

HF2172 - 0 - School Bus Stop Signal Arm Camera Grant Account

Chief Author: **Dan Wolgamott**  
 Committee: **Transportation Finance and Policy**  
 Date Completed: **2/23/2021 4:24:51 PM**  
 Lead Agency: **Public Safety Dept**  
 Other Agencies:  
     Supreme Court

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	FY2021	FY2022	FY2023	FY2024	FY2025
<b>Public Safety Dept</b>						
Restrict Misc. Special Revenue	-	-	-	-	-	-
Trunk Highway	-	47	47	47	47	47
<b>Supreme Court</b>						
General Fund	-	52	104	104	104	104
Restrict Misc. Special Revenue	-	(56)	(111)	(111)	(111)	(111)
Trunk Highway	-	4	7	7	7	7
<b>State Total</b>						
Restrict Misc. Special Revenue	-	(56)	(111)	(111)	(111)	(111)
Trunk Highway	-	51	54	54	54	54
General Fund	-	52	104	104	104	104
	<b>Total</b>	<b>-</b>	<b>47</b>	<b>47</b>	<b>47</b>	<b>47</b>
	<b>Biennial Total</b>		<b>94</b>	<b>94</b>	<b>94</b>	<b>94</b>

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2021	FY2022	FY2023	FY2024	FY2025
<b>Public Safety Dept</b>					
Restrict Misc. Special Revenue	-	-	-	-	-
Trunk Highway	-	.5	.5	.5	.5
<b>Supreme Court</b>					
General Fund	-	-	-	-	-
Restrict Misc. Special Revenue	-	-	-	-	-
Trunk Highway	-	-	-	-	-
	<b>Total</b>	<b>-</b>	<b>.5</b>	<b>.5</b>	<b>.5</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.

**LBO Signature:** Laura Cecko    **Date:** 2/23/2021 4:24:51 PM  
**Phone:** 651-284-6543    **Email:** laura.cecko@lbo.leg.mn

**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>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>	<b>FY2025</b>
<b>Public Safety Dept</b>						
Restrict Misc. Special Revenue	-	-	-	-	-	-
Trunk Highway	-	47	47	47	47	47
<b>Supreme Court</b>						
General Fund	-	52	104	104	104	104
Restrict Misc. Special Revenue	-	(56)	(111)	(111)	(111)	(111)
Trunk Highway	-	4	7	7	7	7
	<b>Total</b>	<b>-</b>	<b>47</b>	<b>47</b>	<b>47</b>	<b>47</b>
	<b>Biennial Total</b>		<b>94</b>	<b>94</b>		<b>94</b>
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
<b>Public Safety Dept</b>						
Restrict Misc. Special Revenue	-	56	111	111	111	111
Trunk Highway	-	47	47	47	47	47
<b>Supreme Court</b>						
General Fund						
Expenditures	-	-	-	-	-	-
Transfers Out	-	52	104	104	104	104
Restrict Misc. Special Revenue	-	-	-	-	-	-
Trunk Highway						
Expenditures	-	-	-	-	-	-
Transfers Out	-	4	7	7	7	7
	<b>Total</b>	<b>-</b>	<b>159</b>	<b>269</b>	<b>269</b>	<b>269</b>
	<b>Biennial Total</b>		<b>428</b>	<b>428</b>		<b>538</b>
<b>2 - Revenues, Transfers In*</b>						
<b>Public Safety Dept</b>						
Restrict Misc. Special Revenue						
Revenues	-	-	-	-	-	-
Transfers In	-	56	111	111	111	111
Trunk Highway	-	-	-	-	-	-
<b>Supreme Court</b>						
General Fund	-	-	-	-	-	-
Restrict Misc. Special Revenue	-	56	111	111	111	111
Trunk Highway	-	-	-	-	-	-
	<b>Total</b>	<b>-</b>	<b>112</b>	<b>222</b>	<b>222</b>	<b>222</b>
	<b>Biennial Total</b>		<b>334</b>	<b>334</b>		<b>444</b>

HF2172 - 0 - School Bus Stop Signal Arm Camera Grant Account

Chief Author: **Dan Wolgamott**  
 Committee: **Transportation Finance and Policy**  
 Date Completed: **2/23/2021 4:24:51 PM**  
 Agency: **Public Safety 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	FY2021	FY2022	FY2023	FY2024	FY2025
Restrict Misc. Special Revenue	-	-	-	-	-	-
Trunk Highway	-	47	47	47	47	47
<b>Total</b>	-	<b>47</b>	<b>47</b>	<b>47</b>	<b>47</b>	<b>47</b>
<b>Biennial Total</b>			<b>94</b>			<b>94</b>

