

**HF3219 - 0 - Transportation; Miscellaneous Modifications**

Chief Author: **Erin Koegel**  
 Committee: **Transportation Finance and Policy**  
 Date Completed: **2/21/2022 10:55:11 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	FY2021	FY2022	FY2023	FY2024	FY2025
<b>Total</b>	-	-	-	-	-	-
<b>Biennial Total</b>			-			-

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2021	FY2022	FY2023	FY2024	FY2025
<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.

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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>		<b>Biennium</b>			<b>Biennium</b>	
Dollars in Thousands	FY2021	FY2022	FY2023	FY2024	FY2025	
<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**

House File 3219/Senate File 3148 contains numerous transportation policy provisions affecting MnDOT:

Section 1 designates the North Star Bikeway as a state bicycle route which runs from St. Paul to Duluth and on to the Canadian border.

Section 2 adds and describes Route 340, a new portion of trunk highway related to the route changes at sections 9 and 10.

Section 3 clarifies MnDOT’s authority to implement Indian employment preference on construction projects located on or near a reservation.

Sections 4 and 5 amend the definition of “money needs” in the sections of law relating to distribution of the County State Aid Highway (CSAH) and Municipal State Aid Street (MSAS) allocations. This will allow local agencies to accrue needs on its infrastructure located slightly outside of its geographic boundaries.

Section 6 amends the membership of the municipal screening board to include two city engineers from the MnDOT Metro District, as occurs in current practice.

Sections 7 and 8 maintains the intent but clarifies some ambiguities of the 2021 statute changes pertaining to small unmanned aircraft system insurance.

Sections 9 and 10 remove Legislative Routes 274 and 301 from the trunk highway system.

Section 11 repeals a rule that requires transit grant recipients to submit monthly reports.

**Assumptions**

There is no fiscal impact to MnDOT for any of these sections, though several had potential impact. Sections 9 and 10 allow the statutes related to the identified routes to be repealed when agreements have been signed to transfer the routes when the conditions required have been satisfied. There is no fiscal impact to MnDOT for these steps, as 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. Section 1 has already been unofficially designated as the North Star Route, so there will be minimal impact of making this change in statute.

**Expenditure and/or Revenue Formula**

There is no fiscal impact to MnDOT.

**Long-Term Fiscal Considerations**

None

**Local Fiscal Impact**

Sections 9 and 10: 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**

Various MnDOT offices

**Agency Contact:**

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