

**HF4356 - 0 - Yardmaster Hours of Service Limitations**

Chief Author: **Jeff Brand**  
 Committee: **Transportation Finance**  
 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
<b>Local Fiscal Impact</b>		
		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.

<b>State Cost (Savings)</b>	Biennium			Biennium	
	Dollars in Thousands	FY2023	FY2024	FY2025	FY2026
<b>Restrict Misc. Special Revenue</b>	-	-	5	5	5
<b>Total</b>	-	-	5	5	5
<b>Biennial Total</b>			5		10

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

<b>State Cost (Savings) = 1-2</b>		Biennium			Biennium	
Dollars in Thousands	FY2023	FY2024	FY2025	FY2026	FY2027	
Restrict Misc. Special Revenue	-	-	5	5	5	
<b>Total</b>	<b>-</b>	<b>-</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>
<b>Biennial Total</b>			<b>5</b>			<b>10</b>
<b>1 - Expenditures, Absorbed Costs*, Transfers Out*</b>						
Restrict Misc. Special Revenue	-	-	5	5	5	
<b>Total</b>	<b>-</b>	<b>-</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>
<b>Biennial Total</b>			<b>5</b>			<b>10</b>
<b>2 - Revenues, Transfers In*</b>						
Restrict Misc. Special Revenue	-	-	-	-	-	
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Biennial Total</b>			<b>-</b>			<b>-</b>

**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

**Agency Contact:**

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