RULE IMPACT STATEMENT

1) A statement of the need for the rule and legal basis supporting it.

In 2026, HB2082 revoked 69 O.S. § 504, thereby removing ODOT as the responsible party for maintaining all streets, roads, and state-owned parking lots, including all streets designated on the plat filed in the office of the Secretary of State as File No. 155 of the "State Property Records" and all streets within the boundaries of the "State Capitol Park" and the "Cowboy Hall of Fame Park". The proposed amendment revokes the section of the Administrative Code that relates to the previous statutory citation.

2) A classification of the rule as major or nonmajor, with a justification for the classification, including an estimate of the total annual implementation and compliance costs that are reasonably expected to be incurred by or passed along to businesses, state or local government units, or individuals and a determination of whether those costs will exceed One Million Dollars ($1,000,000.00) over the initial five-year period following the promulgation of the proposed rule. Provided, if the costs exceed One Million Dollars ($1,000,000.00), the agency shall classify the rule as a major rule.

The proposed rule is classified as a non-major rule because minimal costs are reasonably expected to be incurred or passed along to businesses, individuals, or state and local government units. Specifically, ODOT has performed approximately $18,400.00 in total maintenance and operational expenditures over the past five years for these areas. Because this historical expenditure is negligible and falls far below the $1,000,000.00 statutory threshold over an initial five-year period, the costs will not exceed $1,000,000.00.

Furthermore, ODOT has an MOU with OMES designating ODOT as the responsible party for snow and ice removal at the State Capitol Complex, and OMES as the owner and operator of certain roadways and parking lots within the Complex. Funding for snow and ice removal has been provided by ODOT District 4, and they will continue to fund these functions. As there have been no major resurfacing or maintenance activities within the State Capitol Complex in the past five years, it is anticipated that minimal costs will be transferred to OMES for the maintenance and operation of the State Complex parking lots and surrounding roads.

3) **A description of the purpose of the proposed rule, including a determination of whether the proposed rule is mandated by federal law, or as a requirement for participation in or implementation of a federally subsidized or assisted program, and whether the proposed rule exceeds the requirements of the applicable federal law.**

   The purpose of the proposed rule is to conform the Administrative Code to the statutory revocation in HB2082. The proposed rule is not mandated by federal law or required for participation in or implementation of a federally subsidized or assisted program. Because federal law is not applicable to the proposed rule, it does not exceed any federal requirements.

4) **A description of the classes of persons who most likely will be affected by the proposed rule, including classes that will bear the costs of the proposed rule, and any information on cost impacts received by the agency from any private or public entities.**

   The proposed rule will affect ODOT and OMES because maintenance and operations responsibilities are being transferred to OMES, while ODOT continues to fund snow and removal operations in the State Capitol Complex. OMES will bear the cost of the proposed rule.

5) **A description of the classes of persons who will benefit from the proposed rule.**

   State employees and citizens visiting State-owned facilities will benefit from the proposed rule through the continued maintenance of their parking lots and surrounding roads.

6) **A comprehensive analysis of the rule's economic impact, including any anticipated impacts on the full-time-employee count of the agency, any costs or benefits, and a detailed quantification of implementation and compliance costs on the affected businesses, business sectors, public utility ratepayers, individuals, state or local government units, and on the state economy as a whole. The analysis shall include a listing of all fee changes and, whenever possible, a separate justification for each fee change.**

   There is no anticipated change in the full-time-employee (FTE) count for either the Oklahoma Department of Transportation (ODOT) or the Office of Management and Enterprise Services (OMES). The statutory revocation of the rule imposes no regulatory mandates, compliance thresholds, or operational costs on private businesses or commercial sectors. Citizens, taxpayers, and utility ratepayers bear no direct or indirect financial burden from this administrative rule revocation.

7) **A detailed explanation of the methodology and assumptions used to determine the economic impact, including the dollar amounts calculated.**

The economic impact analysis follows a qualitative and baseline-comparative methodology, consistent with standard administrative and fiscal impact assessments for interagency agreements. The analysis evaluates the proposed arrangement against the status quo (existing historical operations). Because ODOT and OMES have historically cooperated under similar terms, the methodology measures marginal changes rather than total programmatic costs.

It is assumed that winter-weather frequency, severity, and historical operational costs for snow and ice removal in the State Capitol Complex will remain consistent with multi-year historical averages. It is assumed that ODOT District 4's ongoing funding allocation for snow and ice removal is already fully integrated into its existing operational budget, requiring no new appropriations. Based on empirical tracking showing that only approximately $18,400.00 in total maintenance and operational expenditures occurred within the State Capitol Complex over the past five years, it is assumed that immediate capital or intensive maintenance expenditures will remain near zero, with minimal ongoing extensive costs.

8) **A determination of whether implementation of the proposed rule will have an economic impact on any political subDistricts or require their cooperation in implementing or enforcing the rule.**

The revocation of the rule will have no economic impact on political subdistricts or require their cooperation in implementation.

9) **A determination of whether implementation of the proposed rule may have an adverse economic effect on small businesses, as provided by the Oklahoma Small Business Regulatory Flexibility Act.**

It was determined that the revocation of the rule will have no adverse economic effect on small businesses, as required by the Oklahoma Small Business Regulatory Flexibility Act.

10) **Any measures taken by the agency to minimize the cost and impact of the proposed rule on business and economic development in this state, local government units of this state, and individuals.**

Since there is no economic impact on business and economic development in the state, local government units of this state, and individuals, no further measures were taken by ODOT to minimize the cost.

11) A determination of the effect of the proposed rule on the public health, safety, and environment, and, if the proposed rule is designed to reduce significant risks to the public health, safety, and environment, an explanation of the nature of the risk and to what extent the proposed rule will reduce the risk.

The proposed rule does not establish measures to mitigate public health, safety, or environmental risks, as its sole purpose is to implement a statutory revocation and transfer of operational duties. The delivery of services and upkeep for the parking lots and surrounding roads will remain fully uninterrupted, preserving all existing public benefits while formally updating the designated responsible party.

12) A determination of any detrimental effect on the public health, safety, and environment if the proposed rule is not implemented.

It was determined that the proposed rule does not have a detrimental impact if it is not implemented because surrounding roads and parking lots will still be maintained – just by an adjacent state agency. The proposed rule is revoked to comport with state statute.

13) The date the rule impact statement was prepared and, if modified, the date modified.

This rule impact statement was prepared and published on the ODOT website on October 30, 2026.

14) An analysis of alternatives to adopting the rule.

Because the existing rule is no longer supported by statute, it must be revoked.

15) Estimates of the amount of time that would be spent by state employees to develop the rule and of the amount of other resources that would be utilized to develop the rule.

Because the proposed rule is a revocation of the responsibility of ODOT, little to no time would be spent on implementing the rule. Since OMES is already the party responsible for maintaining state-owned facilities, they already have the existing infrastructure to incorporate the required rule. Therefore, little to no time would be imposed on them to develop the rule.

16) A summary and preliminary comparison of any existing or proposed federal regulations that are intended to address activities to be regulated by the proposed rule.

Because the proposed rule applies to the state agency's responsibility to maintain state-owned parking lots and surrounding roads, federal regulations do not address activities regulated by the proposed rule.