HOUSE AMENDMENTS TO
HOUSE BILL 2027

By COMMITTEE ON GENERAL GOVERNMENT

March 15

On page 1 of the printed bill, line 3, after “283.327” insert “and section 8, chapter 565, Oregon Laws 2019”.

On page 5, delete lines 7 through 45.

On page 6, delete lines 1 through 24 and insert:

“SECTION 5. Section 8, chapter 565, Oregon Laws 2019, is amended to read:

“Sec. 8. The amendments to ORS 283.327 by section 4 [of this 2019 Act], chapter 565, Oregon Laws 2019, become operative on January 1, [2029] 2025.”

SECTION 6. ORS 283.327 is amended to read:

“(a) Unless a state agency finds that it is not feasible for a zero-emission vehicle, as defined in ORS 283.398, to meet the specific use for which a vehicle will be purchased or leased, by 2025 the agency shall purchase or lease zero-emission vehicles for at least 25 percent of new state light-duty vehicle purchases and leases, to the extent zero-emission vehicles are available.

“(b) If the agency finds that purchasing or leasing zero-emission vehicles is not feasible, the agency may purchase or lease light-duty vehicles that are capable of using alternative fuel and that meet the requirements established by the Comprehensive National Energy Policy Act of 1992 (P.L. 102-486).

“(c) If the agency finds that purchasing or leasing zero-emission vehicles is not feasible and that purchasing or leasing light-duty vehicles that are capable of using alternative fuel and that meet the requirements established by the Comprehensive National Energy Policy Act of 1992 (P.L. 102-486) is not feasible, the agency may purchase or lease vehicles that the Oregon Department of Administrative Services, in consultation with the Department of Environmental Quality, has identified [by rule] in written policy as low-emission vehicles.

“(2) To the maximum extent feasible, state-owned motor vehicles shall be zero-emission vehicles or use alternative fuel for operation.

“(3) Each agency owning motor vehicles shall comply with all safety standards established by the United States Department of Transportation in the conversion, operation and maintenance of vehicles using alternative fuel.

“(4) To the maximum extent economically possible, state-owned structures shall use biofuel, or direct-application electricity generated from biofuel, where diesel is currently utilized for stationary or back-up generation.

“(5) As used in this section:

“(a) ‘Light-duty vehicle’ includes passenger cars, sedans, station wagons, pickup trucks with a gross vehicle rating of 8,000 pounds or less, minivans equipped for passengers or cargo, sports utility vehicles, crossover utility vehicles and specialty vehicles similar to vehicles identified in this paragraph.

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“(b) ‘Light-duty vehicle’ does not include police vehicles, fire vehicles, trucks to which a load-carrying device or container is not attached or trucks that are equipped with a dump, flatbed, tank, boom lift, crane or similar device.

SECTION 7. ORS 283.327, as amended by section 4, chapter 565, Oregon Laws 2019, is amended to read:

“283.327. (1)(a) Unless a state agency finds that it is not feasible for a zero-emission vehicle, as defined in ORS 283.398, to meet the specific use for which a vehicle will be purchased or leased, the agency shall purchase or lease zero-emission vehicles for all new state light-duty vehicle purchases and leases.

“(b) If the agency finds that purchasing or leasing zero-emission vehicles is not feasible, the agency may purchase or lease light-duty vehicles that are capable of using alternative fuel and that meet the requirements established by the Comprehensive National Energy Policy Act of 1992 (P.L. 102-486).

“(c) If the agency finds that purchasing or leasing zero-emission vehicles is not feasible and that purchasing or leasing light-duty vehicles that are capable of using alternative fuel and that meet the requirements established by the Comprehensive National Energy Policy Act of 1992 (P.L. 102-486) is not feasible, the agency may purchase or lease vehicles that the Oregon Department of Administrative Services, in consultation with the Department of Environmental Quality, has identified [by rule] in written policy as low-emission vehicles.

“(2) To the maximum extent feasible, state-owned motor vehicles shall be zero-emission vehicles [or use alternative fuel for operation].

“(3) Each agency owning motor vehicles shall comply with all safety standards established by the United States Department of Transportation in the conversion, operation and maintenance of vehicles using alternative fuel.

“(4) To the maximum extent economically possible, state-owned structures shall use biofuel, or direct-application electricity generated from biofuel, where diesel is currently utilized for stationary or back-up generation.

“(5) As used in this section:

“(a) ‘Light-duty vehicle’ includes passenger cars, sedans, station wagons, pickup trucks with a gross vehicle rating of 8,000 pounds or less, minivans equipped for passengers or cargo, sports utility vehicles, crossover utility vehicles and specialty vehicles similar to vehicles identified in this paragraph.

“(b) ‘Light-duty vehicle’ does not include police vehicles, fire vehicles, trucks to which a load-carrying device or container is not attached or trucks that are equipped with a dump, flatbed, tank, boom lift, crane or similar device.”.

In line 28, delete “7” and insert “8”.

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