

HF3418 - 0 - Community-Based Pedestrian Safety Program Est.

Chief Author: **Brad Tabke**  
 Committee: **Transportation Finance and Policy**  
 Date Completed: **2/23/2026 11:18:39 AM**  
 Lead Agency: **Transportation Dept**  
 Other Agencies:  
     Health Dept                      Public Safety Dept  
     University Of Minnesota

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
<b>Public Safety Dept</b>						
General Fund	-	-	200	-	-	-
<b>Transportation Dept</b>						
General Fund	-	-	329	227	227	
<b>State Total</b>						
General Fund	-	-	529	227	227	
<b>Total</b>	-	-	<b>529</b>	<b>227</b>	<b>227</b>	
<b>Biennial Total</b>			<b>529</b>			<b>454</b>

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2025	FY2026	FY2027	FY2028	FY2029
<b>Public Safety Dept</b>					
General Fund	-	-	-	-	-
<b>Transportation Dept</b>					
General Fund	-	-	1.85	1.3	1.3
<b>Total</b>	-	-	<b>1.85</b>	<b>1.3</b>	<b>1.3</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:** 2/23/2026 11:18:39 AM  
**Phone:** 651-284-6543      **Email:** laura.cecko@lbo.mn.gov

**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>FY2025</b>	<b>FY2026</b>	<b>FY2027</b>	<b>FY2028</b>	<b>FY2029</b>
<b>Public Safety Dept</b>						
General Fund		-	-	200	-	-
<b>Transportation Dept</b>						
General Fund		-	-	329	227	227
<b>Total</b>		<b>-</b>	<b>-</b>	<b>529</b>	<b>227</b>	<b>227</b>
<b>Biennial Total</b>				<b>529</b>		<b>454</b>
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
Public Safety Dept						
General Fund		-	-	200	-	-
Transportation Dept						
General Fund		-	-	329	227	227
<b>Total</b>		<b>-</b>	<b>-</b>	<b>529</b>	<b>227</b>	<b>227</b>
<b>Biennial Total</b>				<b>529</b>		<b>454</b>
<b>2 - Revenues, Transfers In*</b>						
Public Safety Dept						
General Fund		-	-	-	-	-
Transportation Dept						
General Fund		-	-	-	-	-
<b>Total</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Biennial Total</b>				<b>-</b>		<b>-</b>

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 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) Dollars in Thousands	Biennium			Biennium	
	FY2025	FY2026	FY2027	FY2028	FY2029
<b>General Fund</b>	-	-	329	227	227
<b>Total</b>	-	-	<b>329</b>	<b>227</b>	<b>227</b>
<b>Biennial Total</b>			<b>329</b>		<b>454</b>

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2025	FY2026	FY2027	FY2028	FY2029
General Fund	-	-	1.85	1.3	1.3
<b>Total</b>	-	-	<b>1.85</b>	<b>1.3</b>	<b>1.3</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:** 2/23/2026 9:53:43 AM  
**Phone:** 651-284-6543    **Email:** laura.cecko@lbo.mn.gov

**State Cost (Savings) Calculation Details**

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

<b>State Cost (Savings) = 1-2</b>		Biennium			Biennium	
Dollars in Thousands		FY2025	FY2026	FY2027	FY2028	FY2029
General Fund	-	-	329	227	227	227
<b>Total</b>		-	-	<b>329</b>	<b>227</b>	<b>227</b>
<b>Biennial Total</b>				<b>329</b>		<b>454</b>
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
General Fund	-	-	329	227	227	227
<b>Total</b>		-	-	<b>329</b>	<b>227</b>	<b>227</b>
<b>Biennial Total</b>				<b>329</b>		<b>454</b>
<b>2 - Revenues, Transfers In*</b>						
General Fund	-	-	-	-	-	-
<b>Total</b>		-	-	-	-	-
<b>Biennial Total</b>				-		-

**Bill Description**

The bill would create a new community-based pedestrian safety program under the advisement of the Advisory Council on Transportation Safety (ACTS). The program would provide financial assistance for capital improvements that are designed to increase pedestrian and traffic safety, including nonmotorized facilities and crossings. It would also require the development of a collection of safety design solutions for common traffic safety scenarios or contexts involving pedestrians for use in conjunction with the community-based pedestrian safety program. An eligible applicant would need to select a solution from this list.

