

## FISCAL IMPACT OF PROPOSED LEGISLATION

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

Measure: HB 2027 - A

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

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### Measure Description:

Defines "parking facility".

### Government Unit(s) Affected:

Department of Administrative Services (DAS), Department of Environmental Quality (DEQ), Department of Forestry (ODF), Department of Corrections (DOC), Department of Energy (DOE), Oregon Department of Transportation (ODOT), Oregon State Police (OSP)

### Summary of Fiscal Impact:

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

### Analysis:

HB 2027 defines "parking facility" and specifies state policies regarding the management of parking facilities, including authorizing the Department of Administrative Services (DAS) to establish boundaries in Salem where the department manages facilities. The measure requires state agencies to set rates for parking facilities no lower than typical parking market rate. The measure directs DAS to study and determine the typical market parking rate for any area in which there is a state parking facility, and least once each biennium. In addition, the measure moves the operative date from 2029 to 2025 for statutes requiring agencies to lease or purchase zero-emission vehicles to the maximum extent. The measure provides allowance for the purchase or lease of alternative fuel and or low-emission vehicles when the acquisition of zero-emission vehicles is not feasible. The measure provides an exemption process based on feasibility, specifying that if an agency finds that purchasing or leasing zero-emission vehicles is not feasible and that purchasing or leasing light-duty vehicles that are capable of using alternative fuel and that meet the requirements established by the Comprehensive National Energy Policy Act of 1992 (P.L. 102-486) is not feasible, the agency may purchase or lease vehicles that DAS, in consultation with the Department of Environmental Quality (DEQ), has identified in written policy as low-emission vehicles.

Complying with the parking facility provisions of this measure is anticipated to have minimal fiscal impact on DAS, DEQ, and state agencies that own or control parking facilities. The measure codifies current practice and understanding of policies related to the management of parking facilities.

The fiscal impact of advancing the operative date of the zero-emission requirement from 2029 to 2025 on DAS, DEQ, and state agencies that purchase or lease vehicles is indeterminate at this time. As a point of reference, the Oregon Department of Transportation (ODOT) estimates the 2023-25 fiscal impact for the agency could reach \$3.7 million. This estimate assumes the installation of 70 new charging stations at the cost of \$14,264 per station, the replacement of 129 vehicles at a \$20,000 increase per vehicle above the price of non-zero-emission vehicles, and the establishment of two new Fleet Services positions to oversee the planning, project development, statewide coordination, and execution of this work. This buildout would continue each biennium until a sufficient number of vehicles and charging infrastructure is achieved. However, because of the flexibility provided by the exemptions based on feasibility, this fiscal analysis assumes agencies will work within their existing budgets to transition to zero-emission vehicles and to install charging stations. The feasibility of moving to zero-emission vehicles will depend on numerous factors including the availability vehicles for purchase/lease as well as funding to invest in both vehicles and charging stations.