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2021	FY2022	FY2023	FY2024	FY2025
Restrict Misc. Special Revenue	-	-	-	-	-
Trunk Highway	-	.5	.5	.5	.5
<b>Total</b>	-	<b>.5</b>	<b>.5</b>	<b>.5</b>	<b>.5</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:** Laura Cecko    **Date:** 2/23/2021 4:11:54 PM  
**Phone:** 651-284-6543    **Email:** laura.cecko@lbo.leg.mn

**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>		Biennium			Biennium	
Dollars in Thousands		FY2021	FY2022	FY2023	FY2024	FY2025
Restrict Misc. Special Revenue		-	-	-	-	-
Trunk Highway		-	47	47	47	47
<b>Total</b>		-	47	47	47	47
<b>Biennial Total</b>				<b>94</b>		<b>94</b>
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
Restrict Misc. Special Revenue		-	56	111	111	111
Trunk Highway		-	47	47	47	47
<b>Total</b>		-	103	158	158	158
<b>Biennial Total</b>				<b>261</b>		<b>316</b>
<b>2 - Revenues, Transfers In*</b>						
Restrict Misc. Special Revenue						
Revenues		-	-	-	-	-
Transfers In		-	56	111	111	111
Trunk Highway		-	-	-	-	-
<b>Total</b>		-	56	111	111	111
<b>Biennial Total</b>				<b>167</b>		<b>222</b>

**Bill Description**

Legislation creating a Special Revenue Account for fine revenue resulting from School Bus Stop Arm Violations. Dedicating the account to a grant program that will reimburse school bus transportation entities for the purchase and installation of stop arm camera systems.

**Assumptions**

The primary assumption is that the number of reported stop arm violations will remain at current levels or will increase. Anticipated fine revenue is expected to remain consistent with moderate growth a possibility as additional camera systems are deployed and additional violations are reported.

**Expenditure and/or Revenue Formula**

The five year average for citations issued for stop arm violations is 1,152. Based on the statutory language each violation would trigger a minimum \$500.00 fine. The supreme court's revenue estimate will be based on citations collected instead of citations issued.

Administration of this grant program is anticipated to require a .5 FTE program coordinator within DPS-Office of Traffic Safety. Based on our experience and current work load, we anticipate that the administration of grant of this size and complexity will require approximately 20 hours per week. Duties would include monitoring budgets, reviewing grant applications, awarding grants, and monitoring grantees for compliance with applicable regulations. Based on a mid-range wage/benefit calculation the annual cost would be \$47,074.13. Anticipated start date for this position would be on/about the date of enactment

**Long-Term Fiscal Considerations**

**Local Fiscal Impact**

**References/Sources**

**PS-OTS Director Michael J. Hanson 763-276-0357**

**Agency Contact:** Mike Hanson 651-201-7061

**Agency Fiscal Note Coordinator Signature:** Rita Wurm

**Phone:** 651-201-7016

**Date:** 2/23/2021 3:39:30 PM

**Email:** rita.wurm@state.mn.us

HF2172 - 0 - School Bus Stop Signal Arm Camera Grant Account

Chief Author: **Dan Wolgamott**  
 Committee: **Transportation Finance and Policy**  
 Date Completed: **2/23/2021 4:24:51 PM**  
 Agency: **Supreme Court**

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	FY2021	FY2022	FY2023	FY2024
General Fund	-	52	104	104	104
Restrict Misc. Special Revenue	-	(56)	(111)	(111)	(111)
Trunk Highway	-	4	7	7	7
<b>Total</b>	-	-	-	-	-
<b>Biennial Total</b>			-		-

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2021	FY2022	FY2023	FY2024	FY2025
General Fund	-	-	-	-	-
Restrict Misc. Special Revenue	-	-	-	-	-
Trunk Highway	-	-	-	-	-
<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:** Maren Bardal    **Date:** 2/23/2021 1:21:13 PM  
**Phone:** 651-284-6429    **Email:** maren.bardal@lbo.leg.mn

**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>FY2021</b>	<b>FY2022</b>	<b>FY2023</b>	<b>FY2024</b>	<b>FY2025</b>
General Fund	-	52	104	104	104	104
Restrict Misc. Special Revenue	-	(56)	(111)	(111)	(111)	(111)
Trunk Highway	-	4	7	7	7	7
<b>Total</b>	-	-	-	-	-	-
<b>Biennial Total</b>			-			-
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
General Fund						
Expenditures	-	-	-	-	-	-
Transfers Out	-	52	104	104	104	104
Restrict Misc. Special Revenue	-	-	-	-	-	-
Trunk Highway						
Expenditures	-	-	-	-	-	-
Transfers Out	-	4	7	7	7	7
<b>Total</b>	-	<b>56</b>	<b>111</b>	<b>111</b>	<b>111</b>	<b>111</b>
<b>Biennial Total</b>			<b>167</b>			<b>222</b>
<b>2 - Revenues, Transfers In*</b>						
General Fund						
Restrict Misc. Special Revenue	-	56	111	111	111	111
Trunk Highway	-	-	-	-	-	-
<b>Total</b>	-	<b>56</b>	<b>111</b>	<b>111</b>	<b>111</b>	<b>111</b>
<b>Biennial Total</b>			<b>167</b>			<b>222</b>

**Bill Description**

This bill amends section 169.444, creating the school bus stop-signal arm camera grant account and requiring fines collected for violations of this section be credited to the new account. This bill will be effective July 1, 2021 and apply to violations that occur on and after that date.

