

**HB 4022 A STAFF MEASURE SUMMARY**

**Carrier:** Sen. Thatcher

**Senate Committee On General Government and Accountability**

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**Action Date:** 02/22/18  
**Action:** Do pass with amendments. (Printed A-Eng.)  
**Vote:** 4-1-0-0  
**Yeas:** 4 - Hass, Manning Jr, Riley, Thatcher  
**Nays:** 1 - Linthicum  
**Fiscal:** Has minimal fiscal impact  
**Revenue:** No revenue impact  
**Prepared By:** C. Ross, LPRO Analyst

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**WHAT THE MEASURE DOES:**

Requires Department of Administrative Services (DAS) to establish criteria by rule, to determine the appropriate number of locations at which an agency may install devices to deliver electricity to the public for electric motor vehicles (EV charging stations). Removes statutory limitation on the number of EV charging stations an agency may install, permitting installation in as many locations as are sufficient to meet demand. Allows for installation of more EV charging stations than determined by rule if an agency obtains grant funding for additional locations. Requires state agencies to set prices for electricity that recover, to the extent possible, the costs of operating or maintaining EV charging stations that do not exceed 110 percent of market price in the relevant county. Requires state agencies to set a uniform price for electricity in accordance with criteria and calculation specified by DAS. Requires report to the legislature on implementation by February 1 of 2019, 2021, and 2023. Takes effect on 91st day after *sine die*.

**ISSUES DISCUSSED:**

- Infrastructure to support increasing use of electric vehicles
- How to establish fair, uniform rates
- Collecting data on installation of charging stations

**EFFECT OF AMENDMENT:**

Requires three reports on implementation from DAS, on February 1st of 2019, 2021, and 2023. Specifies content of report.

**BACKGROUND:**

Electric vehicles (EVs) use electric current provided by onboard batteries to power and move the vehicle. Recharging the batteries of an electric vehicle can take several hours if they are significantly depleted. In 2013, 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 fast charging stations for EVs along Interstate 5. In 2017, the legislature 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 current law, state agencies are authorized to install a certain number of charging stations but may not set the price at a level that would subsidize the operations of a private entity or the cost of electricity to the public.

House Bill 4022A authorizes state agencies to install an appropriate number of charging stations, as determined by rule, and set a price for the electricity that recovers the cost of operation, to the maximum extent practicable, not to exceed 110 percent of the market price.