



NORTH DAKOTA HOUSE OF REPRESENTATIVES

STATE CAPITOL
600 EAST BOULEVARD
BISMARCK, ND 58505-0360



Representative Corey Mock

District 18
P.O. Box 12542
Grand Forks, ND 58208-2542
C: 701-732-0085
crmack@nd.gov

COMMITTEES:
Appropriations

January 28, 2021

Chairman Dan Ruby and Members of the House Transportation Committee,

Over the next several minutes, I and others will be presenting data and statistics regarding speeding violations, fines, and other penalties. Representatives from various agencies will be available to answer questions you may have about traffic fatalities and serious injuries.

If there is one thing I can promise you during and after this hearing: data. Mountains of data – made available if you'd find it useful.

But I'd like to focus most of my time before questions on real life scenarios followed by some options to make North Dakota's speeding fines more consistent, understandable, and in line with the intent of our traffic laws.

Imagine for a moment you're driving from Grand Forks to Minot along US Highway 2. You set your cruise at 76 mph in a 70 mph zone. Speed limits are fairly consistent over all 200 miles, with a few speed changes as you go through Devils Lake, Rugby, Surrey, and into Minot.

In the final miles you decide to keep driving 76 mph -- regardless of the speed limit. You'll be in three different speed zones in nearly as many miles. Assuming you were pulled over and cited for traveling 76 mph in each speed zone, this is what your fine would be under current law:

76 mph in a 70 mph zone (highway)	6 mph over	\$30 ticket
76 mph in a 60 mph zone (Surrey)	16 mph over	\$50 ticket
76 mph in a 55 mph zone (Minot)	21 mph over	\$28 ticket

Our current fine structure dates back to 1979, when speeding fines were assessed in tiers based on how fast over the speed limit a driver was traveling. The penalties created in 1979 applied to speeding in 55 mph zones; those same fines eventually became the fines for all zones up to 55 mph.

Today, North Dakota has 3 speeding fine schedules:

55 mph and less zones	Tiered fine schedule increasing in \$1, 2, 3, and 5 increments
60 and 65 mph zones	\$2 / mph over for the first 10 over, \$5 / mph over for 11+
70 and 75 mph zones	\$5 / mph over

As introduced, HB 1279 would standardize North Dakota's speeding fines and penalties, so they are consistent across all speed zones. Instead of different formulas, speeding violations would be \$5 / mph over the speed limit regardless of the speed zone.

35 mph in a 25 mph zone		All equal a
50 mph in a 40 mph zone	=	\$50 ticket
85 mph in a 75 mph zone		

HB 1279 also seeks to fix the existence of two point systems that are inconsistent with our speeding fine schedules: 1 system for all roads 65 mph and less; another system for 70 and 75 mph roads. Creating a standardized point system would ensure speeding violations are not just equitable and consistent, but understandable by the general public.

Our work did not end at the creation of this bill draft, however. Recognizing how challenging it may be to move on from a 42-year-old speeding fine formula, I thought it was best to consider alternatives and additions for the committee to consider.

Option B (Amendment #21.0462.01002) would simplify our fines from three schedules to two.

55 mph and less zones	\$2 / mph over for the first 10 over, \$5 / mph over for 11+
60 and greater zones	\$5 / mph over

Point system is also simplified to two schedules that match up with the new speeding fines.

Finally, school and construction zone fines were adjusted to align with the new schedules. Speeding in a school zone would carry a \$40 minimum citation (same as current law) plus your speeding fine. Construction zones would have the same principle: \$80 minimum fine, plus any other speeding fines.

One area of concern that has come up time and time again is the issue of cities being able to double state speeding fines within their city limits. With standardized speeding fines presented in either version, I felt it was an appropriate trade to remove a city's ability to double the state fine for speeding violations.

Amendment #21.0462.01001 would restrict cities from being able to double these new speeding fines.

Chairman Ruby and members of the committee, I hope you will recognize the inconsistencies that exist within our speeding fines and, with some collective effort, standardize our speeding fines so they are understandable and equitable across all speed zones.

I am beyond willing to work with the committee to find a structure that will hopefully last the next 42 years (or more), keeping our roadways safe for several generations to come.