

A-Engrossed
House Bill 2165

Ordered by the House March 10
Including House Amendments dated March 10

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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.

Requires electric companies **that make sales of electricity to 25,000 or more retail electricity consumers in this state** to collect amount from all retail electricity consumers, to be expended to support transportation electrification pursuant to plan accepted by Public Utility Commission. Sunsets January 2, 2031.

Authorizes commission to allow electric companies to recover costs from retail electricity consumers for prudent infrastructure measures to support transportation electrification if certain criteria are met.

Modifies eligibility for and increases value of Charge Ahead zero-emission and electric vehicle rebates. Modifies provisions related to administrative costs of program.

Repeals sunset on standard and Charge Ahead zero-emission and electric vehicle rebate programs. Maintains funding of programs through tax for privilege of engaging in business of selling motor vehicles at retail.

A BILL FOR AN ACT

Relating to alternative fuel transportation; creating new provisions; amending ORS 320.435 and 757.357 and sections 150 and 152, chapter 750, Oregon Laws 2017; and repealing sections 96b and 157, chapter 750, Oregon Laws 2017.

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

TRANSPORTATION ELECTRIFICATION

SECTION 1. Section 2 of this 2021 Act is added to and made a part of ORS chapter 757.

SECTION 2. (1) As used in this section:

(a) "Distribution" has the meaning given that term in ORS 757.600.

(b) "Electric company" has the meaning given that term in ORS 757.600.

(c) "Retail electricity consumer" has the meaning given that term in ORS 757.600.

(d) "Transportation electrification" has the meaning given that term in ORS 757.357.

(2) An electric company that makes sales of electricity to 25,000 or more retail electricity consumers in this state shall collect, through monthly meter charges, an amount from each retail electricity consumer served through the distribution system owned and operated by the electric company, regardless of whether the retail electricity consumer purchases the electricity from the electric company. The total amounts collected under this section must be set to one quarter of one percent of the total revenues collected by the electric company from all retail electricity consumers.

(3) Funds collected under subsection (2) of this section must be expended by the electric

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 company to support and integrate transportation electrification and must be consistent with
2 a budget approved by the Public Utility Commission for use of funds collected under this
3 section. Expenditures made by an electric company pursuant to this subsection must be
4 made on elements contained within the electric company's transportation electrification plan
5 accepted by the commission pursuant to ORS 757.357.

6 (4) An electric company shall account separately for all revenues and expenditures re-
7 lated to funds described in this section and shall report the revenues and expenditures on a
8 schedule and in the manner prescribed by the commission.

9 (5) Funds collected and expended pursuant to this section shall be a minimum investment
10 in transportation electrification and may not limit the amounts that may otherwise be col-
11 lected by an electric company in rates to recover the costs of prudently incurred investments
12 that support transportation electrification.

13 (6) An electric company shall make reasonable efforts to expend not less than one-half
14 of the amount collected under subsection (2) of this section each year to support transpor-
15 tation electrification in underserved communities through approaches that may include but
16 are not limited to programs, infrastructure, rebates or expenses that support:

17 (a) The use of electric vehicles by residents of rental or multifamily housing;

18 (b) The use of electric vehicles by communities of color, communities experiencing lower
19 incomes, tribal communities, rural communities, frontier communities, coastal communities
20 and other communities adversely harmed by environmental and health hazards;

21 (c) The use of electric vehicles by communities described in paragraph (b) of this sub-
22 section in areas with a low density of public charging stations; or

23 (d) The deployment of electric school and transit buses in a manner that benefits com-
24 munities described in paragraph (a) or (b) of this subsection.

25 **SECTION 3.** Section 2 of this 2021 Act is repealed on January 2, 2031.

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

27 757.357. (1) As used in this section:

28 (a) "Electric company" has the meaning given that term in ORS 757.600.

29 (b)(A) "Infrastructure measures" includes, but is not limited to, investments in, expenses
30 related to or rebates for:

31 (i) Distribution system infrastructure that supports transportation electrification;

32 (ii) Communication and control technologies that support transportation electrification;
33 and

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

36 (B) "Infrastructure measures" does not include investments in or expenses related to
37 education and outreach activities related to transportation electrification, or other trans-
38 portation electrification-related activities determined by the Public Utility Commission to be
39 separate and distinct from the development of infrastructure.

