

HF4168 - 0 - Traffic Engineering Studies and Investigations

Chief Author: **Lucille Rehm**
 Committee: **Transportation Finance**
 Date Completed: **2/28/2024 8:00:11 PM**
 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	FY2023	FY2024	FY2025	FY2026	FY2027
Trunk Highway	-	-	1	-	-	-
Total	-	-	1	-	-	-
Biennial Total			1			-

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2023	FY2024	FY2025	FY2026	FY2027
Trunk Highway	-	-	.01	-	-
Total	-	-	.01	-	-

LBO Analyst's Comment

I have reviewed this fiscal note for reasonableness of content and consistency with the LBO's Uniform Standards and Procedures.

LBO Signature: Laura Cecko **Date:** 2/28/2024 8:00:11 PM
Phone: 651-284-6543 **Email:** laura.cecko@lbo.mn.gov

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.

State Cost (Savings) = 1-2		Biennium			Biennium	
Dollars in Thousands	FY2023	FY2024	FY2025	FY2026	FY2027	
Trunk Highway	-	-	1	-	-	-
Total	-	-	1	-	-	-
Biennial Total			1			-
1 - Expenditures, Absorbed Costs*, Transfers Out*						
Trunk Highway	-	-	1	-	-	-
Total	-	-	1	-	-	-
Biennial Total			1			-
2 - Revenues, Transfers In*						
Trunk Highway	-	-	-	-	-	-
Total	-	-	-	-	-	-
Biennial Total			-			-

Bill Description

House File 4168 would require that MnDOT implement Section 2B.21 of the Federal Manual of Uniform Traffic Control Devices (MUTCD), 11th Edition, published January 2024, pertaining to traffic engineering studies and investigations for establishing or reevaluating speed limits within speed zones. The legislation requires an update to Revision 12 of the current MN MUTCD with the appropriate language.

Assumptions

The new Federal MUTCD language modifies the weight of various elements that should be considered in the determination of a speed limit, not the amount of data collection or work. Thus, the only costs that would need to be considered is the work to change the language in the MN MUTCD.

It is anticipated that 4 hours of Principal Engineer, 10 hours of Engineering Specialist, and 1 hour of Commissioner of Transportation staff time would be needed to implement the change. The Principal Engineer salary rate is \$56.10 per hour plus an additional 50% to account for related overhead costs including fringe benefits. The Engineering Specialist salary rate is 42.87 per hour plus an additional 50% to account for related overhead costs including fringe benefits. The Commissioner salary rate is 78.31 per hour plus an additional 50% to account for related overhead costs including fringe benefits.

Expenditure and/or Revenue Formula

Principal Engineer - 4 hrs. X \$56.10 X 150% ~\$340

Engineering Specialist 10 X 42.87 X 150% ~\$650

Commissioner 1 X 78.31 X 150% ~\$120

Total estimated combined staff time ~\$1,110 (Rounded to \$1,000)

Long-Term Fiscal Considerations

None

Local Fiscal Impact

None

References/Sources

MnDOT Office of Traffic Engineering

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