

## HF2927 - 0 - "Service Signs at Two Locations Permitted"

Chief Author: **Jim Nash**  
 Committee: **Transportation Policy and Finance**  
 Date Completed: **03/28/2016**  
 Agency: **Transportation Dept**

State Fiscal Impact	Yes	No
Expenditures		X
Fee/Departmental Earnings		X
Tax Revenue		X
Information Technology		X
Local Fiscal Impact		X

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative.  
 Reductions shown in the parentheses.

State Cost (Savings)		Biennium			Biennium	
Dollars in Thousands		FY2015	FY2016	FY2017	FY2018	FY2019
Total		-	-	-	-	-
Biennial Total				-		-

Full Time Equivalent Positions (FTE)		Biennium			Biennium	
		FY2015	FY2016	FY2017	FY2018	FY2019
Total		-	-	-	-	-

**Executive Budget Officer's Comment**

I have reviewed this fiscal note for reasonableness of content and consistency with MMB's Fiscal Note policies.

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### State Cost (Savings) Calculation Details

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions are shown in parentheses.

\*Transfers In/Out and Absorbed Costs are only displayed when reported.

<b>State Cost (Savings) = 1-2</b>		<b>Biennium</b>			<b>Biennium</b>	
Dollars in Thousands		<b>FY2015</b>	<b>FY2016</b>	<b>FY2017</b>	<b>FY2018</b>	<b>FY2019</b>
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-
<b>2 - Revenues, Transfers In*</b>						
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-

### Bill Description

This bill would allow for specific service signs on two intersections or interchanges on the trunk highway system if the place of business is located 1) more than one-half mile from the nearest trunk highway intersection or interchange, and 2) within five miles of two or more trunk highways. Current law limits specific service signs to one intersection or interchange, with consideration for additional signs when the place of business is located between, or approximately equal distance from, two or more trunk highways.

### Assumptions

This bill would likely, and potentially significantly, increase the number of specific service signs on the trunk highway system, but it would be very difficult to estimate. If the number of service signs did increase significantly, there would be some additional work required for MnDOT staff. Any additional costs for staff time may be included in the cost of the installation of specific service signs. The additional time spent on these specific service signs would be added to the current workload of signing staff, which could be a concern. However, the new language allowing signs at two intersections seems to conflict with the existing language in that same paragraph that "additional signing may be considered", so the ultimate impact of this bill is unknown.

### Expenditure and/or Revenue Formula

There is no fiscal impact

### Long-Term Fiscal Considerations

None

### Local Fiscal Impact

None

### References/Sources

MnDOT Office of Traffic, Safety, and Technology (OTST)

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