

FISCAL IMPACT OF PROPOSED LEGISLATION

Measure: HB 4068 - MRB

80th Oregon Legislative Assembly – 2020 Regular Session
Legislative Fiscal Office

*Only Impacts on Original or Engrossed
Versions are Considered Official*

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Measure Description:

Directs the Oregon Department of Transportation to prepare a plan for accommodating the transition to alternative forms of vehicles.

Government Unit(s) Affected:

Oregon Department of Transportation (ODOT), Metro

Summary of Fiscal Impact:

Costs related to the measure are indeterminate at this time - See explanatory analysis.

Analysis:

The measure directs the Oregon Department of Transportation (ODOT) to prepare a plan for accommodating the transition to alternative forms of vehicles including, but not limited, vehicles powered by electricity, hydrogen, liquid natural gas, liquid propane and natural gas. The plan must include an estimate of the number of electric vehicle-charging stations and the number of filling stations for vehicles powered by hydrogen, liquid natural gas, liquid propane and natural gas that will be required to accommodate the vehicles to achieve incremental decreases in greenhouse gas emissions that are consistent with existing applicable laws. ODOT is to identify infrastructure needs in five-year intervals from 2021 to 2051. The plan is to identify the infrastructure needs for each area in which traffic is coordinated by a metropolitan planning organization, as well as rural areas not coordinated by a metropolitan planning organization. ODOT shall submit the plan to a joint legislative committee relating to transportation by March 1, 2021. The measure takes effect 91 days after adjournment *sine die*.

Oregon Department of Transportation

Given that the measure has an effective date of 91 days after adjournment and the report is due by March 1, 2021, ODOT has nine months to submit the plan to the Legislature. Since the plan largely concerns electric vehicle (EV) fueling infrastructure, including EV charging and fueling stations, a field of study with which ODOT is not normally involved, the Office of Innovation within ODOT’s Central Services/Headquarters will need to contract with a third-party consultant to prepare the plan. The consultant will provide technical expertise in identifying the number of vehicle transitions needed to achieve incremental decreases in greenhouse gas emissions; providing estimates/predictions of each vehicle type at specific intervals (based on assumptions regarding consumer preferences and the availability of charging and refueling infrastructure); and anticipating needed infrastructure to accommodate the transition to vehicles powered by alternative energy sources.

Based on estimates from similar projects, ODOT believes it will cost approximately \$200,000 Other Funds in the 2021-23 biennium to hire an expert consultant. However, this estimate could be subject to change. Due to the small size of the Office of Innovation, ODOT may need an increase in expenditure limitation to contract with an expert consultant.

Metro

The measure will have no fiscal impact on Metro.