

House Bill 2290

Sponsored by Representative WILDE (Presession filed.)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Requires State Parks and Recreation Department to develop, implement and periodically update plan for installation and service of public electric vehicle charging stations in parking spaces that are part of facilities of state park system.

Establishes Parks and Recreation Transportation Electrification Fund. Continuously appropriates moneys from fund to department to carry out plan.

Authorizes Public Utility Commission to allow electric companies to recover costs from retail electricity consumers for prudence infrastructure measures to support transportation electrification if certain criteria are met.

A BILL FOR AN ACT

1
2 Relating to transportation electrification; creating new provisions; and amending ORS 757.357.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1. (1) The State Parks and Recreation Department, in consultation with the**
5 **Public Utility Commission and the State Department of Energy, shall develop, implement and**
6 **periodically update a plan for the installation and service of public electric vehicle charging**
7 **stations in parking spaces that are part of the facilities of the system of state parks, in-**
8 **cluding parks, park facilities, ocean shores, scenic waterways, trails and historic sites**
9 **throughout the State of Oregon.**

10 **(2) The plan developed and implemented under this section shall:**

11 **(a) Be consistent with the goals set forth in ORS 283.398; and**

12 **(b) Take into consideration:**

13 **(A) The recommendations in the report required by ORS 283.401;**

14 **(B) The availability of infrastructure to deliver electricity to electric vehicle charging**
15 **stations in the parking spaces described in subsection (1) of this section; and**

16 **(C) Opportunities to contract with third-party entities.**

17 **SECTION 2. (1) The Parks and Recreation Transportation Electrification Fund is estab-**
18 **lished in the State Treasury, separate and distinct from the General Fund. Interest earned**
19 **by the Parks and Recreation Transportation Electrification Fund shall be credited to the**
20 **fund. Moneys in the fund are continuously appropriated to the State Parks and Recreation**
21 **Department to carry out section 1 of this 2021 Act.**

22 **(2) The department may seek out and receive gifts, grants, contributions, bequests or**
23 **other donations of any kind from any public or private source for use in carrying out the**
24 **purposes of section 1 of this 2021 Act. Moneys received under this subsection shall be de-**
25 **posited in the Parks and Recreation Transportation Electrification Fund.**

26 **SECTION 3. ORS 757.357 is added to and made a part of ORS chapter 757.**

27 **SECTION 4. ORS 757.357 is amended to read:**

28 **757.357. (1) As used in this section:**

NOTE: Matter in **boldfaced** type in an amended section is new; matter *[italic and bracketed]* is existing law to be omitted. New sections are in **boldfaced** type.

1 (a) “Electric company” has the meaning given that term in ORS 757.600.

2 (b)(A) **“Infrastructure measures” includes, but is not limited to, investments in, expenses**
 3 **related to or rebates for:**

4 (i) **Distribution system infrastructure that supports transportation electrification;**

5 (ii) **Communication and control technologies that support transportation electrification;**
 6 **and**

7 (iii) **Behind the meter infrastructure that supports transportation electrification and is**
 8 **owned by an electric company or by a customer.**

9 (B) **“Infrastructure measures” does not include investments in or expenses related to**
 10 **education and outreach activities related to transportation electrification, or other trans-**
 11 **portation electrification-related activities determined by the Public Utility Commission to be**
 12 **separate and distinct from the development of infrastructure.**

13 (c) **“Retail electricity consumer” has the meaning given that term in ORS 757.600.**

14 [(b)] (d) “Transportation electrification” means:

15 (A) The use of electricity from external sources to provide power to all or part of a vehicle;

16 (B) Programs related to developing the use of electricity for the purpose described in subpara-
 17 graph (A) of this paragraph; and

18 (C) Infrastructure [*investments*] **measures** related to developing the use of electricity for the
 19 purpose described in subparagraph (A) of this paragraph[.]; **and**

20 (D) **Programs related to supporting the adoption and service of vehicles powered as de-**
 21 **scribed in subparagraph (A) of this paragraph.**

22 [(c)] (e) “Vehicle” means a vehicle, vessel, train, boat or any other equipment that is mobile.

23 (2) The Legislative Assembly finds and declares that:

24 (a) Transportation electrification is necessary to reduce petroleum use, achieve optimum levels
 25 of energy efficiency and carbon reduction, meet federal and state air quality standards, meet this
 26 state’s greenhouse gas emissions reduction goals described in ORS 468A.205 and improve the public
 27 health and safety;

28 (b) Widespread transportation electrification requires that electric companies increase access to
 29 the use of electricity as a transportation fuel;

30 (c) Widespread transportation electrification requires that electric companies increase access to
 31 the use of electricity as a transportation fuel in low and moderate income communities;

32 (d) Widespread transportation electrification should stimulate innovation and competition, pro-
 33 vide consumers with increased options in the use of charging equipment and in procuring services
 34 from suppliers of electricity, attract private capital investments and create high quality jobs in this
 35 state;

36 (e) Transportation electrification and the purchase and use of electric vehicles should assist in
 37 managing the electrical grid, integrating generation from renewable energy resources and improving
 38 electric system efficiency and operational flexibility, including the ability of an electric company to
 39 integrate variable generating resources;

40 (f) Deploying transportation electrification and electric vehicles creates the opportunity for an
 41 electric company to propose, to the [*Public Utility*] commission, that a net benefit for the customers
 42 of the electric company is attainable; and

43 (g) Charging electric vehicles in a manner that provides benefits to electrical grid management
 44 affords fuel cost savings for vehicle drivers.