**Assumptions**

MnDOT assumes delivery of grant funds through MnDOT State Aid for Local Transportation (SALT) and no changes to the advisory capacity of the ACTS. This would be a competitive solicitation where eligible applicants would be required to submit an application to be reviewed and scored compared to all other submitted applications. This solicitation would occur every other year based on \$10 million/biennium. Coordination would need to occur between ACTS, SALT, Office of Transit and Active Transportation (OTAT), MnDOT districts, and representatives from eligible applicants in the development of the solicitation and in the concurrence in the selection of projects. Each solicitation would result in approximately 20 projects being selected.

**Expenditure and/or Revenue Formula**

The primary impacts to MnDOT would be realized in the form of staffing demands and can be broken into two general categories.

**One-Time Start-up Costs**

These costs would be experienced to develop the parameters of the program, develop an application, establish and engage a subcommittee to assist in the development of the program and application, create a webpage where information on this program would be available to the general public, create the on-line application submittal portal, and develop a collection of safety design solutions that is agreed upon by the ACTS and partners. Below are one-time costs for this work based on recent experience in establishing the Active Transportation program and associated solicitations:

Position	FTE (Hours)	Hourly rate	OH	Fully loaded rate	Total Cost

SALT-Engineer Senior Admin	0.1 (208)	\$74.55	50%	\$111.83	\$23,260.64
SALT-Engineer Principal	0.1 (208)	\$60.93	50%	\$91.40	\$19,010.16
SALT-Engineer Senior	0.2 (416)	\$52.13	50%	\$78.20	\$32,531.20
OTAT-Transp Planning Dir	0.05 (104)	\$72.77	50%	\$109.16	\$11,352.64
OTAT-Engineer Senior	0.1 (208)	\$52.13	50%	\$78.20	\$16,264.56
TOTAL					\$102,419.20
					Rounded to \$102,000
* Time for others would be incidental					

The SALT Engineer Senior position would be the primary person responsible for developing and establishing the solicitation and all aspects that would go along with that. The other identified positions would assist in the development of the solicitation, providing technical knowledge, communication support, and leadership direction.

### Ongoing Annual Costs

These costs would be experienced on an annual basis to release the solicitation, provide webinars and engagement opportunities for eligible applicants, collect applications, review and score applications, coordinate with any advisory committees, announce award of successful applicants, update the webpage listed successful applicants and any other necessary public-facing materials about pedestrian and bicyclist programs, ensure appropriation of funding into accounts, issue award letters, hold kick-off meetings with successful applicants, review and approve engineering plans, review and approve pay requests, provide oversight on construction inspection, review and prepare project close-out documentation after project is completed.

Below are ongoing costs for this work based on recent experience in establishing the Active Transportation solicitation:

Position	FTE (Hours)	Hourly rate	OH	Fully loaded rate	Total Cost
SALT-Engineer Senior Admin	0.05 (104)	\$74.55	50%	\$111.83	\$11,629.80
SALT-Engineer Principal	0.1 (208)	\$60.93	50%	\$91.40	\$19,010.16
SALT-Engineer Senior	0.5 (1040)	\$52.13	50%	\$78.20	\$81,322.80
OTAT-Transp Planning Dir	0.05 (104)	\$72.77	50%	\$109.16	\$11,352.12
OTAT-Engineer Senior	0.1 (208)	\$52.13	50%	\$78.20	\$16,264.56
District-Engineer Senior Admin	0.1 (208)	\$74.55	50%	\$111.83	\$23,260.64
District-Engineering Specialist Senior	0.4 (832)	\$51.10	50%	\$76.65	\$63,772.80
TOTAL					\$226,628.72
					Rounded to \$227,000
^ Assume solicitation every other year with \$10 million/biennium					
Assume average project cost \$250,000, resulting in 20 new projects per year					

Assume SALT administers program, with support from OTAT			
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The SALT-Engineer Senior would be the primary person responsible for administering the solicitation, being the point of contact for questions related to the program, reviewing and scoring all applications, coordinating with advisory committees and other necessary entities, developing communication information and ensuring the webpage is up to date, connecting with successful applicants and preparing funding letters for those successful applicants. The other SALT and OTAT positions would support this person in performing these tasks.

The District-Engineer Senior Admin and District-Engineer Specialist Senior will be the primary people responsible for administering the successful project through the design process, approve the design plan, review and approve pay requests during construction, provide final inspection upon completion of the project, and be the main resource for the local agency during this time.

