



# Ohio Legislative Service Commission

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## Fiscal Note & Local Impact Statement

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**Bill:** [H.B. 395 of the 129th G.A.](#)

**Date:** February 8, 2012

**Status:** As Introduced

**Sponsor:** Rep. Maag

**Local Impact Statement Procedure Required:** No

**Contents:** Allows for an increase in the speed limit on interstate highways to 70 miles per hour and limits the use of the left lane

### State Fiscal Highlights

- The Ohio Department of Transportation (ODOT) would incur costs of approximately \$80,000, paid from the Highway Operating Fund (Fund 7002), to update or replace the speed limit signs on interstate highways to reflect a new speed limit of 70 miles per hour.
- ODOT would also incur costs of approximately \$140,000, also paid from Fund 7002, to place "Keep Right Except to Pass" signs at various intervals along interstate highways.

### Local Fiscal Highlights

- No direct fiscal effect on political subdivisions.

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## Detailed Fiscal Analysis

The bill allows for an increase in the maximum speed limit on interstate highways in Ohio from 65 miles per hour to 70 miles per hour and places limitations on the use of the left-hand lane on interstate highways. The Ohio Department of Transportation (ODOT) estimates that it would incur labor, equipment, and materials costs of approximately \$80,000 to update the speed limit signs along Ohio's interstates, either by placing overlays over the existing speed limits or, in some cases, replacing signs. Which method is used will depend on the condition of each sign and the preference of the ODOT district that manages them. There are approximately 550 speed limit signs that would need to be updated or replaced.

The bill also restricts drivers' use of the leftmost lane on interstate freeways to (1) passing another vehicle, (2) exiting the freeway, or (3) allowing another vehicle to enter the right lane. ODOT estimates costs of approximately \$140,000 to place "Keep Right Except to Pass" signs at various intervals along the affected highways. ODOT estimates that about 450 such signs would be needed; however, this number depends on further ODOT review of federal and other states' policies for the placement of such signs. All signage costs, for both speed limit and "Keep Right Except to Pass" signs, would be borne by the Highway Operating Fund (Fund 7002).

In addition to the costs of updated signage, there are some potential indirect effects of the bill to consider. For example, the Ohio State Highway Patrol, municipal police departments, and county sheriffs could incur new costs if the increased speed limit results in a need for more patrols. Local emergency responders such as fire departments and emergency medical services (EMS) could also incur costs if there is an increase in accidents as a result of raising the speed limit. If law enforcement agencies were to incur new costs for additional enforcement, some of these expenses could potentially be offset by additional traffic ticket revenues.