45 (3) The [*Public Utility*] commission shall direct each electric company to file applications, in a

1 form and manner prescribed by the commission, for programs to [*accelerate*] **support** transportation
 2 electrification. A program proposed by an electric company may include prudent investments in or
 3 customer rebates for electric vehicle charging and related infrastructure.

4 **(4) The commission may allow an electric company to recover costs from retail electric-**
 5 **ity consumers for prudent infrastructure measures to support transportation electrification**
 6 **if the infrastructure measures are consistent with and meet the requirements of subsection**
 7 **(5) of this section.**

8 **(5) If undertaken by an electric company, an infrastructure measure to support trans-**
 9 **portation electrification is a utility service and a benefit to utility customers if the**
 10 **infrastructure measure can be reasonably anticipated to:**

11 **(a) Support reductions of transportation sector greenhouse gas emissions over time; and**

12 **(b) Benefit the electric company's customers in ways that may include, but need not be**
 13 **limited to:**

14 **(A) Distribution or transmission management benefits;**

15 **(B) Revenues to utilities from electric vehicle charging to offset utilities' fixed costs that**
 16 **may otherwise be charged to customers;**

17 **(C) System efficiencies or other economic values inuring to the benefit of customers over**
 18 **the long term; or**

19 **(D) Increased customer choice through greater transportation electrification**
 20 **infrastructure deployment to increase availability of and access to public and private electric**
 21 **vehicle charging stations.**

22 [*(4)*] **(6) When considering a transportation electrification program and determining cost recov-**
 23 **ery for investments and other expenditures that are not infrastructure measures and that are**
 24 **related to a program proposed by an electric company under subsection (3) of this section, the**
 25 **commission shall consider whether the investments and other expenditures:**

26 **(a) Are within the service territory of the electric company;**

27 **(b) Are prudent as determined by the commission;**

28 **(c) Are reasonably expected to be used and useful as determined by the commission;**

29 **(d) Are reasonably expected to enable the electric company to support the electric company's**
 30 **electrical system;**

31 **(e) Are reasonably expected to improve the electric company's electrical system efficiency and**
 32 **operational flexibility, including the ability of the electric company to integrate variable generating**
 33 **resources; and**

34 **(f) Are reasonably expected to stimulate innovation, competition and customer choice in electric**
 35 **vehicle charging and related infrastructure and services.**

36 **(7) In undertaking infrastructure measures that involve the installation of one or more**
 37 **electric vehicle charging stations, an electric company must allow for customer choice in the**
 38 **selection of the type of electric vehicle charging station to be installed, subject to equipment**
 39 **eligibility as determined by the electric company. An electric company may prequalify mul-**
 40 **tiiple types of eligible electric vehicle charging stations based on criteria determined by the**
 41 **electric company.**

42 **(8) Nothing in this section restricts or prohibits a corporation, company, partnership,**
 43 **individual or association of individuals exempt from regulation under ORS 757.005 (1)(b)(G)**
 44 **from furnishing electricity to any number of customers for use in motor vehicles.**

45 [*(5)(a)*] **(9)(a) Tariff schedules and rates allowed pursuant to [*subsection (3)*] subsections (3) to**

1 **(6)** of this section:

2 (A) May allow a return of and a return on an investment made by an electric company under
 3 *[subsection (3)]* **subsections (3) to (6)** of this section; and

4 (B) Shall be recovered from *[all customers]* **the retail electricity consumers** of an electric
 5 company in a manner *[that is similar to the recovery of distribution system investments]* **determined**
 6 **by the commission.**

7 (b) A return on investment allowed under this subsection may be earned for a period of time
 8 that does not exceed the depreciation schedule of the investment approved by the commission. When
 9 an electric company's investment is fully depreciated, the commission may authorize the electric
 10 company to donate the electric vehicle charging infrastructure to the owner of the property on
 11 which the infrastructure is located.

12 *[(6)]* **(10)** For purposes of ORS 757.355, electric vehicle charging infrastructure provides utility
 13 service to the customers of an electric company.

14 *[(7)]* **(11)** In authorizing programs described in subsection (3) of this section, the commission
 15 shall review data concerning current and future adoption of electric vehicles and utilization of
 16 electric vehicle charging infrastructure. If market barriers unrelated to the investment **or expen-**
 17 **ditures** made by an electric company prevent electric vehicles from adequately utilizing available
 18 electric vehicle charging infrastructure, the commission may not permit additional investments in
 19 **or expenditures related to supporting** transportation electrification without a reasonable showing
 20 that the investments **or expenditures** would not result in long-term stranded costs recoverable from
 21 the *[customers]* **retail electricity consumers** of electric companies.

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