### **Long-Term Fiscal Considerations**

Efficiencies would be realized by providing an appropriation to an existing program focused on pedestrian safety, namely either the Active Transportation Program or the Safe Routes to School Program. Both programs are already set up for both infrastructure and non-infrastructure support of communities and offer improvements at a range of scales including planning, temporary improvements, and long-term infrastructure build-out. These programs are coordinated with the Active Transportation Advisory Council.

### **Local Fiscal Impact**

The creation of an additional program focused on walking and bicycling may add to existing confusion about the interplay between the state funded Safe Routes to School and Active Transportation Programs, and the federally funded Transportation Alternatives Program. It would require one more application process that eligible applicants would need to follow, understand, and submit.

Also, the requirement to have a petition signed by a certain percentage of residents would put a burden on those eligible applicants to develop the petition, seek responses through whatever communication/engagement channels that the eligible applicant utilizes, compile and summarize the petition, and then determine if there is enough support in favor or not in favor of the entity to submit an application for funding.

### **References/Sources**

MnDOT State Aid for Local Transportation

MnDOT Office of Transit and Active Transportation

### **Agency Contact:**

**Agency Fiscal Note Coordinator Signature:** Catherine Greene

**Date:** 2/23/2026 9:50:39 AM

**Phone:** 612-523-2198

**Email:** catherine.greene@state.mn.us

**HF3418 - 0 - Community-Based Pedestrian Safety Program Est.**

Chief Author: **Brad Tabke**  
 Committee: **Transportation Finance and Policy**  
 Date Completed: **2/23/2026 11:18:39 AM**  
 Agency: **Health Dept**

State Fiscal Impact	Yes	No
Expenditures		X
Fee/Departmental Earnings		X
Tax Revenue		X
Information Technology		X
Local Fiscal Impact		X

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State Cost (Savings)	Biennium			Biennium		
	Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029
<b>Total</b>	-	-	-	-	-	-
<b>Biennial Total</b>			-			-

Full Time Equivalent Positions (FTE)	Biennium			Biennium		
	Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029
<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:** Zac Reeves    **Date:** 2/20/2026 7:58:32 PM  
**Phone:** 651-2846437    **Email:** zreeves@lbo.mn.gov

**State Cost (Savings) Calculation Details**

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

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

**Bill Description**

The bill amends the existing Advisory Council on Traffic Safety (ACTS) (MS 4.076) by adding on responsibilities towards a community-based pedestrian safety program under MS Ch 174, Section 174.43, and to develop safety design solution standards. The bill provides one-time appropriations to the Minnesota Department of Transportation (MnDOT) and the Department of Public Safety (DPS) for these responsibilities respectively.

**Assumptions**

Under existing statute, DPS, the Minnesota Department of Health (MDH), and MnDOT already jointly host the ACTS. DPS will assume the cost for a contract to develop a set of standards in a report. MNDOT will assume costs related to the community-based pedestrian safety program. MDH currently participates on ACTS and would provide expertise for new pedestrian program within the scope of current duties.

MDH anticipates no cost impact for this bill.

**Expenditure and/or Revenue Formula**

**Long-Term Fiscal Considerations**

**Local Fiscal Impact**

**References/Sources**

**Agency Contact:**

**Agency Fiscal Note Coordinator Signature:** Brendan Wright

**Phone:** 651-443-1415

**Date:** 2/20/2026 3:31:47 PM

**Email:** brendan.wright@state.mn.us

**HF3418 - 0 - Community-Based Pedestrian Safety Program Est.**

Chief Author: **Brad Tabke**  
 Committee: **Transportation Finance and Policy**  
 Date Completed: **2/23/2026 11:18:39 AM**  
 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	FY2025	FY2026	FY2027	FY2028	FY2029
General Fund	-	-	200	-	-	-
<b>Total</b>	-	-	<b>200</b>	-	-	-
<b>Biennial Total</b>			<b>200</b>			-

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2025	FY2026	FY2027	FY2028	FY2029
General Fund	-	-	-	-	-
<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:** Laura Cecko      **Date:** 2/19/2026 7:17:03 AM  
**Phone:** 651-284-6543      **Email:** laura.cecko@lbo.mn.gov

