

## HB 2614 STAFF MEASURE SUMMARY

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

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

**Meeting Dates:** 2/8

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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 targets described in subsection (1) of section 3 of the Act 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 target set forth in section 3 (1) of the Act, or established by the EQC by rule under section 3 (2) of the Act. 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.

- *REVENUE: May have revenue impact, but no statement yet issued*
- *FISCAL: May have fiscal impact, but no statement yet issued*

Subsequent referral to the Committee on Joint Transportation.

#### ISSUES DISCUSSED:

#### EFFECT OF AMENDMENT:

No amendment.

#### BACKGROUND:

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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 investments to 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 establishes a Rideshare Electrification Fund.