

**FISCAL NOTE**  
**Requested by Legislative Council**  
**02/08/2021**

Amendment to: HB 1315

- 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.*

	2019-2021 Biennium		2021-2023 Biennium		2023-2025 Biennium	
	General Fund	Other Funds	General Fund	Other Funds	General Fund	Other Funds
<b>Revenues</b>						
<b>Expenditures</b>				\$650,000		
<b>Appropriations</b>				\$650,000		

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

	2019-2021 Biennium	2021-2023 Biennium	2023-2025 Biennium
<b>Counties</b>			
<b>Cities</b>			
<b>School Districts</b>			
<b>Townships</b>			

- 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).*

HB1315 as amended establishes maximum and minimum speed limits 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 potentially raises the speed limit to 80 mph on access controlled, paved and divided, multilane interstate highways. Section 2 allows for the establishment of a 40 mph minimum speed limit on those highways.

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.*

**Interstate 29**

Under section 1 of the provisions of HB1315 as amended (version 21.0634.03001), NDDOT could remove and replace 69 signs on Interstate 29 at a cost \$19,000 for only the increased speed limit signs. However, when coupled with the provisions required under section 2 of the bill, a combo sign setup would be necessary with a heavier base resulting in the replacement of 89 signs. Thus the total cost for Interstate 29 under sections 1 and 2 is \$304,000 for the increased speed limit/minimum speed limit combo signs.

**Interstate 94**

Under section 1 of the provisions of HB1315 as amended (version 21.0634.03001), NDDOT could remove and replace 98 signs on Interstate 94 at a cost of \$16,000 for the increased speed limit signs. However, when coupled

with the provisions of section 2 of the bill, a combo sign setup would be necessary with a heavier base requiring the replacement of 127 signs. Thus the total cost for Interstate 94 under sections 1 and 2 is \$346,000 for increased speed limit/minimum speed limit combo signs.

Combined Interstates 29 and 94

The combined total cost under section 1 for both Interstate highways is \$35,000 for the replacement of 167 signs. However, when coupled with the provisions required under section 2, a combo sign setup could be necessary with a heavier base. Thus sections 1 and 2 of the bill as introduced could require the replacement of 216 signs for a total cost of \$650,000.

- 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.*

These items were not included in the executive budget request. NDDOT may need additional appropriation authority of \$650,000 for the 21-23 biennium.

**Name:** Shannon Sauer

**Agency:** NDDOT

**Telephone:** 328-4375

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