

SF4072 - 0 - Yardmaster Hours of Service Limitations

Chief Author: **Jennifer McEwen**
 Committee: **Transportation**
 Date Completed: **3/11/2024 2:12:02 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 |
| Dollars in Thousands | | | | | |
| Restrict Misc. Special Revenue | - | - | 5 | 5 | 5 |
| Total | - | - | 5 | 5 | 5 |
| Biennial Total | | | 5 | | 10 |

| Full Time Equivalent Positions (FTE) | Biennium | | | Biennium | |
|--------------------------------------|----------|----------|------------|------------|------------|
| | FY2023 | FY2024 | FY2025 | FY2026 | FY2027 |
| Restrict Misc. Special Revenue | - | - | .05 | .05 | .05 |
| Total | - | - | .05 | .05 | .05 |

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 2:12:02 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 | - | - | 5 | 5 | 5 |
| Total | - | - | 5 | 5 | 5 |
| Biennial Total | | | 5 | | 10 |
| 1 - Expenditures, Absorbed Costs*, Transfers Out* | | | | | |
| Restrict Misc. Special Revenue | - | - | 5 | 5 | 5 |
| Total | - | - | 5 | 5 | 5 |
| Biennial Total | | | 5 | | 10 |
| 2 - Revenues, Transfers In* | | | | | |
| Restrict Misc. Special Revenue | - | - | - | - | - |
| Total | - | - | - | - | - |
| Biennial Total | | | - | | - |

Bill Description

This bill requires a railroad operating in Minnesota to set on-duty hours of some railroad employees who supervise and coordinate train activity in a rail yard. The bill limits the maximum hours on duty in a month, maximum consecutive hours, amount of time off-duty over any 24-hour period, and amount of time off-duty following consecutive days with on-duty periods.

Assumptions

The ability to enforce this bill and collect fines may be difficult. MnDOT assumes approximately two hours of weekly staff time for state rail inspectors to monitor on-duty hours, at \$33 per hour plus an additional 50% to account for related overhead costs including fringe benefits. MnDOT anticipates costs would be funded from state rail safety inspection account in the special revenue fund.

Expenditure and/or Revenue Formula

2 Hours per week x 52 week = 104 hours per year

104 hours x \$33 per hour + 50% to account for related overhead costs = \$5,148 (rounded to \$5,000)

Long-Term Fiscal Considerations

Monitoring costs would be ongoing.

Local Fiscal Impact

None

References/Sources

MnDOT Office of Freight and Commercial Vehicle Operations

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