**State Cost (Savings) Calculation Details**

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

<b>State Cost (Savings) = 1-2</b>		Biennium			Biennium	
Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029	
General Fund	-	-	200	-	-	-
<b>Total</b>	-	-	<b>200</b>	-	-	-
<b>Biennial Total</b>			<b>200</b>			-
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
General Fund	-	-	200	-	-	-
<b>Total</b>	-	-	<b>200</b>	-	-	-
<b>Biennial Total</b>			<b>200</b>			-
<b>2 - Revenues, Transfers In*</b>						
General Fund	-	-	-	-	-	-
<b>Total</b>	-	-	-	-	-	-
<b>Biennial Total</b>			-			-

**Bill Description**

The bill amends duties of the Advisory Council on Traffic Safety under Minnesota Statutes, section 4.076, by requiring the council to make recommendations for a community-based pedestrian safety program and to develop a collection of safety design standards. The bill also establishes a new Community-Based Pedestrian Safety Program in section 174.43 under the purview of the commissioner of transportation. There are two blank, one-time general fund appropriations in the bill: 1) to the commissioner of transportation for implementation of the Community-Based Pedestrian Safety Program, and; 2) to the commissioner of public safety for the development of design solutions.

**Technical comment:** The bill does not contain an expiration date for the new statutory sections funded with one-time appropriations.

**Assumptions**

Under Minnesota Statutes, section 4.076, subdivision 5, the Office of Traffic Safety in the Department of Public Safety is responsible for the administration of the Advisory Council on Traffic Safety. The Office of Traffic Safety would incur cost for the new duties of the council to make recommendations and develop safety design solutions. The Office of Traffic Safety assumes it would enter into a contract to research and develop standards to be presented for approval by the Advisory Council on Traffic Safety. Based on past contracts, it assumed such costs are \$200,000 in FY 2027 with completion of it by June 30, 2027. The contract will be managed by existing staff in the Office of Traffic Safety at no additional cost. The Office of Traffic Safety would not be responsible for administration of the Community-Based Pedestrian Safety Program under 147.43. We assume that any consultation needed with of the Office of Traffic Safety and/or the Advisory Council on Traffic Safety would be within the scope of existing responsibilities and not incur new costs.

**Expenditure and/or Revenue Formula**

FY 2027: \$200,000 professional/technical contract

**Long-Term Fiscal Considerations**

**Local Fiscal Impact**

**References/Sources**

**Agency Contact:** Michael Hanson

**Agency Fiscal Note Coordinator Signature:** Nicole Mickelson

**Phone:** 651-201-7045

**Date:** 2/18/2026 8:49:15 PM

**Email:** nicole.mickelson@state.mn.us

**HF3418 - 0 - Community-Based Pedestrian Safety Program Est.**

Chief Author: **Brad Tabke**  
 Committee: **Transportation Finance and Policy**  
 Date Completed: **2/23/2026 11:18:39 AM**  
 Agency: **University Of Minnesota**

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
<b>Total</b>	-	-	-	-	-	-
<b>Biennial Total</b>				-		-

Full Time Equivalent Positions (FTE)	Biennium			Biennium		
		FY2025	FY2026	FY2027	FY2028	FY2029
<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:** Adam Bolling    **Date:** 2/23/2026 10:45:37 AM  
**Phone:** 651-2966053    **Email:** abolling@lbo.mn.gov

**State Cost (Savings) Calculation Details**

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

**Bill Description**

The bill requires the commissioner of transportation to must establish a community-based pedestrian safety program for roadway improvements to increase pedestrian and traffic safety in corridors identified by local community members.

The commissioner must establish program requirements in consultation with the Advisory Council on Traffic Safety, including but not limited to solicitation procedures; application requirements; eligibility, subject to the requirements in subdivision 3; a process for award of financial assistance; and procedures for payments.

**Assumptions**

University of Minnesota staff serve on the Advisory Council on Traffic Safety and provide staff support for the Advisory Council on Traffic Safety.

The commissioner of public safety administers and Advisory Council on Traffic Safety may enter into contracts and interagency agreements for data, expertise, and research projects to inform the Advisory Council on Traffic Safety.

This fiscal note assumes any new costs to the University beyond the existing duties related to the Advisory Council on Traffic Safety will be reimbursed through contracts with the commissioner of public safety.

**Expenditure and/or Revenue Formula**

**Long-Term Fiscal Considerations**

**Local Fiscal Impact**

**References/Sources**

Kyle Shelton, Director, Center for Transportation Studies, University of Minnesota

**Agency Contact:** Keeya Steel

**Agency Fiscal Note Coordinator Signature:** Keeya Steel

**Date:** 2/23/2026 10:37:19 AM

**Phone:** 612-625-5512

**Email:** keeya@umn.edu

