

HF3498 - 0 - School Zones Speed Limit Changes

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 Committee: **Transportation Finance & Policy Division**
 Date Completed: **3/2/2020 3:39:29 PM**
 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	FY2019	FY2020	FY2021	FY2022	FY2023
Trunk Highway	-	-	-	-	62	-
Total	-	-	-	-	62	-
Biennial Total				-		62

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2019	FY2020	FY2021	FY2022	FY2023
Trunk Highway	-	-	-	-	-
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:** 3/2/2020 3:39:29 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.

State Cost (Savings) = 1-2		Biennium			Biennium	
Dollars in Thousands		FY2019	FY2020	FY2021	FY2022	FY2023
Trunk Highway		-	-	-	62	-
Total		-	-	-	62	-
Biennial Total				-		62
1 - Expenditures, Absorbed Costs*, Transfers Out*						
Trunk Highway		-	-	-	62	-
Total		-	-	-	62	-
Biennial Total				-		62
2 - Revenues, Transfers In*						
Trunk Highway		-	-	-	-	-
Total		-	-	-	-	-
Biennial Total				-		-

Bill Description

House File 3498 establishes a standard 20 miles per hour speed limit within school zones in defined urban residential districts, effective August 1, 2021. In addition, local authorities may establish school speed limits based on guidance and studies outside urban residential districts. No engineering and traffic investigation is required. The school speed limit must be at least ten miles per hour below and not more than 30 miles per hour below the otherwise established speed limit on the affected street or highway. Also, the current restriction of school speed limit - at least ten miles per hour below and not more than 30 miles per hour below the otherwise established speed limit is removed for trunk highways.

Assumptions

MnDOT assumes only urban residential district schools near trunk highways could impact MnDOT. MnDOT filtered Geographic Information System (GIS) data to include only public elementary, middle and high schools found near trunk highways that are within city limits. This inexact analysis totaled 34 schools. MnDOT’s sign asset inventory database was then used to determine current speed limits in these locations. There are three signs required in the entire assembly of signs when a school speed limit is established, but only one includes the speed limit itself.

MnDOT assumes all changes will be made in FY22, and assumes no change to the overall number of speed studies needed.

Expenditure and/or Revenue Formula

34 schools are estimated to have school speed limits on MnDOT roads:

10 schools already have schools speed limit signs that are 20mph or below = \$0

20 schools have school speed limit signs above 20mph. These need the second sign in the assembly updated: 20 x \$965.95 = \$19,319 x 2 directions = \$38,638

4 schools do not have school speed limits and need the entire assembly: 4 x \$2,937.60 = \$11,750.40 x 2 directions = \$23,501

Total MnDOT cost estimate = \$38,638 + \$23,501= **\$62,139** in FY22 in the Trunk Highway Fund.

Long-Term Fiscal Considerations

None

Local Fiscal Impact

Local governments with school zone speed limits in urban residential districts with speed limits other than 20 mph will incur sign costs. Others may incur costs if they decide to change their speed limits.

References/Sources

MnDOT Office of Traffic Engineering

Agency Contact:

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