FISCAL IMPACT OF PROPOSED LEGISLATION   **Measure: HB 2854**

Seventy-Sixth Oregon Legislative Assembly – 2011 Regular Session
Legislative Fiscal Office

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Measure Description:
Expands the use of and defines the general content of the state motor pool.

Requires Oregon Department of Administrative Services, in cooperation with other state agencies and public agencies, to establish policies, methods and means by which department, other state agencies and public agencies can acquire, share, maintain, use, repair and dispose of motor pool resources cost-effectively and efficiently.

Government Unit(s) Affected:
 Department of Administrative Services (DAS), any public agency with intergovernmental agreements with DAS

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 effect of this measure on expenditures is indeterminate. Language in the bill contemplates a change in the purpose of the motor pool, particularly with respect to public agencies. There is no definition for the term "public agency" in ORS 283.

The legislation references intergovernmental agreements entered in to in accordance to ORS chapter 190 which defines "public agency" as:
(1) Any county, city, special district or other public corporation, commission, authority or entity organized and existing under laws of this state, or any other state, or under the city or county charter of any county or city of this or any other state;
(2) Any agency of this state or any other state; and
(3) Oregon Health and Science University.

Section 1(1) removes the "for the provision of motor pool….", which is the purpose of the intergovernmental agreements. Without this statement, it appears that the agency (DAS) is simply required to create a motor pool for the common use of state and public agencies that meets the department's and agencies' transportation and related needs, not just the ones that have entered in to intergovernmental agreements for the specific purpose of motor pool vehicles and services. This would seem to mean that DAS is responsible for vehicle purchasing, supplying, providing service for every "public agency" that has an intergovernmental agreement with DAS and creating facilities and equipment needed to deal with this expanded fleet.

This fleet could include local and county public safety vehicles (police, fire, sheriff, search and rescue, etc.), municipal and county general motor pool vehicles, public works and road department vehicles, and so on.

Language remains however, that allows the department to establish subsidiary motor pools under the direct control or under the supervision of a state agency as are necessary. This seems to allow for the fleets that are currently operated by other state agencies to remain so as long as the subsidiary pools conform to section 1(2)

Section 1(2) Specifies actions and criteria for the department to undertake related to the management of the motor pool(s) including the development and implementation of related policies and programs.

Section 1(3) Allows the department to alter their intergovernmental agreements to reflect the policies and procedures created by Section 1(2)

Section 1(4) requires a biennial report to the legislature

According to DAS:
- Over the last 2 biennia DAS Fleet has averaged 4.75 FTE for every 500 vehicles.
- The average cost of maintaining, fueling and managing each vehicle, not including the purchase costs, is approximately $6,482 per biennium.
- New fleet vehicles cost on average approximately $20,000.

The Department of Administrative Services is uncertain to what extent the agencies would participate and how many vehicles would be needed to fill the state agencies and public agencies needs. DAS Fleet does not normally enforce policy on non-state agencies and local government. It is difficult to determine the level of cooperation DAS Fleet would encounter and the amount of effort this would require.