

**EXECUTIVE AGENCY  
FISCAL NOTE**

AGENCY'S ESTIMATES

Date Prepared: April 10, 2023

Agency Submitting: Department of Transportation

| <b>Items of Revenue or Expense, or Both</b>            | <b>Fiscal Year 2022-23</b> | <b>Fiscal Year 2023-24</b> | <b>Fiscal Year 2024-25</b> | <b>Effect on Future Biennia</b> |
|--|----------------------------|----------------------------|----------------------------|---------------------------------|
| Traffic control signal construction (Expense)          |                            |                            | \$42,745,780               | \$4,589,200                     |
| Traffic control signal recurring maintenance (Expense) |                            |                            |                            | \$251,450                       |
| Total  | 0                          | 0                          | \$42,745,780               | \$4,840,650                     |

Explanation

(Use Additional Sheets of Attachments, if required)

Based on the proposed language, the placement of a traffic control signal is triggered by “an impact between a motor vehicle and a train or other on-track equipment or a near-miss incident” in the immediately preceding 5 years. NDOT has identified a total of 47 initial traffic control signals based on 5 NDOT-confirmed crashes and 43 near-miss crossings.

Due to the number of at grade crossings, recurring capital costs are assumed on a 10% increase of traffic control signals (total of 5) each biennium. NDOT would need to contract out maintenance services for signal work, as it does not have the expertise to perform this work. Finally, there would be additional costs for any right-of-way utilities for increased AC power needs. To move this project quickly through the pre-construction phase, consultant design services would be necessary. An advance signal warning system would also be necessary.

**NOTE:**

The 2009 Manual on Uniform Traffic Control Devices (MUTCD) states a traffic control signal shall not be used for at-grade highway-railway crossings. Based on the language of this proposed bill, there may be a conflict with federal guidelines: “An official traffic-control device described in NRS 484B.307.”

NRS 484B.307 Traffic controlled by official traffic-control devices exhibiting different colored lights. In the Federal guidelines: MUTCD, a traffic control device exhibiting different colors (green, red, and yellow) is considered a traffic control signal.

Any traffic control devices for at grade crossings shall be approved by both NDOT and the Railroad (RR) (MUTCD Standard)

Name Debbie Binggeli  
Title Customer Service Manager and  
Legislative Coordinator

**GOVERNOR'S OFFICE OF FINANCE COMMENTS**

The agency's response appears reasonable.

Date Monday, April 10, 2023

Name Amy Stephenson  
Title Director