

SB 1044-3
(LC 4180)
5/15/19 (MAM/am/ps)

Requested by Senator BEYER

**PROPOSED AMENDMENTS TO
SENATE BILL 1044**

1 On page 1 of the printed bill, line 11, delete “2019” and insert “2018”.

2 In line 12, after “emissions” insert “, and the light-duty portion of the
3 transportation sector was responsible for approximately 55 percent of the
4 transportation sector’s emissions”.

5 On page 2, line 16, after “shall” delete the rest of the line and line 17 and
6 insert “lead by example by.”.

7 Delete lines 21 and 22 and insert:

8 “(c) Considering recommendations submitted in the report required by
9 section 2 of this 2019 Act that relate to zero-emission vehicles and adopting
10 the recommendations when feasible.”.

11 In line 23, after “(1)” delete the rest of the line and line 24 and insert
12 “On or before September 15 of each odd-numbered year, the State Department
13 of Energy shall submit to an interim committee of the Legislative Assembly
14 related to the environment a report on adoption of zero-emission vehicles in
15 this state. The report shall provide:”.

16 In line 34, after the first “the” insert “light-duty portion of the”.

17 In line 36, delete “268A.205” and insert “468A.205”.

18 In line 45, delete “and reliability”.

19 On page 3, line 1, delete “and reliability”.

20 Delete lines 4 through 19 and insert:

21 “(d) Fourth, any incremental purchase cost difference, before and after

1 federal and state incentives, between the purchase cost of a zero-emission
2 vehicle and the purchase cost of a comparable vehicle that is capable of us-
3 ing alternative fuel.

4 “(e) Fifth, the zero-emission vehicles that are available for purchase in
5 all market segments for vehicles intended for use on highways.

6 “(f) Sixth, any barriers to adoption of zero-emission vehicles in the light-
7 duty portion of the transportation sector.

8 “(g) Seventh, the carbon intensity of fuel consumed by the Oregon trans-
9 portation sector as a whole.

10 “(h) Eighth, an assessment of the availability of medium-duty trucks,
11 heavy-duty trucks and transit buses that are zero-emission vehicles.

12 “(i) Ninth, the general progress toward electrification of all fossil fuel-
13 based transportation modes.

14 “(j) Tenth, opportunities to minimize impacts to the electric grid from
15 transportation electrification, including rate design, managed charging,
16 vehicle-to-grid services and electricity conservation techniques.

17 “(k) Eleventh, in consultation with the Department of Transportation, the
18 impact of the sales and ownership of zero-emission vehicles on revenues that
19 would otherwise accrue to the State Highway Fund under ORS 366.505.

20 “(4) If the State Department of Energy determines that the state is not
21 on course to meet the goals set forth in section 1 of this 2019 Act, in the
22 report required by this section, the department shall make recommendations,
23 which must include recommendations for legislation. Recommended legis-
24 lation:

25 “(a) May not mandate required levels of motor vehicle sales.

26 “(b) Must promote the zero-emission vehicle market, address barriers to
27 adoption of zero-emission vehicles in the light-duty portion of the transpor-
28 tation sector, encourage transportation electrification and further the goals
29 set forth in section 1 of this 2019 Act.”.

30 On page 6, line 6, after “lease” insert “the most economically feasible”.

