

2010 Special Session
FISCAL ANALYSIS OF PROPOSED LEGISLATION
Prepared by the Oregon Legislative Fiscal Office

MEASURE NUMBER: SB 1024

STATUS: A Engrossed

SUBJECT: Establishes criteria for new approach road permits; requires ODOT to adopt rules that are less stringent for highway segments averaging 5,000 vehicles or fewer daily; requires ODOT to work with stakeholders to develop proposed legislation for access management based on objective standards; and requires ODOT to report to the Legislative Assembly on the proposed highway access management legislation prior to

GOVERNMENT UNIT AFFECTED: Department of Transportation

PREPARED BY: Robin LaMonte

REVIEWED BY: Susie Jordan

DATE: February 11, 2010

	<u>2009-2011</u>	<u>2011-2013</u>
EXPENDITURES:		
Indeterminate – Other (Highway) Funds	\$ 20,000 - \$150,000	

EFFECTIVE DATE: The bill includes an emergency clause and is effective on passage.

INTERIM JOINT COMMITTEE ON WAYS AND MEANS: The budgetary impact of this bill was not reviewed and approved by the Interim Joint Committee on Ways and Means Committee and is not included in the omnibus budget bill to be introduced by the committee.

LOCAL GOVERNMENT MANDATE: This bill does not affect local governments' service levels or shared revenues sufficient to trigger Section 15, Article XI of the Oregon Constitution.

ANALYSIS: SB 1024 makes a number of changes to the highway access management system, requires stakeholder involvement, and requires a report to the Legislative Assembly prior to January 2011.

The requirements of the bill will involve new rulemaking to remove terms defined in the measure, and to achieve consistency with the new definitions. The actual cost of the rulemaking will depend on the legal complexity involved. ODOT estimates that Attorney General review of proposed rules could cost as little as \$5,000 Other Funds. However, if the complexity is greater than anticipated, these costs could reach \$50,000 Other Funds.

The bill requires ODOT to work with stakeholders to develop proposed legislation for access management. ODOT estimates that stakeholder outreach could cost as little as \$15,000 Other Funds if the number of stakeholders is limited and if a meeting facilitator is not required. However, if the number of stakeholders is larger than anticipated, or if additional outreach is required, or if a meeting facilitator is needed, the cost could reach \$100,000 Other Funds.

ODOT does not estimate a cost to contract for any programming for highway access management system changes. No cost estimate is included in this fiscal impact statement. It should be noted, however, that these costs could be significant, depending on what changes are adopted. ODOT is also unable to determine if there will be ongoing costs related to the requirements of the bill. The bill does not provide any revenue source to offset potential costs, so the bill will reduce resources that are available from the Highway Fund for other priorities.