40 (c) "Retail electricity consumer" has the meaning given that term in ORS 757.600.

41 [(b)] (d) "Transportation electrification" means:

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

43 (B) Programs related to developing the use of electricity for the purpose described in subpara-
44 graph (A) of this paragraph; [and]

45 (C) Infrastructure [investments] measures related to developing the use of electricity for the

1 purpose described in subparagraph (A) of this paragraph[.]; and

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

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

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

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

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

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

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

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

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

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

27 (3)(a) The [Public Utility] commission shall direct each electric company to file [*applications, in*
28 *a form and manner prescribed by the commission, for programs to accelerate transportation*
29 *electrification.*];

30 **(A) Applications for programs to support transportation electrification; and**

31 **(B) A plan, for acceptance by the commission, that integrates the electric company’s**
32 **transportation electrification actions.**

33 **(b) The applications and plan must be filed in a form and manner prescribed by the**
34 **commission.**

35 (c) A program proposed by an electric company may include prudent investments in or customer
36 rebates for electric vehicle charging and related infrastructure.

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

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

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

45 **(b) Benefit the electric company’s customers in ways that may include, but need not be**

1 **limited to:**

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

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

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

7 **(D) Increased customer choice through greater transportation electrification**
8 **infrastructure deployment to increase the availability of and access to public and private**
9 **electric vehicle charging stations.**

10 [(4)] **(6)** When considering a transportation electrification program and determining cost recovery for investments and other expenditures **that are not infrastructure measures and that are**
11 **related to a program proposed by an electric company under subsection (3) of this section, the**
12 **commission shall consider whether the investments and other expenditures:**

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

14 (b) Are prudent as determined by the commission;

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

16 (d) Are reasonably expected to enable the electric company to support the electric company's
17 electrical system;

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

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

23 **(7) In undertaking infrastructure measures that involve the installation of one or more**
24 **electric vehicle charging stations, an electric company must allow for customer choice in the**
25 **selection of the type of electric vehicle charging station to be installed, subject to equipment**
26 **eligibility as determined by the electric company. An electric company may prequalify mul-**
27 **multiple types of eligible electric vehicle charging stations based on criteria determined by the**
28 **electric company.**

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

32 [(5)(a)] **(9)(a)** Tariff schedules and rates allowed pursuant to [subsection (3)] **subsections (3) to**
33 **(6)** of this section:

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

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

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

44 [(6)] **(10)** For purposes of ORS 757.355, electric vehicle charging infrastructure provides utility
45

1 service to the customers of an electric company.

2 [(7)] (11) In authorizing programs described in subsection (3) of this section, the commission
3 shall review data concerning current and future adoption of electric vehicles and utilization of
4 electric vehicle charging infrastructure. If market barriers unrelated to the investment **or expen-**
5 **ditures** made by an electric company prevent electric vehicles from adequately utilizing available
6 electric vehicle charging infrastructure, the commission may not permit additional investments in
7 **or expenditures related to supporting** transportation electrification without a reasonable showing
8 that the investments **or expenditures** would not result in long-term stranded costs recoverable from
9 the [customers] **retail electricity consumers** of electric companies.

10
11 **ZERO-EMISSION AND ELECTRIC VEHICLE REBATES**

12
13 **SECTION 5.** Section 150, chapter 750, Oregon Laws 2017, as amended by section 21, chapter
14 93, Oregon Laws 2018, and section 36, chapter 491, Oregon Laws 2019, is amended to read:

15 **Sec. 150.** (1) As used in this section:

16 [(a) “Area median income” means the median income for the metropolitan statistical area in which
17 a household is located or, if the household is not located within a metropolitan statistical area, for the
18 metropolitan statistical area in closest proximity to the location of the household, as determined by the
19 Housing and Community Services Department, adjusted for household size.]

