

FISCAL NOTE
Requested by Legislative Council
12/23/2016

Bill/Resolution No.: SB 2057

- 1 A. **State fiscal effect:** *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2015-2017 Biennium		2017-2019 Biennium		2019-2021 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
Revenues						
Expenditures				\$155,000		\$3,550,000
Appropriations				\$155,000		\$3,550,000

- 1 B. **County, city, school district and township fiscal effect:** *Identify the fiscal effect on the appropriate political subdivision.*

	2015-2017 Biennium	2017-2019 Biennium	2019-2021 Biennium
Counties			
Cities			
School Districts			
Townships			

- 2 A. **Bill and fiscal impact summary:** *Provide a brief summary of the measure, including description of the provisions having fiscal impact (limited to 300 characters).*

This bill increases the speed limit to 80 mph from 75 mph on access-controlled, paved and divided, multilane interstate highways.

- B. **Fiscal impact sections:** *Identify and provide a brief description of the sections of the measure which have fiscal impact. Include any assumptions and comments relevant to the analysis.*

Section 1 raises the speed limit on certain roadways.

3. **State fiscal effect detail:** *For information shown under state fiscal effect in 1A, please:*

- A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

- B. **Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

The initial fiscal impact that this bill will have is related to the need to change the speed limit signs on affected roadways. The estimated cost for the initial changes is \$155,000.

After the initial impact, as the Department reconstructs the Interstate system or makes major improvements we must follow the standards set out in the AASHTO Green book on Geometric design and other Nationally recognized manuals. By increasing the speeds on the Interstate system, there are horizontal and vertical curves that would need to be reshaped, interchange ramps and acceleration or deceleration lanes would need to be lengthen, guardrail would need to be lengthen, speed limit signs would need to be replaced, box culverts and pipes would need to be lengthen, center bridge piers would need to be protected. As a result, after the initial impact, the longer term fiscal impact is estimated at \$326.8 million.

- C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, for each agency and fund affected. Explain the relationship between the amounts shown for expenditures and appropriations. Indicate whether the appropriation or a part of the appropriation is included in the executive budget or relates to a continuing appropriation.*

NDDOT has not included the initial costs in the 17-19 biennium budget request.

Name: Shannon L. Sauer

Agency: ND Dept of Transportation

Telephone: 328-4375

Date Prepared: 01/10/2017