

FISCAL IMPACT OF PROPOSED LEGISLATION**Measure: SB 536A**Seventy-Seventh Oregon Legislative Assembly – 2013 Regular Session
Legislative Fiscal Office***Only Impacts on Original or Engrossed
Versions are Considered Official***

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Measure Description:

Permits state agency, by rule, to implement program to distribute, dispense or otherwise make electricity available for use in motor vehicles or to contract with vendor to distribute, dispense or otherwise make electricity available for use in motor vehicles.

Government Unit(s) Affected:

Statewide

Summary of Expenditure Impact:

Please see analysis

Local Government Mandate:

This bill does not affect local governments' service levels or shared revenues sufficient to trigger Section 15, Article XI of the Oregon Constitution.

Analysis:

The fiscal impact of the measure is indeterminate due to a number of factors that are either unknown or not specified by the bill. The measure contains permissive language allowing a state agency to make an electric vehicle (EV) charging facility available for the delivery of electricity for use in electric vehicles on property that the agency owns or controls. The facility must be installed or have been installed by the state agency. The bill allows the operation of the facility directly by the agency or through a contract with a vendor.

For the purpose of a fiscal impact statement, when a bill contains permissive language, it is generally assumed that the agency affected will do what is permitted in the bill so that the potential cost to the state can be ascertained. Allowing the installation on property that the agency owns or controls would allow agencies to place facilities at any state-owned, leased, optioned, or in some cases rented properties. The amended measure would limit the number of locations where a state agency could install an EV charging facility to five during a given biennium, with the exception of the Department of Administrative Services that would be allowed up to 10 locations. Either or both of these limitations can be waived if the funding for the installation is from grant funds. The measure does not specify or limit the source of grant funds. The total number of installations should all state agencies choose to install EV charging facilities is unknown, but expected to be significant. The measure is silent on the capacity of each facility installed. It is unknown whether an agency would install one or more charging units at each facility and this could vary the cost of each facility greatly. The estimated cost to install a single EV charging station varies between \$7,000 and \$12,500.

The measure allows for the public distribution, dispensation, or availability of electricity at these EV charging stations by a vendor and allows the charging of a fee for the use of the electricity provided. The measure allows an agency to establish a fee by order, but that fee can neither subsidize nor substantially exceed the costs to the state agency of making the electricity available to the public. Without specific information on the number and capacity of installations, the cost of vendor operation of the facilities, or the rates charged and usage of the facilities, the fiscal impact of the measure is indeterminate.