20 [(b)] (a) “Charge ahead rebate” means a rebate for the purchase or lease of a new or used
21 light-duty zero-emission vehicle or plug-in hybrid electric vehicle issued through the Charge Ahead
22 Oregon Program established under this section.

23 [(c) “Low income household” means a household with income less than or equal to 80 percent of
24 the area median income.]

25 [(d) “Moderate income household” means a household with income less than or equal to 120 percent
26 and greater than 80 percent of the area median income.]

27 (b) “Low-income service provider” means an organization that provides health, dental,
28 social, financial, energy conservation or other assistive services to low or moderate income
29 individuals or low or moderate income households, as further defined by the Environmental
30 Quality Commission by rule.

31 (c) “Qualifying household” means a household with income that does not exceed 400
32 percent of federal poverty guidelines.

33 (2) The Department of Environmental Quality shall establish a Charge Ahead Oregon Program
34 [to provide for] **for providing** charge ahead rebates to [low income households and moderate income
35 households] **qualifying households and low-income service providers**. The Director of the De-
36 partment of Environmental Quality may hire or contract with a third-party organization to imple-
37 ment and serve as the administrator of the program required by this section.

38 (3) The department may:

39 (a) Specify design features for the program; and

40 (b) Establish procedures to:

41 (A) Prioritize available moneys to specific income levels or geographic areas; and

42 (B) Limit the number of charge ahead rebates available.

43 (4) An eligible purchaser or lessee of a new or used light-duty zero-emission vehicle or plug-in
44 hybrid electric vehicle may apply for a charge ahead rebate for a portion of the purchase price or
45 may choose to assign the charge ahead rebate to a vehicle dealer or lessor.

1 (5) Rebates under the Charge Ahead Oregon Program shall be made from moneys credited to
2 or deposited in the Zero-Emission Incentive Fund established under section 152, chapter 750, Oregon
3 Laws 2017. A rebate may not be made until there are sufficient moneys available in the fund to
4 make the rebate.

5 (6) The department shall prescribe the rebate application procedure for **eligible** purchasers and
6 lessees. All rebate applications must include a declaration under penalty of perjury in the form re-
7 quired by ORCP 1 E.

8 (7) Charge ahead rebates shall be in an amount up to ~~[\$2,500]~~ **\$5,000**, but not less than ~~[\$1,250]~~
9 **\$2,500**.

10 (8) To be eligible for a charge ahead rebate, a person requesting a rebate under the program
11 must:

12 (a) Be a member of a ~~[low income household or a moderate income household]~~ **qualifying**
13 **household or be a low-income service provider**.

14 (b) Purchase or lease a new or used light-duty zero-emission vehicle or plug-in hybrid electric
15 vehicle. A lease must have a minimum term of 24 months.

16 (c) Provide proof of an intent to use the light-duty zero-emission vehicle or plug-in hybrid elec-
17 tric vehicle primarily on the public highways of this state, which may be satisfied by providing proof
18 of registration of the vehicle in Oregon.

19 (d) Submit an application for a charge ahead rebate to the administrator of the program within
20 six months of the date of purchase or six months from the date the lease begins.

21 (e) Retain registration of the light-duty zero-emission vehicle for a minimum of 24 consecutive
22 months following the date of purchase or following the date the lease begins.

23 (9) A person that receives a charge ahead rebate may not make or allow any modifications to
24 the vehicle's emissions control systems, hardware, software calibrations or hybrid system.

25 (10)(a) If a charge ahead rebate recipient sells the vehicle or terminates the vehicle lease before
26 the end of 24 months, the charge ahead rebate recipient shall:

27 (A) Notify the administrator of the program of the sale or termination; and

28 (B) Reimburse the administrator for the rebate in a prorated amount based on the number of
29 months that the rebate recipient owned or leased the qualifying vehicle.

30 (b) The administrator may waive the reimbursement requirement under paragraph (a) of this
31 subsection if the administrator determines that a waiver is appropriate given unforeseeable or una-
32 voidable circumstances that gave rise to a need for the rebate recipient to sell the qualifying vehicle
33 or terminate the qualifying vehicle lease before the end of 24 months.

