

Revised

Consolidated Fiscal Note

2025-2026 Legislative Session

HF1950 - 0 - School Bus Stop Arm Violation Fines Modified

Chief Author: **Ben Bakeberg**
Committee: **Transportation Finance and Policy**
Date Completed: **3/23/2025 7:19:01 PM**
Lead Agency: **Supreme Court**
Other Agencies:
 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		FY2025	FY2026	FY2027	FY2028	FY2029
State Total						
Total		-	-	-	-	-
Biennial Total				-		-

Full Time Equivalent Positions (FTE)		Biennium			Biennium	
		FY2025	FY2026	FY2027	FY2028	FY2029
Total		-	-	-	-	-

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 fiscal note was revised to update the author on the house version of the bill HF1950.

LBO Signature: Laura Cecko **Date:** 3/23/2025 7:19:01 PM
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State Cost (Savings) Calculation Details

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

State Cost (Savings) = 1-2		Biennium			Biennium	
Dollars in Thousands		FY2025	FY2026	FY2027	FY2028	FY2029
Total		-	-	-	-	-
Biennial Total				-		-
1 - Expenditures, Absorbed Costs*, Transfers Out*						
Total		-	-	-	-	-
Biennial Total				-		-
2 - Revenues, Transfers In*						
Total		-	-	-	-	-
Biennial Total				-		-

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Dollars in Thousands					
Total	-	-	-	-	-
Biennial Total			-		-

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2025	FY2026	FY2027	FY2028	FY2029
Total	-	-	-	-	-

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: Susan Nelson **Date:** 2/11/2025 9:23:35 AM
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Total		-	-	-	-	-
Biennial Total				-		-
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Total		-	-	-	-	-
Biennial Total				-		-

Bill Description

SF737-0 (the "bill") amends Minnesota Statute Section 169.444, subdivision 2, by imposing mandatory minimum fines for individuals who violate the school bus stop arm law two or more times within a ten-year period. Current law requires a violator to pay "not less than \$500," without reference to the number of violations an individual may have.

Section 1 of the bill is effective on and after August 1, 2025, and applies to violations that occur on and after that date.

Assumptions

It is assumed that because the bill does 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.

It is assumed that law enforcement officers will have to file citations charging one of the specific penalty provisions in subdivision 2(a)(1)-(3) for the court to assess the correct fine amount. It is assumed that any charges filed under subdivision 1 or 1a will be configured at the \$500 fine amount as there would be no way for the court to distinguish between a first, second, or third offense when charges are filed under one of those subdivisions.

Fine Distribution

It is assumed that fine revenue will increase as a result of setting minimum fine amounts for second or subsequent violations of Minn. Stat. § 169.444. It is assumed all fines will be distributed as required by law. Currently, the distribution of these fines depends on the county in which the offense occurs, who has prosecutorial authority, and whether the citation was issued by the State Patrol.

It is assumed that there will be an increase in the amount paid to the General Fund, Trunk Highway Fund, the Cities, and Townships.

This bill will not cause a change in the amount of the criminal traffic surcharge or the county law library fee revenue.

Expenditure and/or Revenue Formula

From 2015-2024, there were 6,822 cases with a conviction under section 169.444, and 23 of those cases represented a second offense. The data does not clearly indicate anyone was convicted of a third offense.

If individuals who are convicted of a second offense are required to pay the minimum \$700 fine under this bill, as opposed to the current minimum fine of \$500, it could result in an increase in fine revenue of approximately \$460 per year ($\$200 \times 23 = \$4,600 / 10$), which would not have a significant fiscal impact on the general fund or any other state entity that

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receives a portion of the fine revenue.

Long-Term Fiscal Considerations

None

Local Fiscal Impact

This bill could have a nominal fiscal impact on local entities that receive a portion of fine revenue.

References/Sources

Agency Contact:

Agency Fiscal Note Coordinator Signature: Callie Lehman

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Total	-	-	-	-	-

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:** 2/10/2025 7:55:15 AM
Phone: 651-284-6543 **Email:** laura.cecko@lbo.mn.gov

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1 - Expenditures, Absorbed Costs*, Transfers Out*						
	Total	-	-	-	-	-
	Biennial Total			-		-
2 - Revenues, Transfers In*						
	Total	-	-	-	-	-
	Biennial Total			-		-

Bill Description

This proposal increases the fine amount penalties associated with second or subsequent violations of the Minnesota School Bus Stop Arm in Minnesota Statutes, section 169.444.

Assumptions

Other than situational awareness and brief training on the statute to personnel of the State Patrol, the changes to the penalties related to stop arm violations would not incur any specific costs to the agency. The training and overview of the statute would likely take place during yearly scheduled in-service sessions where all new case law is discussed.

Expenditure and/or Revenue Formula

Long-Term Fiscal Considerations

Local Fiscal Impact

References/Sources

Agency Contact:

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