



Legislative Fiscal Office
83rd Oregon Legislative Assembly
2025 Regular Session

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Date: April 4, 2025

Bill Title: Relating to U.S. Highway 30; prescribing an effective date.

Government Unit(s) Affected: Department of Transportation

Summary of Fiscal Impact

2025-27 Biennium	General Fund	Lottery Funds	Other Funds	Federal Funds	Total Funds	Positions	FTE
Department of Transportation	\$ 950,000	\$ -		\$ -	\$ 950,000	-	-
Total Fiscal Impact	\$ 950,000	\$ -	\$ -	\$ -	\$ 950,000	-	-

2027-29 Biennium	General Fund	Lottery Funds	Other Funds	Federal Funds	Total Funds	Positions	FTE
Department of Transportation	\$ -	\$ -		\$ -	\$ -	-	-
Total Fiscal Impact	\$ -	\$ -	\$ -	\$ -	\$ -	-	-

Measure Description

The measure requires the Oregon Department of Transportation (ODOT) to study a section of U.S. Highway 30 from milepost 49 to 94, including:

- An assessment of the condition of U.S. Highway 30.
- Identification of deficiencies in the condition of U.S. Highway 30.
- Recommendations for improvement of U.S. Highway 30.
- A cost estimate for improvements to U.S. Highway 30.

ODOT shall report findings to the Joint Committee on Transportation by September 15, 2026.

Fiscal Analysis

The total fiscal impact of the measure is anticipated to be \$950,000 General Fund for the 2025-27 biennium.

ODOT anticipates contracting with outside consultants to conduct the study. Cost estimates are based on a similar study of Oregon Route 6 (OR6) from HB 4053 (2022), which cost \$300,000. However, ODOT anticipates the complexities of the U.S. Highway 30 study to exceed that of the OR6 study due to the high number of culverts (170) on the stretch to be studied that must be inspected and assessed for future repair. Culvert assessments are estimated at approximately \$3,800 per culvert and include culvert cleaning, an inspection crew, video inspection (with contingency for traffic control, mobilization, temporary water management, pollution control, and asbestos material testing), video crew costs, and hydraulic analysis of the videos. ODOT estimates the associated culvert workload could cost an additional \$650,000, for a total fiscal impact of \$950,000 in the 2025-27 biennium.

ODOT is projecting a shortfall of State Highway Fund revenue necessary to support current service level expenditures in the 2025-27 biennium. As a result, the Department cannot absorb additional costs that rely on existing Highway Fund resources. Therefore, this fiscal impact assumes that General Fund would be required to fund this study.

Relevant Dates

The measure takes effect on January 1, 2026.

ODOT is required to report findings to the Joint Committee on Transportation by September 15, 2026.

The measure sunsets on January 2, 2027.