

HB 2096 -1, -3, -5, -6, -7 STAFF MEASURE SUMMARY

Joint Committee On Transportation

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Meeting Dates: 5/16, 5/18

WHAT THE MEASURE DOES:

PLACEHOLDER ONLY - see "Effect of Amendment" section below.

ISSUES DISCUSSED:

- Provisions of proposed amendments

EFFECT OF AMENDMENT:

-1 Replaces original measure. Specifies that Environmental Quality Commission, rather than Department of Environmental Quality, is decision-making body for zero-emission vehicle rebate program. Authorizes Commission to eliminate standard rebate. Adds standard of all-electric range of less than 50 miles for plug-in hybrid vehicles to qualify for rebates. Eliminates statutory minimum for rebates and increases maximum rebate for Charge Ahead Program to \$7,500. Deletes provision allowing Charge Ahead rebate to be combined with Zero-Emission rebate. Permits Commission to adopt rules that establish varying rebate amounts. Allows for higher rebates for purchase of new vehicle.

FIS: Minimal fiscal impact on measure w/the -1 amendment

RIS: No revenue impact on measure w/the -1 amendment

-3 Replaces original measure. Eliminates tiers based on track length or public ownership of railroads that establish distinctions between types of short line railroads for the purpose of determining the amount of tax credit allowed for rehabilitation of short line railroads. Applies to tax years beginning January 1, 2024 or later. Takes effect on 91st day following adjournment sine die.

FIS: Minimal fiscal impact on measure w/the -3 amendment

RIS: Revenue Impact statement issued on measure w/the -3 amendment

NOTE - LRO requests that measure be referred to House Revenue if -3 amendment is adopted

-5 Replaces original measure. Grants permission for a road authority to allow a person to operate a vehicle as part of a parade that is otherwise prohibited from operating on road, provided the vehicle is operated under approval and conditions of the road authority and complies with weight and size limits established by federal or state statute or by rule.

FIS: Minimal fiscal impact on measure w/the -5 amendment

RIS: Minimal revenue impact on measure w/the -5 amendment

-6 Replaces original measure. Revises requirements for Highway Cost Allocation Study to include examination of most recent study period to determine accuracy of published study results, and of prospective study period based on projected data. Specifies report on Study is to be made to Joint Committee on Transportation. Directs Department of Administrative Services to submit report analyzing at least the three most recent iterations of Study to evaluate proportionate share paid by users of each vehicle class. Sunsets January 2, 2025.

FIS: Minimal fiscal impact on measure w/the -6 amendment

RIS: No revenue impact on measure w/the -6 amendment

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-7 Replaces original measure. Revises requirements for Highway Cost Allocation Study to include examination of most recent study *period* to determine accuracy of published study results, and of prospective study period based on projected data. Specifies report on Study is to be made to Joint Committee on Transportation. Directs Department of Administrative Services to submit report analyzing at least the three most recent iterations of Study to evaluate proportionate share paid by users of each vehicle class. Sunsets January 2, 2025. Declares emergency, effective on passage.

FIS: Minimal fiscal impact on measure w/the -7 amendment

RIS: No revenue impact on measure w/the -7 amendment

BACKGROUND:

House Bill 2017 (2017) instituted Oregon's Clean Vehicle Rebate Program, which provides rebates to qualified purchasers of electric vehicles. The rebates are funded through a privilege tax imposed on automobile dealers equal to one-half of one percent of the sale price of new vehicles. Each year, \$12 million is allocated from moneys generated from the privilege tax to fund clean vehicle rebates through two parallel programs - the standard Zero-Emission Vehicle Rebate program, and the Charge Ahead vehicle rebate program, which is targeted specifically at lower-income purchasers. The program was originally scheduled to sunset in January of 2024; however, the Legislative Assembly made the program permanent with the passage of House Bill 2165.

House Bill 2096, with the -1 amendment, makes several changes to the Oregon Clean Vehicle Rebate Program. The measure grants the Oregon Environmental Commission flexibility, through rulemaking, to determine the rebate amounts; sets a maximum non-electric range for plug-in hybrid vehicles to qualify for rebates; increases the maximum rebate allowed on the Charge Ahead program; and eliminates the statutory minimum amount of the rebates.