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OHIO LEGISLATIVE SERVICE COMMISSION

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Office

H.B. 16
134th General Assembly

Fiscal Note & Local Impact Statement

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Version: As Introduced

Primary Sponsors: Reps. Stephens and Baldrige

Local Impact Statement Procedure Required: No

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Highlights

- The Ohio Department of Transportation (ODOT) could incur new costs totaling several million dollars per year under the bill's provisions that shift responsibility for the placement and maintenance of traffic control signals and the maintenance of grass, trees, and shrubbery along state highways that pass through villages from villages to ODOT.

Detailed Analysis

The bill will result in some costs for the maintenance of state highways currently borne by villages being shifted to the Ohio Department of Transportation (ODOT). Specifically, costs to place and maintain traffic control signals along state highways within villages and costs for the maintenance of grass, trees, and shrubbery along state highways within villages would pass from villages to ODOT. Because the need to undertake these tasks depends on the specific circumstances to be addressed, it is difficult to estimate the magnitude of any cost shift from villages to the state under the bill. However, it is plausible that ODOT could incur costs totaling several million dollars per year. According to a 2011 ODOT report on assuming the responsibility for all state routes regardless of local jurisdiction, there were roughly 1,800 lane miles of state highway passing through villages across the state at that time.¹

Other changes made by the bill appear to have no fiscal effect. The bill eliminates the requirement for a village to request and approve ODOT's maintenance and repair of a state

¹ See "Financial and Policy Implications on Assuming Primary Responsibility for All State Routes Throughout Ohio Regardless of Local Government Jurisdiction," published March 11, 2011 by ODOT. The report was mandated by H.B. 2 of the 128th General Assembly, the transportation budget for the FY 2010-FY 2011 biennium.

highway passing through the village. Instead the bill requires ODOT to work in consultation with the village to ensure those activities are conducted. The bill also makes substantial changes to relevant state statutes regarding ODOT's responsibilities for state highways within a municipal corporation for the purpose of better clarifying these provisions of law. Please see the LSC bill analysis for additional details.