

MAINE STATE LEGISLATURE

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ONE HUNDRED AND FIFTH LEGISLATURE

Legislative Document

No. 1653

H. P. 1202

House of Representatives, March 17, 1971

Referred to Committee on Transportation. Sent up for concurrence and ordered printed.

BERTHA W. JOHNSON, Clerk

Presented by Mr. McCloskey of Bangor.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
SEVENTY-ONE

AN ACT Requiring the State Highway Commission to Perform Cost-benefit
Analysis on Proposed Highway Improvements and Programs.

Be it enacted by the People of the State of Maine, as follows:

R. S., T. 23, § 52-A, additional. Title 23 of the Revised Statutes is amended by adding a new section 52-A to read as follows:

§ 52-A. Cost-benefit analysis

The State Highway Commission shall prepare economic cost-benefit analysis on all projects and improvements amounting to \$30,000 or more. Such cost-benefit analysis should include considerations such as time savings to road users, savings on vehicle costs of operation, impact on the environment, effect on costs of accidents and such other factors as are generally recognized in highway cost analysis procedures.

Cost-benefit analysis information shall be included in the presentation of all highway construction proposals, programs and alternatives. The cost-benefit information shall be made available at all public hearings held by the commission on proposed projects. Cost-benefit information shall be a factor in determination of priorities for the commission construction program. Cost-benefit information shall be contained in all advertisements for highway projects normally required as part of the commission operating procedures.

STATEMENT OF FACT

The current system of sufficiency ratings for highways used by the Maine State Highway Commission as an approach to establishing construction priorities is the lowest level of highway analysis currently used by highway

departments throughout the country. Maine can no longer afford not to have improved economic measuring sticks to allow better decision making on what highway projects should or should not be undertaken. The competition for the public dollar — and the highway dollar — is increasing and legislators and the public must have a way of easily comparing the economic impact of one highway proposal versus another.