

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

MEASURE NUMBER: SB 1024

STATUS: Original

SUBJECT: Establishes when a new approach road permit is required; and directs the Department of Transportation to develop a highway access management system

GOVERNMENT UNIT AFFECTED: Department of Transportation

PREPARED BY: Robin LaMonte

REVIEWED BY: Susie Jordan

DATE: February 3, 2010

	<u>2009-2011</u>	<u>2011-2013</u>
EXPENDITURES:		
Services and Supplies – Other (Highway) Funds	\$	\$
One - Time	\$ 400,000	\$
Ongoing – See Comments	\$	\$
Total Other (Highway) Funds	\$ 400,000	\$
	<u>2009-2011</u>	<u>2011-2013</u>
REVENUES:		
Other Funds – Highway Funds	\$ 0	\$

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 requires the Department of Transportation (ODOT), in cooperation with stakeholders, to develop a highway access management system based on objective standards, changes the requirements for establishing a new road approach, and requires a report to the Legislative Assembly prior to January 2011.

ODOT estimates a cost of \$250,000 Other Funds to contract for system development to develop a highway access management system based on objective standards. Public outreach to stakeholders will cost approximately \$100,000 for contractor and staff time. ODOT estimates that rulemaking related to changes in requirements for establishing a new road approach will be complex and will require extensive Department of Justice involvement. The estimated Attorney General review cost for this rulemaking is approximately \$50,000. The combined effect of the provisions of this bill is a one-time cost of \$400,000 to the Highway Fund in the 2009-11 biennium.

ODOT is unable to determine if there will be ongoing costs related to these requirements. The bill does not provide any revenue source to offset these costs, so the bill will reduce resources that are available from the Highway Fund for other purposes.