

FISCAL NOTE
Requested by Legislative Council
02/13/2017

Amendment to: Engrossed 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).*

As amended, this bill increases the speed limit to 80 mph from 75 mph on access-controlled, paved and divided, multilane interstate highways and changes the penalty for speeding on certain roadways.

- 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 changes the penalty for speeding on certain roadways. Section 2 increases the speed limit on the interstate highway system to 80 mph from the current 75 mph limit.

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.*

We cannot provide a revenue impact as we have no reliable method to determine what affect the provisions of this bill may have on speeding violations.

- 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 of this bill results from the need to change the speed limit signs on affected highways; the estimated cost for this initial change is \$155,000.

After the initial impact, as NDDOT reconstructs the ND highway system or makes major improvements, we must follow the standards set out in the AASHTO Green book on Geometric design as well as other nationally recognized manuals. Consequently, there are horizontal and vertical curves that will need to be reshaped, interchange ramps and acceleration or deceleration lanes that need to be lengthened, areas of guardrail that need to be extended, box culverts and pipes that need to be lengthened, and center bridge piers that need to be protected. As a result, during several subsequent bienniums, NDDOT will realize very significant increases in expenditures comparable to those indicated in section 1A for the 2019-2021 biennium.

- 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.

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