

HF1521 - 0 - Pavement ASR Targets Established

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 Committee: **Transportation Finance and Policy**
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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)		Biennium			Biennium	
Dollars in Thousands		FY2025	FY2026	FY2027	FY2028	FY2029
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.

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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		FY2025	FY2026	FY2027	FY2028	FY2029
	Total	-	-	-	-	-
	Biennial Total			-		-
1 - Expenditures, Absorbed Costs*, Transfers Out*						
	Total	-	-	-	-	-
	Biennial Total			-		-
2 - Revenues, Transfers In*						
	Total	-	-	-	-	-
	Biennial Total			-		-

Bill Description

This bill creates a requirement that the Department's planned pavement investments meet minimum thresholds on the Asset Sustainability Ratio (ASR).

Assumptions

MnDOT currently makes this calculation. MnDOT therefore assumes no fiscal impact.

MnDOT assumes it is possible that the statewide ASR could drop below the required minimums in the bill. If that were to occur, funds would need to be redirected to the pavement program from other areas of investment.

Expenditure and/or Revenue Formula

No MnDOT fiscal impact.

Long-Term Fiscal Considerations

MnDOT assumes that in the long-term this bill could change the distribution of resources between the pavement program and other investment needs, redirect pavement investments between Districts, and influence pavement fix decisions resulting in more short-term fixes. The ASR is weighted toward touching more miles of pavement and less so toward adopting long term fixes.

Local Fiscal Impact

None

References/Sources

MnDOT Office of Materials and Road Research.

Agency Contact:

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