

SF912 - 0 - Active Transportation

Chief Author: **Kelly Morrison**  
 Committee: **Transportation**  
 Date Completed: **2/7/2023 11:24:25 AM**  
 Lead Agency: **Transportation Dept**  
 Other Agencies:  
     Education Department

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
<b>Transportation Dept</b>						
<b>General Fund</b>	-	54	54	54	54	54
<b>State Total</b>						
<b>General Fund</b>	-	54	54	54	54	54
<b>Total</b>	-	<b>54</b>	<b>54</b>	<b>54</b>	<b>54</b>	<b>54</b>
<b>Biennial Total</b>			<b>108</b>			<b>108</b>

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2023	FY2024	FY2025	FY2026	FY2027
<b>Transportation Dept</b>					
<b>General Fund</b>	-	.1	.1	.1	.1
<b>Total</b>	-	<b>.1</b>	<b>.1</b>	<b>.1</b>	<b>.1</b>

**Lead LBO Analyst's Comment**

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

This bill would add base funding to the Safe Routes to Schools Program and to the Active Transportation Program which are not reflected in the fiscal note table.

**LBO Signature:** Laura Cecko    **Date:** 2/7/2023 11:24:25 AM  
**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.

<b>State Cost (Savings) = 1-2</b>		<b>Biennium</b>			<b>Biennium</b>	
<b>Dollars in Thousands</b>		<b>FY2023</b>	<b>FY2024</b>	<b>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>
<b>Transportation Dept</b>						
General Fund	-	54	54	54	54	54
<b>Total</b>	<b>-</b>	<b>54</b>	<b>54</b>	<b>54</b>	<b>54</b>	<b>54</b>
	<b>Biennial Total</b>		<b>108</b>		<b>108</b>	
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
Transportation Dept						
General Fund	-	54	54	54	54	54
<b>Total</b>	<b>-</b>	<b>54</b>	<b>54</b>	<b>54</b>	<b>54</b>	<b>54</b>
	<b>Biennial Total</b>		<b>108</b>		<b>108</b>	
<b>2 - Revenues, Transfers In*</b>						
Transportation Dept						
General Fund	-	-	-	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
	<b>Biennial Total</b>		<b>-</b>		<b>-</b>	

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Expenditures	X	
Fee/Departmental Earnings		X
Tax Revenue		X
Information Technology		X
<b>Local Fiscal Impact</b>		
	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
General Fund	-	54	54	54	54	54
<b>Total</b>	-	<b>54</b>	<b>54</b>	<b>54</b>	<b>54</b>	<b>54</b>
<b>Biennial Total</b>			<b>108</b>			<b>108</b>

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2023	FY2024	FY2025	FY2026	FY2027
General Fund	-	.1	.1	.1	.1
<b>Total</b>	-	<b>.1</b>	<b>.1</b>	<b>.1</b>	<b>.1</b>

**LBO Analyst's Comment**

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

This bill would add base funding to the Safe Routes to Schools Program and to the Active Transportation Program which are not reflected in the fiscal note table.

**LBO Signature:** Laura Cecko      **Date:** 2/7/2023 11:22:05 AM  
**Phone:** 651-284-6543      **Email:** laura.cecko@lbo.mn.gov

**State Cost (Savings) Calculation Details**

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\*Transfers In/Out and Absorbed Costs are only displayed when reported.

<b>State Cost (Savings) = 1-2</b>		Biennium			Biennium	
Dollars in Thousands	FY2023	FY2024	FY2025	FY2026	FY2027	
General Fund	-	54	54	54	54	54
<b>Total</b>	<b>-</b>	<b>54</b>	<b>54</b>	<b>54</b>	<b>54</b>	<b>54</b>
<b>Biennial Total</b>			<b>108</b>			<b>108</b>
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
General Fund	-	54	54	54	54	54
<b>Total</b>	<b>-</b>	<b>54</b>	<b>54</b>	<b>54</b>	<b>54</b>	<b>54</b>
<b>Biennial Total</b>			<b>108</b>			<b>108</b>
<b>2 - Revenues, Transfers In*</b>						
General Fund	-	-	-	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Biennial Total</b>			<b>-</b>			<b>-</b>

**Bill Description**

This bill, known as the Bill Dooley Bicycle Safety Act, includes provisions for active transportation safety training for students in schools, speed limits in school zones, MnDOT coordination with local governments on active transportation planning, establishment of State Bicycle Routes, bicycle operations law, establishment of the Active Transportation Advisory Committee, and appropriations for the Safe Routes to School/Active Transportation programs.

\$10 million in FY24 and \$10 million each year thereafter in annual base funding are appropriated from the general fund for the Safe Routes to School program. \$25 million in FY24 and \$25 million each year thereafter in annual base funding are appropriated from the general fund for the Active Transportation program. The bill amends Minnesota Statute, requiring the first \$500,000 of the amount appropriated for the Active Transportation program be for grants to develop, maintain, and implement active transportation safety curriculum for youth ages five to 14 years old, and if remaining funds are available, for youth ages 15 to 17 years old or adult programs.