**Assumptions**

It is assumed that because the provisions of this bill do not add a new criminal offense, or change the level of the offense for existing violation, the bill will not result in any increase or decrease in cases filed with the district court.

This bill will change how the fines for violation of section 169.444 are distributed. This will require changes to the Judicial Branch case management system (MNCIS) and documentation updates. It will also require Minnesota Management and Budget (MMB) to create a new account in the Statewide Integrated Financial Tools (SWIFT). It is assumed that these changes can be made by July 1, 2021. It will take 6-8 weeks for the Judicial Branch to complete the necessary works.

This bill will result in the loss of revenue to cities and towns, the general fund, and the Trunk Highway Fund. It will not cause a change in distribution of the criminal traffic surcharge or the county law library fee.

Currently, the distribution depends on the county in which the offense occurs, who has prosecutorial authority, and whether the citation was issued by the State Patrol.

If the citation is issued by the State Patrol, 5/8 of the fine is paid to the Trunk Highway Fund and 3/8 credited to the state



general fund, unless the offender enters a plea of not guilty, is subsequently found guilty and a city attorney is the prosecuting, then 1/3 of the fine is paid to the Trunk Highway Fund, 1/3 of the fine is paid to the city, and 1/3 of the fine is paid to the state general fund. Minn. Stat. § 299D.03, subd. 5.

(Minn. Stat. § 299D.03, subd. 5 provides that the first \$1,000,000 in each fiscal year must be credited to the Minnesota grade crossing safety account in the special revenue fund, and the remaining receipts must be credited to the state trunk highway fund.)

If the citation is not issued by the State Patrol then:

- If the county attorney is the prosecutorial authority for the case, 100% of the fine is credited to the state general fund. Minn. Stat. §§ 484.841, 574.34.
- If a city attorney is the prosecutorial authority in Hennepin County, 80% of the fine is paid to the city and 20% is credited to the state general fund. Minn. Stat. § 484.481.
- If a city attorney in Ramsey County, other than the St. Paul City Attorney, is the prosecutorial authority, 50% of the fine is paid to the city and 50% credited to the state general fund under Minn. Stat. § 484.85.
- In Chisago County, 50% of the fine is paid to the city and 50% to the state general fund. Minn. Law 1975 c 392 s 2.
- If the St. Paul City Attorney or a city attorney in another of the other 84 counties is the prosecutorial authority, 2/3 of the fine is paid to the city and 1/3 to the state general fund. Minn. Stat. §§ 484.85, 484.90.

It is assumed that not all charges result in a conviction, that not all convictions are paid in the same year issued, and that not all amounts due are paid. It is also assumed that the rate of fine revenue collected and distributed will remain constant.

**Expenditure and/or Revenue Formula**

Fine revenue distributed to the state general fund for violations of section 169.444 averaged \$103,938 per year for the last three fiscal years (\$104,342 in FY18; \$112,672 in FY19; and \$94,799 in FY20).

Fine revenue distributed to the Trunk Highway Fund for violations of section 169.444 averaged \$7,259 per year for the last three fiscal years (\$7,806 in FY18; \$7,776 in FY19; and \$6,195 in FY20).

Total fine revenue distributed to cities and towns for violations of section 169.444 averaged \$35,893 per year for the last three fiscal years (\$33,111 in FY18; \$40,684 in FY19; and \$33,883 in FY20).

It is assumed that fine revenue for offenses that occurred before July 1, 2021 will continue to be distributed FY22 for 6 months to account for time to resolve some of those cases and cash flow.

Estimated loss of revenue:

	FY22	FY23	FY24
General Fund	-\$51,969	-\$103,938	-\$103,938
Trunk Highway Fund	-\$3,630	-\$7,259	-\$7,259
City and Township Accounts	-\$17,947	-\$35,893	-\$35,893

The costs associated with changing the fine distribution are not significant and can be assumed by the Judicial Branch.

**Long-Term Fiscal Considerations**

The loss of revenue is permanent.

**Local Fiscal Impact**

Fine revenue to cities and towns across the state will decrease.

**References/Sources**

**Agency Contact:**

**Agency Fiscal Note Coordinator Signature:** Janet Marshall

**Phone:** 651-297-7579

**Date:** 2/23/2021 1:13:29 PM

**Email:** Janet.marshall@courts.state.mn.us