

FISCAL IMPACT OF PROPOSED LEGISLATION

Measure: HB 2290 - 2

81st Oregon Legislative Assembly – 2021 Regular Session
Legislative Fiscal Office

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

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Measure Description:

Requires State Parks and Recreation Department to develop, implement and periodically update plan for installation and service of public electric vehicle charging stations in parking spaces that are part of facilities of state park system.

Government Unit(s) Affected:

Public Utility Commission (PUC), Department of Energy (DOE), Oregon Parks and Recreation Department (OPRD), Oregon Department of Transportation (ODOT), Oregon Travel Information Council, Department of Environmental Quality (DEQ)

Summary of Fiscal Impact:

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

Analysis: The measure requires the Oregon Parks & Recreation Department (OPRD) to allow for the installation and service of Electric Vehicle (EV) charging infrastructure in parking spaces that are part of state park facilities, including parks, park facilities, ocean shores, scenic waterways, trails, and historic sites. In addition, the measure requires Oregon Department of Transportation (ODOT), OPRD, and the Travel Information Council (TIC) to allow for the installation and service of EV charging infrastructure in parking spaces that are part of roadside rest areas; in accordance with State and Federal laws and regulations. The measure amends ORS 366.395 to enable ODOT to lease property for installation and service of EV charging.

Federal regulations guide and limit the ability to add public charging infrastructure at rest areas, except in circumstances where energy is provided to highway users free-of-charge. Additionally, federal regulations prohibit the ability of ODOT to lease roadside rest areas to private entities and remain part of the interstate right of way with direct interstate access.

The measure does not require any specific actions or studies. State Highway funds cannot be used for electrification efforts and another source of funds would have to be identified. The fiscal effect of this bill is indeterminate as the full effect cannot be identified prior to the execution of any lease agreements or EV infrastructure installation, and approval from the Federal Highway Administration.

There is a minimal fiscal impact anticipated to the Public Utility Commission, Department of Energy, OPRD, TIC, and Department of Environmental Quality.