

## HB 2614 -2, -3 STAFF MEASURE SUMMARY

### House Committee On Climate, Energy, and Environment

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**Prepared By:** Erin Pischke, LPRO Analyst

**Sub-Referral To:** Joint Committee On Ways and Means

**Meeting Dates:** 2/8, 4/3

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#### WHAT THE MEASURE DOES:

Requires a transportation network company to report by April 1 of each year to the Department of Environmental Quality (DEQ) information sufficient for DEQ to determine the total number of service miles driven in Oregon by transportation network company vehicles and the total number of service miles driven in this state by zero-emission transportation network company vehicles. Authorizes Environmental Quality Commission (EQC) to establish by rule requirements for reports submitted to DEQ. Establishes that the confidential business information submitted to DEQ by a transportation network company under this section is confidential and not subject to public disclosure under ORS 192.311 to 192.478. Requires transportation network companies to meet or exceed specified targets for percentage of service miles provided by zero-emission vehicles. Requires DEQ to conduct a feasibility review of the targets and provide the results to the EQC if the two largest transportation network companies in this state each fail to meet the specified targets by 30 percent or more for two consecutive years. Requires EQC, after receiving the results of the review, to modify the targets or delay implementation of the targets. Establishes that rules adopted by EQC related to requirements for reports submitted to DEQ must be informed by data reported to DEQ. Requires EQC to establish by rule a program to provide financial incentives for: 1) the purchase or lease of zero-emission transportation network company vehicles by transportation network company drivers; 2) the construction, planning, installation, operation, or maintenance of electric vehicle charging stations at or near multifamily dwellings in which transportation network company drivers reside; and 3) electrical work, including wiring, conduit, or electrical panel upgrades and the purchase or installation of level 2 or higher electric vehicle charging stations at single-family dwellings in which transportation network company drivers reside. Directs DEQ to administer the financial incentives program. Requires DEQ to disburse financial incentives under the program to eligible recipients in a timely manner but no less than once per year. Establishes Rideshare Electrification Fund (Fund) and criteria for administration of Fund and allocation of moneys. Establishes a civil penalty of 50 cents for each service mile, to be deposited in the Fund, that did not meet the ZEV service mile target required for that calendar year if a transportation network company that fails to meet a ZEV service mile targets, or established by the EQC by rule. Requires DEQ to limit the number of zero-emission and electric vehicle rebate program (ORS 468.444) rebates available to an organization, including businesses, nonprofit organizations, and state or local government agencies, to 200 rebates per organization per year. Takes effect on 91st day following adjournment sine die.

#### ISSUES DISCUSSED:

- Rebate eligibility requirements
- Definition of “transportation network company”
- Fines issued if targets are not met

#### EFFECT OF AMENDMENT:

-2 Replaces the measure.

Defines terms. Requires a transportation network company to report by April 1 of each year to the Department of Environmental Quality (DEQ) information sufficient for DEQ to determine the total number of **passenger** miles

*This summary has not been adopted or officially endorsed by action of the committee.*

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driven in Oregon by transportation network company vehicles and the total number of **passenger** miles driven in this state by zero-emission transportation network company vehicles. Authorizes Environmental Quality Commission (EQC) to establish by rule requirements for reports submitted to DEQ. Establishes that the confidential business information submitted to DEQ by a transportation network company under this section is confidential and not subject to public disclosure under ORS 192.311 to 192.478, **with exception**. Requires transportation network companies to meet or exceed specified targets for percentage of passenger miles provided by zero-emission vehicles. Requires DEQ to conduct a feasibility review of the specified targets and provide the results to the EQC if the two largest transportation network companies in this state each fail to meet the specified targets by 30 percent or more for two consecutive years, or the target for a calendar year **exceeds three times a certain percentage**. Requires EQC, after receiving the results of the review, to modify the targets or delay implementation of the targets by rule. Establishes that rules adopted by EQC related to requirements for reports submitted to DEQ must be informed by data reported to DEQ. Establishes Rideshare Electrification Fund and criteria for administration of Fund and allocation of moneys. Establishes a civil penalty of 50 cents for each **passenger** mile, to be deposited in the Rideshare Electrification Fund, that did not meet the ZEV **passenger** mile target required for that calendar year if a transportation network company that fails to meet a ZEV service mile targets, or established by the EQC by rule. Requires DEQ to deposit civil penalty collected into Rideshare Electrification Fund. Establishes the **Rideshare Charging Fund** in the State Treasury, separate and distinct from the General Fund, with interest earned by the Rideshare Charging Fund credited to the fund. Establishes the Rideshare Charging Fund consists of: moneys transferred to the fund by the DEQ from the Rideshare Electrification Fund, and any other moneys deposited in or transferred to the fund by the Legislative Assembly. Establishes that moneys in the Rideshare Charging Fund are continuously appropriated to the Department of Transportation for providing grants, loans, or other financial incentives for specific uses. **Authorizes** DEQ to impose an annual limit on the number of rebates available to an organization, including businesses, nonprofit organizations, and state or local government agencies. Authorizes DEQ to modify the limit imposed based on the availability of funds. Prohibits DEQ from limiting an organization to fewer than ten rebates per year. Establishes that moneys in the Zero-Emission Incentive Fund consist of Amounts transferred to the fund from the Rideshare Electrification Fund. Establishes allocation criteria for moneys transferred to the Zero-Emission Incentive Fund from the Rideshare Electrification Fund. Takes effect on 91st day following adjournment sine die.

