

HF558 - 0 - "Safe Route to School Grant"

Chief Author: **Jeff Howe**
 Committee: **Transportation Policy and Finance**
 Date Completed: **03/09/2015**
 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		
	Dollars in Thousands	FY2015	FY2016	FY2017	FY2018	FY2019
Total	-	-	-	-	-	-
Biennial Total			-			-

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2015	FY2016	FY2017	FY2018	FY2019
Total	-	-	-	-	-

Executive Budget Officer's Comment

I have reviewed this fiscal note for reasonableness of content and consistency with MMB's Fiscal Note policies.

EBO Signature: Britta Reitan Date: 3/9/2015 10:41:21 AM
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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	FY2015	FY2016	FY2017	FY2018	FY2019	
Total	-	-	-	-	-	-
Biennial Total			-			-
1 - Expenditures, Absorbed Costs*, Transfers Out*						
Total	-	-	-	-	-	-
Biennial Total			-			-
2 - Revenues, Transfers In*						
Total	-	-	-	-	-	-
Biennial Total			-			-

Bill Description

House File 558 would only allow a city, county or town to be eligible for safe routes to schools (SRTS) grants if it has adopted subdivision regulations that require a developer to include safe routes to school infrastructure in new developments.

Assumptions

MnDOT assumes the costs to update SRTS documents and check applications for this new eligibility requirement would be minimal; no cost will be included.

As MnDOT will be under contract with all grant recipients for current SRTS infrastructure funding by June 30th, 2015, there should be no fiscal impact for grants that can no longer be awarded. The annual base SRTS appropriation is typically used for non-infrastructure grants (planning, training, etc), and MnDOT typically contracts with schools for these grants, so there should be no impact.

MnDOT assumes this clause is fairly rare in subdivision regulations. Therefore this would limit potential candidates for SRTS infrastructure grants if the legislature should appropriate funds for this purpose, at least in the short term.

Expenditure and/or Revenue Formula

There would be no fiscal impact to MnDOT.

Long-Term Fiscal Considerations

It may limit the candidates for future SRTS infrastructure grants if the legislature should appropriate funds for this purpose.

Local Fiscal Impact

It becomes more difficult for local governments to receive safe routes to school infrastructure grants.

References/Sources

MnDOT Office of Transit

Agency Contact:

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Date: 3/9/2015 9:33:43 AM

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