

**PRELIMINARY STAFF MEASURE SUMMARY****CARRIER:**

House Committee on Transportation &amp; Economic Development

**REVENUE: No revenue impact****FISCAL: Fiscal statement issued****SUBSEQUENT REFERRAL TO: No subsequent referral****Action:****Vote:****Yeas:****Nays:****Exc.:****Prepared By:** Troy Rayburn, Administrator**Meeting Dates:** 4/29, 5/30

**WHAT THE MEASURE DOES:** Authorizes state agency by rule to implement program to locate, on premises of agency, devices or facilities that agency installs, or has installed, specifically to deliver electricity to public for motor vehicles that use electricity for propulsion. Authorizes agency to contract with vendor to distribute, dispense or otherwise make electricity available. Requires agency that contracts with vendor to require vendor to indemnify agency against any claim arising out of vendor's operations on agency's premises and obtain sufficient liability insurance. Authorizes Department of Administrative Services (DAS) to install or have installed no more than 10 locations per biennium. Authorizes other agency to install or have installed no more than five locations per biennium. Authorizes agency to install additional stations if agency obtains grant to support installations. Authorizes agency to establish and adjust prices for using devices. Requires price be at level that does not subsidize operations of private entity cost of electricity to public or substantially exceed costs to agency of making electricity available to public. Extends sunset until January 2, 2018 for DAS program to make compressed natural gas available for use in motor vehicles.

**ISSUES DISCUSSED:**

Issues discussed in the House Committee on Transportation and Economic Development:

- Need for authority to install
- Permissible language
- -3 amendment passed in Senate
- Criteria for host sites/ technologies relationship to location
- Safety of locations
- Public outreach / education / information via Oregon Electrical Vehicles Association
- Contracts with third parties regarding revenue creation / generating revenue
- No subsidizing private operator
- The future of this type of infrastructure
- Use of Federal funding
- User fee to recoup cost

Issues discussed in the Senate Committee on Business and Transportation:

- Currently not able to use grant money to install charging facilities on state property
- How electric vehicle charging stations operate
- Department of Transportation's efforts to install charging stations using federal grant money

**EFFECT OF COMMITTEE AMENDMENT:** Amendment adopted in the Senate Committee on Business and Transportation authorizes state agency by rule to implement program to locate, on premise of agency, devices or facilities that agency installs, or has installed, specifically to deliver electricity to public for motor vehicles that use electricity for propulsion. Authorizes agency to contract with vendor to distribute, dispense or otherwise make electricity available. Authorizes Department of Administrative Services to install or have installed no more than 10 locations per biennium. Authorizes other agency to install or have installed no more than five locations per biennium. Authorizes agency to install additional stations if agency obtains grant to support installations. Authorizes agency to establish and

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***This summary has not been adopted or officially endorsed by action of the committee.***

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**BACKGROUND:** Senate Bill 536 A passed out of the Senate Committee on Business and Transportation 5-0-0 and passed on the Senate floor 23-2-5.

Electric vehicle (EV) charging stations are locations where vehicles can plug into an electrical source to recharge batteries. EV charging stations are necessary to support what is expected to be a growing fleet of EVs throughout Oregon. Oregon and Washington have designed a border-to-border network of EV fast charging stations along Interstate 5 to advance electric vehicle transportation.