

HOUSE RESEARCH

Bill Summary

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Overview

This bill makes various changes related to the Minnesota Department of Transportation (MnDOT) regarding state aid calculations, filing highway surveys, and requirements for plats.

Section

- 1 Survey of trunk highway centerline.** Authorizes the Minnesota Department of Transportation (MnDOT) to file a survey of a segment highway centerline with a county recorder when the physical location of the highway centerline is being moved and may be being used by adjacent property owners in identifying property boundaries. Specifies requirements for the survey.
- 2 State park road account.** Modifies certain calculations used to allocate state aid dollars to counties so that construction and maintenance projects funded within a county out of the state park road account do not reduce the money needs for that county.

Money needs are used in formula-based calculations for distributing county state-aid dollars to Minnesota counties. The state park road account is funded through a deduction from county state-aid funding stream.
- 3 Money needs defined.** Modifies the method of calculating money needs for a county to no longer count construction costs differently for a project that received a variance from engineering standards.
- 4 Federal census is conclusive.** Eliminates obsolete language on use of the federal census in identifying the population of a city and allows cities to arrange a special census for purposes of determining municipal state-aid. Under current law, the special census provision expired after January 1, 1986.
- 5 Administrative costs.** Raises the deduction from the municipal state-aid street fund from one and one-half percent to two percent of the net amount available in the fund. This

deduction is used by MnDOT in administering the state-aid program.

- 6 **Money needs defined.** Modifies the method of calculating money needs for a city to no longer count construction costs differently for a project that received a variance from engineering standards.
- 7 **Expressway.** Defines an expressway as a divided highway with partial control of access in the chapter regulating advertising along highways.
- 8 **Freeway.** Defines a freeway as a limited-access divided highway in the chapter regulating advertising along highways.
- 9 **Spacing.** Clarifies that advertising devices must be located more than 500 feet from interchanges, at-grade intersections, and rest areas on freeways and expressways that have grade-separated interchanges outside of cities. Makes conforming changes.
- 10 **Plat approval; road review.** Modifies regulation of preliminary plats in a city, town, or county, to work the same way for state rail bank property as for trunk highways. The regulations relate to plat review by MnDOT or a county engineer and requirements for description of the plat.