

HB 3141 A STAFF MEASURE SUMMARY
House Committee On Energy and Environment

Action Date: 04/09/19

Action: Do pass with amendments and be referred to Ways and Means. (Printed A-Eng.)

Vote: 7-2-0-0

Yeas: 7 - Helm, Salinas, Schouten, Sollman, Wilde, Williams, Zika

Nays: 2 - Findley, Reschke

Fiscal: Fiscal impact issued

Revenue: No revenue impact

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Meeting Dates: 4/4, 4/4, 4/9

WHAT THE MEASURE DOES:

Requires Director of the Oregon Department of Consumer and Business Services (DCBS) to adopt amendments to state building code to require newly constructed multifamily residential buildings provide capacity for charging of electric vehicles (EVs). Requires a 240 volt and 40 amp system for EV charging to at least 20 percent of vehicle parking spaces in the garage or parking area for each building. Authorizes local government to require higher standards. Takes effect on, and applies to new construction for which a building permit is initially issued on or after, July 1, 2022. Defines charging station, payment method, and public use. Prohibits solely requiring a membership, subscription, or other contract or agreement as a condition of using the charging station. Requires that at least one widely available and accessible payment method for the use of the charging station be provided to members of the public without limitation or restriction. Establishes that payment method requirements in this Act apply to charging stations constructed on and after July 1, 2020. 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. Establishes that it is the goal of 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 on and after July 1, 2020. 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 to 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.

ISSUES DISCUSSED:

- Electric vehicle (EV) infrastructure for multifamily residences
- Costs of installing EV charging capacity at time of construction versus adding to existing building
- Models for operating EV charging stations
- Transportation electrification of public fleets

EFFECT OF AMENDMENT:

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Replaces Sections 1-3 of bill. Requires the Director of DCBS to adopt amendments to the state building code to require newly constructed multifamily residential buildings with three or more residential dwelling units to provide capacity for charging electric vehicles (EVs). Establishes that the code must require multifamily residential buildings provide a 240 volt and 40 amp system suitable for EV charging to at least 20 percent of the vehicle parking spaces in the garage or parking area for each building. Authorizes a local government to require higher standards that would provide greater capacity for charging EVs. Requires the Director of DCBS to ensure code changes take effect on July 1, 2020. Applies to new construction for which a building permit is initially issued on or before effective date. Declares the goal of the state of Oregon that newly constructed public buildings provide capacity for a 240 volt and 40 amp system suitable for EV charging to at least 20 percent of vehicle parking spaces in the garage or parking area of each public building. Modifies definition of “payment method” to include options for enabling payment for use of a charging station. Clarifies that a person that makes a charging station available for public use may not solely condition the use of the charging station on membership, subscription, or other agreement, and that the person shall provide at least one payment method for use of the charging station that is widely available and accessible to members of the public. Establishes that provisions regarding payment methods apply to charging stations constructed on and after July 1, 2020. Modifies provisions regarding the state motor fleet. Declares the goal of the state of Oregon that at least 25 percent of vehicles purchased by DAS on and after July 1, 2020 to be a part of the state motor fleet will be zero-emission vehicles. Applies to vehicles purchased by DAS that weight 8,000 pounds or less and vehicles leased by DAS for nonemergency purposes. Removes provisions regarding clean fuels program and clean fuels program credits.

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. 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 for the purchase of new EVs that is in the process of being phased out. Additionally, California’s Innovative Clean Transit measure aims to transition transit fleets to zero-emission technologies to work toward a reduction in greenhouse gas emissions.

House Bill 3141 A would require a modification in the state building code to incorporate EV charging infrastructure, would require the Oregon Department of Administrative Services (DAS) to adopt EV fleet requirements, and direct DAS to study the costs and feasibility of implementing the California Innovating Clean Transit measure in Oregon.