

HB 4022 STAFF MEASURE SUMMARY
House Committee On Energy and Environment

Carrier: Rep. Barnhart

Action Date: 02/12/18
Action: Do Pass.
Vote: 9-0-0-0
Yeas: 9 - Barnhart, Bonham, Findley, Helm, Holvey, Marsh, Power, Reschke, Smith DB
Fiscal: Has minimal fiscal impact
Revenue: No revenue impact
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WHAT THE MEASURE DOES:

Requires Department of Administrative Services (DAS) to establish, by rule, criteria that a state agency must use to determine the appropriate number of locations at which an agency may install or have installed devices to deliver electricity (EV charging station) to the public for electric motor vehicles. Removes statutory limitation on the number of EV charging stations an agency may install. Authorizes DAS to install EV charging stations in as many locations as are sufficient to meet demand. Authorizes a state agency to install a greater number of EV charging stations than determined by rule if the state agency obtains a grant to support the installation at additional locations. Provides that a state agency shall set the price for electricity that recovers, to the maximum extent practicable, the costs of operating or administering devices or facilities and that does not exceed 110 percent of market price in county for delivering electricity to public for electric motor vehicles. Requires state agency to set uniform price for electricity in accordance with criteria and calculation that DAS specifies. Takes effect on 91st day following adjournment sine die.

ISSUES DISCUSSED:

- Electric vehicle (EV) use in Oregon
- Average EV charging station installation costs
- Ability to establish uniform rates

EFFECT OF AMENDMENT:

No amendment.

BACKGROUND:

Electric vehicles (EV) use electric current provided by onboard batteries to power and move the vehicle. Recharging the batteries of an electric vehicle can take several hours. In 2013, the Governor of Oregon joined seven other states in creating a Zero-Emission Vehicle (ZEV) program to promote the growth of the electric vehicle market. Oregon has also joined with California and Washington to create the West Coast Electric Highway, installing EV fast charging stations along Interstate 5. In 2017, the Legislative Assembly enacted House Bill 2017 which, among other transportation investments, established a program to provide rebates to Oregonians who purchase certain types of EVs (including plug-in hybrid EVs) and other qualifying ZEVs. Under existing law, state agencies are authorized to install a certain number of charging stations but they are required to set the price for using the device at a level that would not subsidize the operations of a private entity or the cost of electricity to the public.

House Bill 4022 would authorize a state agency to install an appropriate number of charging stations, as determined by rule, and set a price for the electricity that recovers, to the maximum extent practicable, the costs of operating or administering EV charging stations that does not exceed 110 percent of market price.