



January 26, 2011

The Honorable Gary Hayzlett, Chairperson
House Committee on Transportation
Statehouse, Room 274-W
Topeka, Kansas 66612

Dear Representative Hayzlett:

SUBJECT: Fiscal Note for HB 2034 by House Committee on Transportation

In accordance with KSA 75-3715a, the following fiscal note concerning HB 2034 is respectfully submitted to your committee.

The current speed limit on any separated multilane highway is 70 miles per hour. HB 2034 would raise the speed limit to 75 miles per hour.

Estimated State Fiscal Effect				
	FY 2011 SGF	FY 2011 All Funds	FY 2012 SGF	FY 2012 All Funds
Revenue	--	--	--	--
Expenditure	--	--	--	\$16,500 to \$24,750
FTE Pos.	--	--	--	--

The Kansas Department of Transportation (KDOT) indicates passage of HB 2034 would require modification to existing speed limit signs, which total 550 statewide. KDOT has two options to replace the signs. The first option is to change the patches which would require changing the "0" to a "5" in each sign. The cost of physically changing existing signs in the field is estimated at \$16,500 from the State Highway Fund for patches in FY 2012. Of that amount, \$2,750 would be for materials, \$3,438 for labor, \$6,875 for operating costs to transport the materials, and \$3,437 for incidentals. The agency indicates sign patches are not easy to install in the field and it is typically not advised to install one sign sheeting type over what could be a different type of sheeting.

The second option which is slightly more costly, but according to KDOT, easier to install would be an aluminum overlay to replace the entire "70" with a "75," which the agency indicates would provide a more resilient and aesthetic modification. To replace overlays, KDOT estimates

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it would take \$24,750 from the State Highway Fund in FY 2012. Of that amount, \$11,000 would be for materials, \$3,438 for labor, \$6,875 for operating costs to transport the materials, and \$3,437 for incidentals. If the bill is enacted, KDOT states it would need an increase in expenditure authority from the agency operations account of the State Highway Fund. Any fiscal effect associated with HB 2034 is not reflected in *The FY 2012 Governor's Budget Report*.

Sincerely,

A handwritten signature in black ink, appearing to read "Steven J. Anderson", with a long horizontal flourish extending to the right.

Steven J. Anderson, CPA, MBA
Director of the Budget

cc: Ben Cleeves, KDOT
Mary Rinehart, Judiciary