting Requirements

Meeting 3

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Meeting Controls

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- Phone attendees: Press *6 to mute/unmute yourself.
- Ask questions at any time by either:
  - Raising your hand
  - Leaving a message in the chat
Today’s Agenda

- **NREL Reporting**
  1. Who reports to NREL
  2. NREL reporting required
  3. Additional requirements
- **Fees**
  - Fee set in statute
  - Additional fee authority
  - What's covered by the fees
  - Other considerations
  - Some numbers
- **NIST HB130** (not to be confused with HB44)
General Thoughts

**What:** Any end goals, objectives, or issues needing to be addressed within the scope of the statute.
- What is the problem trying to be solved or the benefit trying to be achieved?

**How to achieve:** Any ideas for proposed language that meets the requirements of the statute and achieves objectives?

**Other:** Anything else we should know?
- How does it affect you?

**Data:** Please provide!
EVSPs are responsible to report on all publicly available EVSEs in Washington.

This section applies to all EVSPs operating one or more publicly available level 2 or direct current fast charger EVSE installed in Washington. If an EVSP also operates EVSE that is not available to the public, the requirements of this section apply only to that EVSP's publicly available level 2 or direct current fast charger EVSE installed in Washington.
By January 1, 2023, EVSPs must report inventory and payment method information to the national renewable energy laboratory, alternative fuels data center. The information must be reported, at a minimum, annually and must include, but is not limited to:

(a) Electric vehicle service provider information;

(b) Electric vehicle supply equipment inventory for both active and retired, decommissioned, or removed electric vehicle supply equipment in Washington;

(c) Electric vehicle supply equipment payment method information.
The department may adopt additional reporting requirements to support compliance with chapter 238, Laws of 2021 (this act).

**Discussion:**
Are there any additional requirements we should be considering?

**Current Annual Reporting Requirements**
(a) Electric vehicle service provider information;
(b) Electric vehicle supply equipment inventory for both active and retired, decommissioned, or removed electric vehicle supply equipment in Washington;
(c) Electric vehicle supply equipment payment method information
(1) Pursuant to RCW 19.94.015, the following annual registration fees shall be charged for each weighing or measuring instrument or device used for commercial purposes in this state:

(h) Level 2 EVSE port – $20.00

(i) DC fast charger EVSE port – $40.00
Pursuant to RCW 19.94.015, a reasonable registration fee for EVSE, in addition to the fees established in subsection (1) of this section, may be established through rule making to cover the remaining costs associated with enforcing this chapter on EVSE. The department may consider differential fees to reduce the potential burden of the registration fee for EVSPs operating less than 25 publicly available EVSE in Washington.
Fee for Service

What does ‘fee for service’ mean?

The program is funded solely by registration fees. It does not receive any funding from the state budget.

- Salary and benefits for:
  - Field staff
  - Office staff
- Equipment:
  - Trucks
  - Test equipment
  - Supplies
- Training
- Program/division support
- Agency operations rate (support)
Other Funding Considerations

Fixed vs. Variable Costs

**Fixed** – Administration costs are relatively fixed.

**Variable** - Inspection related costs will increase as the number of devices increases.

Registration Fee Stages

1. Set in statute
   - Level 2 $20
   - DC Fast Charger $40
2. Cover costs related to initial implementation
3. Cover accuracy testing/Handbook 44 inspection costs
## Funding

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>One time start up from Legislation</td>
<td>$152,000</td>
</tr>
<tr>
<td>700 DC FC @ $40</td>
<td>28,000</td>
</tr>
<tr>
<td>2,500 LVL 2 @ $20</td>
<td>60,000</td>
</tr>
<tr>
<td><strong>Registration sub total per year</strong></td>
<td><strong>$88,000</strong></td>
</tr>
</tbody>
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**Fiscal note estimate for 2021-2023:**

$369,400

$152,000 + $88,000 + $88,000 = $328,000

**Fiscal Note estimate for 2023-2025:**

$331,100  *(If number of registered devices are correct, with 100% registration, and there is a 20% compounding increase each year.)*

$105,600 + $126,720 = $232,320 fees paid

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Disclaimer: Estimates to help stakeholders understand funding requirements. Number are very likely to look much different.
2.34. Retail Sales of Electricity Sold as a Vehicle Fuel.


2.34.1. Definitions.

2.34.2. Method of Sale (Sale by the kWh)

2.34.3. Retail Electric Vehicle Supply Equipment (EVSE) Labeling

2.34.4. Street Sign Prices and Other Advertisements.

Adopt 2016 Now, or 2021 when W&M adopts new version.

Language has been the same since 2013.
Device Registration

Registering Devices with DOR

- Concerned about the process?
  - Please try to register your devices
  - We would like to address actual issues, not preemptive concerns

If customers pay to use your EVSE, you must register them. It is required when renewing your business license or applying for a new one.
Stakeholder Involvement

• Continued discussion
• Review of draft language
• Additional requests for input
• Visit our website for details: https://agr.wa.gov/services/rulemaking/wac-16-662-electric-vehicle-supply-equipment
Thank you for participating!

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