

FISCAL IMPACT OF PROPOSED LEGISLATION

Measure: SB 672

Seventy-Sixth Oregon Legislative Assembly – 2011 Regular Session
Legislative Fiscal Office

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Measure Description:

Prevents Oregon Transportation Commission from adopting or enforcing rules that plan or zone, or otherwise limit development on, private land.

Government Unit(s) Affected:

Cities, Oregon Department of Transportation (ODOT)

Indeterminate Fiscal Impact

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 672 provides that the Oregon Transportation Commission may not adopt or enforce administrative rules limiting development on private land, and provides that local government may not adopt or enforce provisions related to the future operation of roads, transit ways and transit corridors that limit development on private land.

The fiscal impact is indeterminate. The Department of Transportation believes that this bill could have a significant fiscal impact. ODOT cannot forecast this fiscal impact, but notes that ODOT would be prevented from seeking changes to land use to address the effects of development on highway safety, carrying capacity of highways, and access. ODOT could be required to pay the cost of mitigating the effects of private development including driveway removal and relocation, turn refuges or traffic signals, or new travel lanes that increased traffic to a site may require.

The League of Oregon Cities estimates that Oregon cities could see costs in excess of \$3.4 million for code amendments, transportation system plan amendments and amendments to system development charge methodologies.

