

3SHB 1091 - H AMD **151**

By Representative Fitzgibbon

ADOPTED 02/27/2021

On page 3, beginning on line 16, strike all of subsection (9)

Renumber the remaining subsections consecutively and correct any internal references accordingly.

Beginning on page 3, line 34, strike all of subsections (14) and (15)

Renumber the remaining subsections consecutively and correct any internal references accordingly.

On page 6, line 15, after "and" strike "green"

On page 6, beginning on line 24, after "used" strike "only for purposes of the clean fuels program"

On page 7, line 7, after "or" strike "green"

On page 7, beginning on line 19, after "standards" strike all material through "section" on line 20

On page 7, beginning on line 37, after "Washington" strike all material through "program" on line 40

On page 8, line 9, after "fuels" insert ", and electric vehicle manufacturers"

On page 10, line 20, after "sequestration;" strike "or"

On page 10, line 21, after "projects;" insert "or

(iv) Investments and activities that support deployment of machinery and equipment used to produce gaseous and liquid fuels from nonfossil feedstocks, and derivatives thereof;"

On page 11, line 27, after "(b)" strike "Producers" and insert "Electric vehicle manufacturers and producers"

1 On page 12, beginning on line 21, after "of" strike all material
2 through "of" on line 22 and insert "hydrogen and other gaseous fuels
3 produced from nonfossil feedstocks, and derivatives thereof as"

4 On page 12, beginning on line 30, after "of" strike all material
5 through "of" on line 31 and insert "hydrogen and other gaseous fuels
6 produced from nonfossil feedstocks, and derivatives thereof as"

7 On page 13, beginning on line 6, after "program." strike all
8 material through "utilities." on line 14 and insert "The department
9 must provide for the establishment and funding of a statewide clean
10 fuel reward program to provide light duty vehicle consumers with
11 reasonable purchase incentives and require that at least some portion
12 of the 50 percent of revenues subject to this subsection be
13 contributed by each electric utility to such a program. The clean
14 fuel reward program must provide a price reduction to vehicle
15 purchasers or leasers at the time of purchase or lease on electric
16 vehicle purchases or leases in Washington. Any requirements for the
17 expenditure of revenues from credits earned from the electricity
18 supplied to retail customers by an electric utility under the clean
19 fuels program must be developed in consultation with electric
20 utilities, automobile manufacturers, and car dealers."

21 On page 14, line 14, after "2035." insert "The analysis must be
22 informed by input from stakeholders, including regulated industries,
23 and informed by experience from other jurisdictions. The analysis
24 must impute price impacts using multiple analytical methodologies and
25 must make clear how the assumptions or factors considered differed in
26 each methodology used and price impact imputed."

EFFECT: The amendment makes the following changes to the Third Substitute Bill:

(1) Eliminates definitions for "Green Hydrogen," "Renewable Hydrogen," and "Renewable Resources," and changes references to green hydrogen or renewable hydrogen to instead reference hydrogen.

(2) Allows the generation of Clean Fuels Program credits by transportation fuels with associated greenhouse gas emissions exceeding 80 percent of baseline 2017 carbon intensity levels, but below the applicable standard adopted by the Department of Ecology.

(3) Allows electric vehicle manufacturers to be eligible to generate clean fuels program credits.

(4) Allows electricity to be certified with a carbon intensity of zero if a renewable energy credit or other environmental attribute has been used or retired for the electricity, but without requiring the retirement or use of the renewable energy credit or attribute be used or retired only for purposes of the Clean Fuels Program.

(5) Authorizes the Department of Ecology's rules to allow the generation of credits from gaseous and liquid fuels from nonfossil feedstocks and derivatives.

(6) Authorizes the expenditure by electric utilities of Clean Fuels Program revenues on the provision of hydrogen and other gaseous fuels produced from nonfossil feedstocks and derivatives.

(7) Requires the ex-ante independent analysis of the Clean Fuels Program's price impacts on transportation fuels that:

(a) Consider stakeholder input and the experiences of other jurisdictions,

(b) Use multiple analytical methodologies, and

(c) Make clear the assumptions and factors considered by each methodology.

(8) Makes changes to the Clean Fuel Reward Program by:

(a) Requiring the Department of Ecology to provide for the establishment and funding of a Clean Fuel Reward Program through some portion of the fifty percent of electric utility electricity credit revenues that are not subject to transportation infrastructure requirements.

(b) Requiring the Clean Fuels Program to be statewide and to provide a purchase price incentive through a price reduction at the time of purchase or lease of an electric vehicle.

(c) Eliminating the requirement that the purchase and lease incentive apply to new vehicles only.

(d) Requiring Ecology to consult with automobile manufacturers and car dealers in the establishment of Clean Fuels Program requirements.

--- END ---