

Fiscal Note & Local Impact Statement

123rd General Assembly of Ohio

BILL: **Am. H.B. 309** DATE: **June 30, 1999**

STATUS: **As Reported by Senate Highways and Transportation** SPONSOR: **Rep. Trakas**

LOCAL IMPACT STATEMENT REQUIRED: **No — No local cost**

CONTENTS: **To designate State Route 60, in Ashland County only, the "Thomas A. Van Meter Memorial Highway", and to eliminate the maximum per mile spending allowances for ODOT to provide construction and maintenance of conservancy district roads.**

State Fiscal Highlights

STATE FUND	FY 2000	FY 2001	FUTURE YEARS
Highway Operating Fund Group			
Revenues	- 0 -	- 0 -	- 0 -
Expenditures	Potential increase of \$400	-0-	-0-

Note: The state fiscal year is July 1 through June 30. For example, FY 2000 is July 1, 1999 – June 30, 2000.

- The placement of markers on State Route 60, in Ashland County only, is permissive for the Department of Transportation (ODOT). A maximum of two signs would be placed at an estimated cost of \$200 per sign.
- The elimination of per mile spending limits for construction and maintenance of conservancy district roads does not change the overall limit of \$200,000 in any one year.

Local Fiscal Highlights

- No direct fiscal effect on political subdivisions.



Detailed Fiscal Analysis

The bill designates State Route 60, in Ashland County only as the “Thomas A. Van Meter Memorial Highway.” The Director of Transportation would be permitted to erect markers along the highway indicating this designation. Since the placement of markers is permissive, ODOT may or may not incur costs. Past markers erected for memorial highways have cost the department \$200 each and historically, only two such markers were erected. Initially, it appears that there would be only two signs placed by ODOT, therefore, the total cost is estimated to be \$400.

The current limit that is placed on ODOT’s participation in the construction, reconstruction, improvement, repair or maintenance of roads leading from a state highway to any public area is \$200,000 in any one year, including \$20,000 per mile for roads leading to these properties, and \$10,000 within these properties. This provision is to reflect the increase in the cost of providing these services since the initial legislation’s creation in 1973. This extension gives ODOT permissive authority to exceed the per mile limits stated above with the same limit of \$200,000 per year.

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