**Assumptions**

This bill specifies that MnDOT is responsible for developing and maintaining the curriculum for Active Transportation Safety Training. These materials have already been developed through previous resources provided to the Safe Routes to School program.

This bill would create the Active Transportation Advisory Committee which is similar to the Statewide Non-Motorized Transportation Advisory Committee (SNTC) that was created in 2009 and was allowed to sunset in 2018. The fiscal impact to supporting this committee is identified based on MnDOT’s previous experiences with administration of the SNTC while it was established.

The Active Transportation Advisory Committee is required to meet at least once annually, but MnDOT assumes quarterly meetings of the committee. The Offices of State Aid and of Transit and Active Transportation expect to spend 150 hours of annual staff time on activities related to this committee at a rate of \$50 per hour plus 50% to account for related overhead costs including fringe benefits. Based on similar committee activities MnDOT has participated in, MnDOT assumes \$3,000 for non-state agency members to be reimbursed for travel expenses, including meeting and meal expenditures. This bill requires the development of an Annual Report from the Active Transportation Advisory Committee to the Commissioner of Transportation. MnDOT estimates a \$40,000 expense to develop and deliver this report annually.

The policy changes, bicycle route establishment, and granting program funds would have no fiscal impact. The changes referenced in the bill related to how MnDOT cooperates with other units of government already occur through our stakeholder/partner engagement processes. Both State Bicycle Route have already been planned and established, the

Jim Oberstar Bikeway is currently known as the North Star Route and United States Bicycle Route 41. Funds are appropriated for two programs which already exist and are currently administered by existing MnDOT staff.

**Expenditure and/or Revenue Formula**

Travel reimbursements, meeting expenses and meal expenditures	\$3,000
150 staff hours X \$75/hr	\$11,250
Annual Report (staff or consultant time)	\$40,000
<b>Total</b>	<b>\$54,250 (rounded to \$54,000)</b>

**Long-Term Fiscal Considerations**

None

**Local Fiscal Impact**

There may be costs associated with local authorities establishing a school speed limit.

**References/Sources**

MnDOT Office of Transit and Active Transportation

**Agency Contact:**

**Agency Fiscal Note Coordinator Signature:** Samuel Brown

**Phone:** 651-346-8525

**Date:** 2/6/2023 5:06:59 PM

**Email:** samuel.brown@state.mn.us

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Chief Author: **Kelly Morrison**  
 Committee: **Transportation**  
 Date Completed: **2/7/2023 11:24:25 AM**  
 Agency: **Education Department**

State Fiscal Impact	Yes	No
Expenditures		X
Fee/Departmental Earnings		X
Tax Revenue		X
Information Technology		X
Local Fiscal Impact	X	

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	Dollars in Thousands	FY2023	FY2024	FY2025	FY2026	FY2027
<b>Total</b>	-	-	-	-	-	-
<b>Biennial Total</b>			-			-

Full Time Equivalent Positions (FTE)	Biennium			Biennium		
		FY2023	FY2024	FY2025	FY2026	FY2027
<b>Total</b>	-	-	-	-	-	-

**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:** Alyssa Holterman Rosas    **Date:** 2/6/2023 4:00:18 PM  
**Phone:** 651-284-6439    **Email:** alyssa.holterman.rosas@lbo.mn.gov

**State Cost (Savings) Calculation Details**

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Dollars in Thousands	FY2023	FY2024	FY2025	FY2026	FY2027	
<b>Total</b>	-	-	-	-	-	-
<b>Biennial Total</b>			-			-
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
<b>Total</b>	-	-	-	-	-	-
<b>Biennial Total</b>			-			-
<b>2 - Revenues, Transfers In*</b>						
<b>Total</b>	-	-	-	-	-	-
<b>Biennial Total</b>			-			-

**Bill Description**

Article 3 of this bill establishes an advisory committee designed to provide information and advice for the bikeway design guidelines maintained by the commissioner of transportation. The commissioner of the department of education (MDE) must appoint an MDE employee to serve as a member of the committee.

**Assumptions**

The advisory committee is required to meet at least annually through June 30, 2033. It is unspecified how often the advisory committee in Article 3 will meet, but it is assumed that the MDE employee appointed to the committee will participate as part of their normal MDE duties and no additional FTE will be required at MDE.

No costs are assumed related to MDE’s participation in the advisory committee.

**Expenditure and/or Revenue Formula**

n/a

**Long-Term Fiscal Considerations**

none

**Local Fiscal Impact**

Districts are required to provide all students with age-appropriate active transportation safety.

**References/Sources**

**Agency Contact:** Melissa Stirn (651-582-8690)

**Agency Fiscal Note Coordinator Signature:** Melissa Stirn

**Phone:** 651-582-8690

**Date:** 2/6/2023 3:45:13 PM

**Email:** melissa.stirn@state.mn.us