HF4374 - 0 - Rumble Strips Requirements

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Commitee: **Transportation Finance**
Date Completed: **3/15/2024 1:47:44 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	-	-	300	300	300
Total	**-**	**-**	**300**	**300**	**300**
Biennial Total			**300**		**600**

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

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:** 3/15/2024 1:47:44 PM
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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.

State Cost (Savings) = 1-2		Biennium		Biennium	
Dollars in Thousands	FY2023	FY2024	FY2025	FY2026	FY2027
Trunk Highway	-	-	300	300	300
Total	**-**	**-**	**300**	**300**	**300**
Biennial Total			**300**		**600**
1 - Expenditures, Absorbed Costs*, Transfers Out*					
Trunk Highway	-	-	300	300	300
Total	**-**	**-**	**300**	**300**	**300**
Biennial Total			**300**		**600**
2 - Revenues, Transfers In*					
Trunk Highway	-	-	-	-	-
Total	**-**	**-**	**-**	**-**	**-**
Biennial Total			**-**		**-**

Bill Description

The bill would require MnDOT to maintain rumble strips at each stop sign located on a trunk highway segment that is outside the limits of a statutory or home rule charter city and that has a speed of 55 mph or greater. These requirements would need to be met by the earlier of August 1, 2034, or the date of any substantial work at the location.

Assumptions

There are currently 300 instances of state highways approaching a stop control with an approach of 55 mph or greater. There is a wide variation of current installations of transverse rumble strips across the districts. Some districts have close to no rumble strips, and some are approaching 100%. The existing rumbles would likely be re-installed upon the end of their service life and would not be impacted by this legislation. It is estimated that rumble strips would need to be installed on 150 additional approaches if this legislation is passed.

Expenditure and/or Revenue Formula

Based on a recent construction project that installed a number of transverse rumbles, it is estimated that each set would cost $5,000. It is MnDOT's practice to install two sets of rumbles on each approach, so the cost to install two sets of rumbles on each approach would be $10,000.

150 approaches x $10,000 construction cost per approach = $1,500,000 over 5 years = $300,000 per year

Long-Term Fiscal Considerations

More transverse rumble strips would need to be maintained across the state highway system. Many would last until typical pavement preservation, but it's estimated that about a quarter would need to be reinstalled prior to the expected upcoming pavement preservation project.

Local Fiscal Impact

None

References/Sources

MnDOT Office of Traffic Engineering

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Agency Fiscal Note Coordinator Signature: Samuel Brown **Date:** 3/15/2024 12:14:15 PM

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