

HB 3141 STAFF MEASURE SUMMARY

House Committee On Energy and Environment

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Meeting Dates: 4/2

WHAT THE MEASURE DOES:

Requires Director of the Department of Consumer and Business Services (Director) to adopt amendments to state building code to require newly constructed buildings provide for charging of electric vehicles (EV). Applies to public and multifamily residential buildings and requires a 110-volt or 240-volt system for EV charging to at least 10 percent of vehicle parking spaces in the garage or parking area. Takes effect on July 1, 2020 and applies to new construction for which a building permit is initially issued on or after January 1, 2022. Requires one or more 240-volt system for EV charging in the garage or parking area of new construction for which a building permit is initially issued on or after October 1, 2022. Defines charging station, payment method, and public use. Prohibits requiring a membership, subscription, or other contract or agreement as a condition of using the charging station. Requires that a widely available and accessible payment method for the use of the charging station be provided to members of the public without limitation or restriction.

Allows Oregon Department of Administrative Services (DAS) to enter into price agreement or cooperative procurement to procure EVs in bulk for department's motor fleet to reduce costs. Requires DAS to adopt policy encouraging those who use vehicles in state's motor fleet to first use EVs or other low-emissions vehicles. Requires DAS to ensure at least 25 percent of vehicles purchased by department weighing 8,000 pounds or less and vehicles leased by department for non-emergency purposes are zero-emission vehicles no later than January 1, 2025.

Requires DAS to conduct a study on costs and feasibility of implementing California Innovative Clean Transit measure which requires all public transit agencies to transition to zero-emission buses by 2040. Requires DAS to report the results of the study to interim legislative committees related to environment no later than September 15, 2020.

Extends authorization for a state agency to locate devices or facilities to deliver electricity to EVs on premises the state agency leases and extends related insurance and pricing authorizations and requirements to leased properties. Allows DAS to contract with another entity to acquire, install, maintain, or operate devices or facilities related to EV charging and may participate in, sponsor, conduct, or administer cooperative procurements to acquire, install, maintain, or operate devices or facilities to deliver electricity to public for EVs. Establishes that such devices or facilities are not considered public improvements as defined in ORS 279A.010.

Exempts funds paid to use electric vehicle charging stations from State Treasurer rules.

Directs Public Utility Commission to require electric companies to use revenue received through monetization of credits generated under clean fuels program to support transportation electrification that prioritizes rural and low-income communities within the electric company's service territory.

REVENUE: *May have revenue impact, but no statement yet issued.*

FISCAL: *May have fiscal impact, but no statement yet issued.*

ISSUES DISCUSSED:

EFFECT OF AMENDMENT:

No amendment.

BACKGROUND:

The first electric vehicle (EV) in the U.S. was introduced in 1890 by a chemist in Des Moines, Iowa. Since then, the environmental movement in the 1960s and 1970s, the Electric Hybrid Vehicle Research Development and Demonstration Act of 1976, the 1990 Clean Air Act Amendment, and the 1992 Energy Policy Act have all contributed to the emergence of the EV as an alternative to gasoline powered vehicles. In 2009, Oregon Legislature authorized the Oregon Environmental Quality Commission to adopt rules to reduce the average carbon intensity of Oregon's transportation fuel by 10 percent over a 10-year period. In 2015, the legislature authorized the full implementation of the Clean Fuels Program to reduce the amount of lifecycle greenhouse gas emissions per unit of energy by a minimum of 10 percent below 2010 levels by 2025. Many cities and states currently offer incentives and rebates to help encourage the adoption of EVs. Oregon's Clean Vehicle Rebate Program offers a rebate of up to \$2,500 to residents who are leasing or purchasing new EVs, and there is an additional federal tax credit of up to \$7,500 for the purchase of new EVs. Additionally, California's Innovative Clean Transit measure aims to transition transit fleets to zero-emission technologies to work towards a reduction in greenhouse gas emissions.

House Bill 3141 would modify building code to incorporate electric vehicle (EV) charging infrastructure, would require the Oregon Department of Administrative Services to adopt EV fleet requirements, and direct the Public Utility Commission to require electric companies to support transportation electrification with revenue from the Clean Fuels Program, prioritizing EVs in rural and low-income communities.