**-3 Note: The -3 amendment has similar content as the -2 amendment, with some modified definitions of terms.**

Replaces the measure.

Defines terms. Requires a transportation network company to report by April 1 of each year to the Department of Environmental Quality (DEQ) information sufficient for DEQ to determine the total number of **passenger** miles driven in Oregon by transportation network company vehicles and the total number of **passenger** miles driven in this state by zero-emission transportation network company vehicles. Authorizes Environmental Quality Commission (EQC) to establish by rule requirements for reports submitted to DEQ. Establishes that the confidential business information submitted to DEQ by a transportation network company under this section is confidential and not subject to public disclosure under ORS 192.311 to 192.478, **with exception**. Requires transportation network companies to meet or exceed specified targets for percentage of passenger miles provided by zero-emission vehicles. Requires DEQ to conduct a feasibility review of the specified targets and provide the results to the EQC if the two largest transportation network companies in this state each fail to meet the specified targets by 30 percent or more for two consecutive years, or the target for a calendar year **exceeds three times a certain percentage**. Requires EQC, after receiving the results of the review, to modify the targets or delay implementation of the targets by rule. Establishes that rules adopted by EQC related to requirements for reports submitted to DEQ must be informed by data reported to DEQ. Establishes Rideshare Electrification Fund and criteria for administration of Fund and allocation of moneys. Establishes a civil penalty of 50 cents for each

**passenger** mile, to be deposited in the Rideshare Electrification Fund, that did not meet the ZEV **passenger** mile target required for that calendar year if a transportation network company that fails to meet a ZEV service mile targets, or established by the EQC by rule. Requires DEQ to deposit civil penalty collected into Rideshare Electrification Fund. Establishes the **Rideshare Charging Fund** in the State Treasury, separate and distinct from the General Fund, with interest earned by the Rideshare Charging Fund credited to the fund. Establishes the Rideshare Charging Fund consists of: moneys transferred to the fund by the DEQ from the Rideshare Electrification Fund, and any other moneys deposited in or transferred to the fund by the Legislative Assembly. Establishes that moneys in the Rideshare Charging Fund are continuously appropriated to the Department of Transportation for providing grants, loans, or other financial incentives for specific uses. **Authorizes** DEQ to impose an annual limit on the number of rebates available to an organization, including businesses, nonprofit organizations, and state or local government agencies. Authorizes DEQ to modify the limit imposed based on the availability of funds. Prohibits DEQ from limiting an organization to fewer than ten rebates per year. Establishes that moneys in the Zero-Emission Incentive Fund consist of Amounts transferred to the fund from the Rideshare Electrification Fund. Establishes allocation criteria for moneys transferred to the Zero-Emission Incentive Fund from the Rideshare Electrification Fund. Takes effect on 91st day following adjournment sine die.

- - **FISCAL:** Fiscal impact statement issued
  - **REVENUE:** Revenue impact statement issued—Further analysis required

*Subsequent referral to the Joint Committee on Transportation*

**BACKGROUND:**

In Oregon, several pieces of legislation and the Governor’s Executive Order 20-04 have set goals for the state to address climate change. One of the proposed methods for reducing greenhouse gas (GHG) emissions to mitigate climate change is to support electrification of the transportation sector and development of alternative vehicles and fuels.

Transportation electrification is the use of electricity from external sources to provide power to all or part of a vehicle and includes programs and infrastructure investmentsto support using electricity to power vehicles. Transportation electrification is driven in part by adoption of zero-emission vehicles, widely available charging infrastructure, environmental benefits when compared to internal-combustion-engine (ICE) vehicles, and supportive policies.

House Bill 2614 would require transportation network companies to meet or exceed specified targets for a percentage of their service miles provided by zero-emission vehicles and establish a Rideshare Electrification Fund.