

FISCAL IMPACT OF PROPOSED LEGISLATION**Measure: HB 2793 A**

82nd Oregon Legislative Assembly – 2023 Regular Session

Legislative Fiscal Office

Only Impacts on Original or Engrossed Versions are Considered Official

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 Date: 05/15/2023

Measure Description:

Establishes the Jurisdictional Transfer Advisory Committee within the Oregon Department of Transportation.

Government Unit(s) Affected:

Department of Transportation, Counties

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
Oregon Department of Transportation		
General Fund		
Personal Services	\$187,556	\$271,474
Services and Supplies	\$15,012	\$21,718
Total General Fund	\$202,568	\$293,192
Total Fiscal Impact	\$202,568	\$293,192
<i>Total Positions</i>	1	1
<i>Total FTE</i>	0.75	1.00

Analysis: The measure establishes the Jurisdictional Transfer Advisory Committee within the Oregon Department of Transportation (ODOT) to consist of 11 members appointed by the Governor. The measure directs the committee to review proposed jurisdictional transfer proposals and develop a list of three proposed transfers before each odd-numbered year session. The measure also directs ODOT to provide assistance and meeting space for the committee and adopt rules specifying the process for applying for inclusion. The committee will assess:

- The difference between the applicant’s and the department’s standards of maintenance.
- The amount of deferred maintenance; a description of how the highway is used in the community; the climate impact of a transfer, and subsequent upgrades the applicant could provide; the potential positive impacts on historically underserved groups.
- The increase in multimodal transportation options provided by a transfer;
- And a transfer readiness assessment that may include: the interest of the community, the funding capacity of the applicant for the transfer and maintenance in the future, and the existing condition of the highway and its current state of maintenance.

The measure directs ODOT to establish rules specifying the process by which a city can apply for inclusion, where the city must provide 20% of the cost of a transfer as well as a plan to maintain the section of road. The measure sunsets in 2029.

ODOT will require on Operations and Policy Analyst 3 (0.75 FTE) to establish and staff this new advisory committee, conduct rulemaking, develop an application form, systems, and processes. Costs incurred by ODOT to support the task force are not federally reimbursable; use of State Highway Funds to support this position would result in fewer dollars available for operations and maintenance.

The fiscal impact to counties is anticipated to be minimal.