

SF3943 - 0 - Wayside Detector System Requirements Established

Chief Author: **Rob Kupec**
 Committee: **Transportation**
 Date Completed: **3/11/2024 2:11:04 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	
	FY2023	FY2024	FY2025	FY2026	FY2027
Restrict Misc. Special Revenue	-	-	2	2	2
Total	-	-	2	2	2
Biennial Total			2		4

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2023	FY2024	FY2025	FY2026	FY2027
Restrict Misc. Special Revenue	-	-	.01	.01	.01
Total	-	-	.01	.01	.01

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:** 3/11/2024 2:11:04 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
Restrict Misc. Special Revenue	-	-	2	2	2
Total	-	-	2	2	2
Biennial Total			2		4
1 - Expenditures, Absorbed Costs*, Transfers Out*					
Restrict Misc. Special Revenue	-	-	2	2	2
Total	-	-	2	2	2
Biennial Total			2		4
2 - Revenues, Transfers In*					
Restrict Misc. Special Revenue	-	-	-	-	-
Total	-	-	-	-	-
Biennial Total			-		-

Bill Description

This bill mandates the use of detector systems on mainline tracks are required for Class I railroad; and a Class II railroad or Class III railroad when transporting a hazardous substance at a speed that exceeds ten miles per hour to monitor trains for potential defects as they pass by. An annual report is required by each railroad to the Minnesota Department of Transportation on their wayside detector systems. This bill is effective January 1, 2025.

Assumptions

MnDOT assumes a fiscal impact would be required to collect and review the reports submitted by each railroad on their respective wayside detector systems installed across the state. Any costs to MnDOT would be minimal. Staff time will be required to collect and review the reports. Potentially 20 hours annually is estimated for this work, at an hourly rate of \$52 per hour, plus an additional 50% for overhead and fringe benefits.

Expenditure and/or Revenue Formula

\$52/ hour X 1.5 for overhead and fringe benefits X 20 hours = \$1,560 (\$2,000 Rounded)

Long-Term Fiscal Considerations

Costs associated with collecting and reviewing the report would be annual.

Local Fiscal Impact

None

References/Sources

MnDOT Office of Freight and Commercial Vehicles

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