

HB 2510 B STAFF MEASURE SUMMARY
Senate Committee On Business and Transportation

Carrier: Sen. Beyer

Action Date: 05/24/17
Action: Do pass with amendments to the A-Eng bill. (Printed B-Eng.)
Vote: 5-0-0-0
Yeas: 5 - Beyer, Girod, Monroe, Riley, Thomsen
Fiscal: Has minimal fiscal impact
Revenue: No revenue impact
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WHAT THE MEASURE DOES:

Authorizes commercial tenants to install and use electric vehicle charging station on premises. Declares charging station to be personal property of the tenant unless a different arrangement is negotiated between tenant and landlord. Specifies requirements that may be imposed by landlord on tenant with relation to charging station. Requires that tenant owning charging station pay for electricity used by charging station. Declares emergency, effective on passage.

ISSUES DISCUSSED:

- Cost of installation of charging stations
- Importance of trained electrician performing work

EFFECT OF AMENDMENT:

Clarifies that charging station must be accessible to a parking space assigned to the tenant or the rental unit of the tenant. Modifies requirements that landlords may impose, including: written approval of the installer; that station be certified electrical product; that installer post bond equal to 125 percent of cost of work; requiring charging station owner to maintain renter's liability insurance policy of at least \$1 million with landlord as beneficiary with right to prior notice of cancellation or modification of policy or, if unable to obtain insurance policy, to reimburse landlord for cost of maintaining insurance for the charging station. Specifies that charging station must be installed and removed by licensed journey-level electrician. Specifies responsibilities regarding costs and removal of charging station. Changes permissive language allowing landlord to assess costs related to charging station and related electricity use to requirement that landlord assess such costs to tenants with charging stations.

BACKGROUND:

Electric vehicles (EVs) utilize electric current provided by on-board batteries to move the vehicle and power other electrical systems. Recharging the batteries of an EV can require several hours, depending on the type of charging station used. Oregon's share of electric vehicles on its roads is between two and four times the national average; between 2010 and 2015, there were approximately 9,000 electric vehicles sold in Oregon. In 2013, the Governor joined seven other states in creating a Zero-Emission Vehicle (ZEV) program to promote the growth of the electric vehicle market. Oregon has also partnered with Washington and California to create the West Coast Electric Highway, installing fast-charging stations along Interstate 5.

House Bill 2510-B authorizes commercial tenants to install and use electric vehicle charging stations at or near any parking spot that is assigned to the tenant. The measure clarifies that the tenant is financially responsible for the costs associated with permitting, installation, maintenance and removal of the charging station, as well as for any electricity used by the charging station.