

**FISCAL IMPACT OF PROPOSED LEGISLATION**

**Measure: HB 2999 - 2**

82nd Oregon Legislative Assembly – 2023 Regular Session

Legislative Fiscal Office

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

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**Measure Description:**

Modifies provisions of Department of Transportation wildlife-vehicle collision program.

**Government Unit(s) Affected:**

Department of Fish and Wildlife, Department of Transportation

**Summary of Fiscal Impact:**

Costs related to the measure may require budgetary action - See analysis.

**Summary of Expenditure Impact:**

	2023-25 Biennium	2025-27 Biennium
<b>Department of Fish and Wildlife</b>		
<b>General Fund</b>		
Special Payments	\$5,000,000	\$0
<b>Total Fiscal Impact</b>	<b>\$5,000,000</b>	<b>\$0</b>
Total Positions	0	0
Total FTE	0.00	0.00

**Analysis:**

HB 2999 - 2 adds “feasibility studies” as a required component of the Oregon Department of Transportation’s (ODOT) program to reduce wildlife-vehicle collisions; and adds certain reporting requirements to ODOT’s biennial reporting to the Legislature. The Oregon Department of Fish and Wildlife (ODFW) is directed to carry out projects to support wildlife mobility and habitat connectivity within priority corridors identified in the Oregon Connectivity Assessment and Mapping Project. The measure appropriates \$5 million to ODFW to carry out this work, and the measure takes effect on the 91st day after the Legislature adjourns sine die.

The \$5 million appropriated by this measure would be deposited in the Oregon Conservation and Recreation Fund (OCRF). ODFW notes that it is standard practice for the majority of OCRF funds to run through OCRF's public grant solicitation process. Existing staff would propose projects, review grant applications, help partners to develop projects, review grant applications, and would make recommendations to OCRF committee members on selection of projects that fall under this measure. ODFW anticipates no additional administrative costs related to this measure.

ODFW may need additional Other Funds expenditure limitation to spend these funds if existing Other Funds expenditure limitation included in the agency’s base budget is insufficient. ODFW notes that while it would be possible to spend all \$5 million during the 2023-25 biennium if required, it would be beneficial to have this funding available in future biennia. The amount of Other Funds expenditure limitation needed is also dependent on OCRF grant funding cycles, the number of applications for grants that are for work relevant to the bill, and the amounts requested for these projects.

There is minimal fiscal impact for ODOT.