

**SB 582 A STAFF MEASURE SUMMARY**

**Senate Committee On Energy and Environment**

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**Action Date:** 03/30/23

**Action:** Do pass with amendments. Refer to Ways and Means by prior reference. (Printed A-Eng).

**Vote:** 4-1-0-0

**Yeas:** 4 - Findley, Golden, Lieber, Sollman

**Nays:** 1 - Hayden

**Fiscal:** Fiscal impact issued

**Revenue:** No revenue impact

**Prepared By:** Beth Reiley, LPRO Analyst

**Meeting Dates:** 3/9, 3/30

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**WHAT THE MEASURE DOES:**

Requires state agency that authorizes or funds, in whole or in part, the installation of electric vehicle charging system located on customer's side of meter to require: (1) charging system be installed by contractor or contractors to hold all legally required licenses; (2) one or more electricians who hold Electric Vehicle Infrastructure Training Program (EVITP) certification or equivalent to supervise or participate in installation; and (3) an electrical inspector to verify certification. Stipulates requirement does not apply to installation for single-family dwelling, townhouse, or multifamily residential building with four or fewer residential units. Requires state agency, once the Electrical and Elevator Board (Board) certifies that 500 individuals have been certified, to require at least 25 percent of electricians present and working on installing charging system on the customer's side of the meter to supply 25 or more kilowatts to be either certified in EVITP or equivalent training program. Requires Board to approve EVITP and equivalent programs to meet continuing education standards. Requires Board to review cost of EVITP course and certification exam and to annually request information on the number of certified electricians. Requires Bureau of Labor and Industries (BOLI) to establish one-time grant program to reimburse people for successfully completing EVITP certification. Repeals grant program on January 1, 2025. Appropriates \_\_\_ to BOLI for purpose of making grants. Requires Board to notify legislative committee related to consumer and business services upon certifying that 500 individuals have passed EVITP certification or equivalent training program.

**ISSUES DISCUSSED:**

- Availability of obtaining training in rural areas
- Process for installing electric vehicle charging systems
- Entities providing training

**EFFECT OF AMENDMENT:**

Replaces the measure.

**BACKGROUND:**

Over the course of the next five years, the Oregon Department of Transportation (ODOT) is projecting to invest \$100 million from both federal and state sources to increase electric vehicle (EV) charging infrastructure. According to ODOT, the funding will focus on charging infrastructure for light-duty EVs such as cars, SUVs, and trucks. Approximately two-thirds of the funding is from the 2021 Infrastructure Investment and Jobs Act which requires that the funds be spent on EV charging infrastructure along "Alternative Fuel Corridors," as per guidance from the Federal Highway Administration. The remaining portion of the funding is to be focused on EV infrastructure gaps beyond the Alternative Fuel Corridors. In September, the federal government approved Oregon's National Electric Vehicle Infrastructure Plan.

**SB 582 A STAFF MEASURE SUMMARY**

Senate Bill 582 A would require the Electrical and Elevator Board to approve the Electric Vehicle Infrastructure Training Program (EVITP) as meeting continuing education standards and require the Bureau of Labor and Industries to make grants available to reimburse individuals who complete the EVITP. In addition, the Act would require a state agency authorizing funds for the installation of an EV charging system to utilize at least one electrician that holds EVITP certification and, if the EV charging system supplies 25 kilowatts or more, for at least 25 percent of electricians to hold the EVITP certification.