

HF859 - 0 - "Conveyance of Unused DOT Lands"

Chief Author: **Paul Torkelson**
 Committee: **Transportation Finance**
 Date Completed: **02/15/2017**
 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	FY2017	FY2018	FY2019	FY2020	FY2021
Total	-	-	-	-	-	-
Biennial Total			-			-

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2017	FY2018	FY2019	FY2020	FY2021
Total	-	-	-	-	-

Executive Budget Officer's Comment

I have reviewed this fiscal note for reasonableness of content and consistency with MMB's Fiscal Note policies.

EBO Signature: Stewart McMullan Date: 2/15/2017 9:37:57 AM
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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	FY2017	FY2018	FY2019	FY2020	FY2021	
Total	-	-	-	-	-	-
Biennial Total			-			-
1 - Expenditures, Absorbed Costs*, Transfers Out*						
Total	-	-	-	-	-	-
Biennial Total			-			-
2 - Revenues, Transfers In*						
Total	-	-	-	-	-	-
Biennial Total			-			-

Bill Description

House File 859 includes proposals related to transportation, which are summarized below:

Section 1 proposes the removal of Highway 112 from the state highway system and transfers jurisdiction and ownership to LeSueur County. This will place the roadway under the authority of the county to allow for construction and maintenance activities on the highway.

Section 2 - 4 allows MnDOT to sell property 'over-the-counter'. Under current law, if a property does not sell by bid, MnDOT can re-initiate the bid process, hire a real estate agent or have a public auction. The proposal would allow MnDOT to add the property to an online inventory, and anyone could purchase the property after paying the minimum bid (DNR uses this method of sales). The proposal also authorizes the sale of property to adjacent property owners if the original land owner does not purchase the property.

Section 5 allows MnDOT to convey the McKinstry Mounds property to the Minnesota Historical Society. This will permit MnDOT to transfer the management and ownership of the burial site to the proper agency.

Section 6 proposes the removal of Highway 112 from the state highway system and transfers jurisdiction and ownership to LeSueur County. This will place the roadway under the authority of the county to allow for construction and maintenance activities on the highway when the Commissioner of Transportation and Le Sueur County finalize a turnback agreement.

Section 7 turns jurisdiction of Highway 225 over to Becker County. The county will assume all maintenance responsibilities when the Commissioner of Transportation and Becker County finalize a turnback agreement.

Section 8 removes the language related to Route No. 101. Removing the obsolete language minimizes the number of unnecessary routes in MnDOT information systems. This section of roadway ceased being a Trunk Highway many years ago.

Assumptions

None of the sections in this bill have a fiscal impact. Three of the sections are further described below:

Section 1,6,7 This allows the statutes related to Highways 112 and 225 to be repealed when agreements have been signed, and the routes deleted when the conditions required have been satisfied. There is no fiscal impact on MnDOT for these steps. Agreements of road improvements needed before turnbacks occur are executed between MnDOT and the county affected. Any money spent on these upgrades has already been statutorily appropriated, and will occur from the county turnback account in the county state-aid highway fund.

Expenditure and/or Revenue Formula

There will be no fiscal impact

Long-Term Fiscal Considerations

None

Local Fiscal Impact

There may be some minor increases in highway maintenance costs for the local governments receiving the routes. Roads turned back to local governments in this manner have been upgraded so that there is typically no major repair required for a long period of time.

References/Sources

Office of Land Management
Office of State Aid

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