34 (11) Charge ahead rebate recipients may be requested to participate in ongoing research efforts.

35 (12) The administrator of the program shall work to ensure timely payment of charge ahead re-
36 bates with a goal of paying rebates within 60 days of receiving an application for a charge ahead
37 rebate.

38 (13) In establishing the Charge Ahead Oregon Program, the department shall provide opportu-
39 nities for public comment by ~~[low income households, moderate income households]~~ **qualifying**
40 **households, low-income service providers** and **other** community-based organizations that are lo-
41 cated in areas of this state that have elevated concentrations of air contaminants attributable to
42 motor vehicle emissions, relative to other areas of the state. The department shall use the comments
43 received pursuant to this subsection to inform, evaluate and strengthen the design of the program
44 in order to increase the usage of light-duty zero-emission vehicles and plug-in hybrid electric vehi-
45 cles.

1 (14) The administrator of the program shall, throughout the course of implementing the program,
2 conduct community outreach to [*low income households, moderate income households*] **qualifying**
3 **households, low-income service providers** and **other** community-based organizations that are lo-
4 cated in areas of this state that have elevated concentrations of air contaminants attributable to
5 motor vehicle emissions, relative to other areas of the state, in order to:

- 6 (a) Solicit feedback on program implementation; and
- 7 (b) Take steps to ensure that the program is promoted effectively.

8 (15) A vehicle dealer may advertise the Charge Ahead Oregon Program on the premises owned
9 or operated by the vehicle dealer. If no moneys are available from the program or the program
10 otherwise changes, a vehicle dealer who advertises the program may not be held liable for adver-
11 tising false or misleading information.

12 (16) A charge ahead rebate may be combined with a rebate described in section 149, chapter 750,
13 Oregon Laws 2017.

14 (17) An organization that the department has hired or contracted with to implement and serve
15 as the administrator of the program may offer expanded financing mechanisms for program partic-
16 ipants, including, but not limited to, a loan or loan-loss reserve credit enhancement program to in-
17 crease consumer access to new or used light-duty zero-emission vehicles and plug-in hybrid electric
18 vehicles.

19 (18) The Environmental Quality Commission may adopt any rules necessary to carry out the
20 provisions of this section.

21 **SECTION 6.** Section 152, chapter 750, Oregon Laws 2017, is amended to read:

22 **Sec. 152.** (1) The Zero-Emission Incentive Fund is established in the State Treasury, separate
23 and distinct from the General Fund. Interest earned by the Zero-Emission Incentive Fund shall be
24 credited to the fund.

25 (2) Moneys in the Zero-Emission Incentive Fund shall consist of:

- 26 (a) Amounts donated to the fund;
- 27 (b) Amounts transferred to the fund by the Department of Revenue under [*section 96 of this 2017*
28 *Act*] **ORS 320.435**;
- 29 (c) Amounts appropriated or otherwise transferred to the fund by the Legislative Assembly;
- 30 (d) Other amounts deposited in the fund from any public or private source; and
- 31 (e) Interest earned by the fund.

32 (3) The Department of Environmental Quality shall encourage gifts, grants, donations or other
33 contributions to the fund.

34 (4) Moneys in the fund are continuously appropriated to the department to be used to carry out
35 the provisions of sections 148 to 152 [*of this 2017 Act*], **chapter 750, Oregon Laws 2017**.

36 (5)(a) No more than 10 percent of the moneys deposited in the fund per biennium may be ex-
37 pended to pay [*the*] **administrative** expenses incurred in the administration of sections 148 to 152
38 [*of this 2017 Act*], **chapter 750, Oregon Laws 2017**, by:

- 39 [(a)] **(A)** The department; and
- 40 [(b)] **(B)** Any third-party organization that the department hires or contracts with under sections
41 149 and 150 [*of this 2017 Act*], **chapter 750, Oregon Laws 2017**.

42 **(b) As used in this subsection, “administrative expenses” does not include expenses in-**
43 **curring by the department or third-party organizations in:**

44 **(A) Conducting community outreach under section 150 (14), chapter 750, Oregon Laws**
45 **2017; or**

