

**Seventy-Eighth Oregon Legislative Assembly - 2015 Regular Session**  
**STAFF MEASURE SUMMARY**  
**Senate Committee On Business and Transportation**

**\*\*CORRECTED\*\***

**MEASURE: HB 2625**

**CARRIER: Sen. Monroe**

**Fiscal:** No Fiscal Impact

**Revenue:** No Revenue Impact

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**Action Date:** 05/11/15

**Action:** Do Pass.

**Meeting Dates:** 05/11

**Vote:**

Yeas: 5 - Beyer, Girod, Monroe, Riley, Thomsen

**Prepared By:** James LaBar, Committee Administrator

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**WHAT THE MEASURE DOES:**

Creates the offense of unlawful parking in a space reserved for alternative fuel refueling. Designates offense as Class D traffic violation, punishable by maximum fine of \$250.

**ISSUES DISCUSSED:**

- Merits of electric vehicles
- Personal stories of non-electrical vehicles parking in charging station spots

**EFFECT OF COMMITTEE AMENDMENT:**

No amendment.

**BACKGROUND:**

Currently there are 43 cities across Oregon that have publicly-accessible charging stations for electric vehicles. The stations are concentrated primarily along the Interstate 5 corridor, extending between the borders of Washington and California, along Highway 101 from Astoria to Port Orford, and extending into central Oregon in Madras, Redmond and The Dalles. Each charging station typically has one or more chargers located in a parking lot facility; to charge an electric vehicle, the operator parks at a designated space adjacent to the charging station and connects the charging infrastructure to the vehicle's charging port.