

HOUSE RESEARCH

Bill Summary

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Overview

This bill contains various Minnesota Department of Transportation (MnDOT) agency provisions, covering areas that include contracting, procurement processes, land sales, state-aid estimates, county powers on town bridges, traffic regulations on turning, covered farm vehicle regulations, and previous trunk highway fund appropriations.

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- 1 Payment of interest on late payments required.** In paragraph (a), provides for interest on late payments by a state agency following partial payments used in construction contracts following an engineer's estimate (on road construction contracts) or a pay application approved by an architect (on building contracts).

In paragraph (e), prevents interest penalties under construction contract claims.
- 2 Default by contractor.** Permits MnDOT to set a compliance deadline in a contract at which point when the agency can pursue completion of the work using another contractor (following certain steps including notification of the contractor concerning the issue to be resolved). Under current law, the timeline is 60 days.
- 3 Periodic review.** Allows MnDOT to sell land that is identified in a periodic review of excess lands, without an analysis of the property, if the property uses are protected for bicycle or pedestrian purposes by deed restrictions, easement, or other means. Makes technical changes.
- 4 Estimate.** Directs MnDOT to use available months of collections data (with the rest

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estimated), instead of a range of specified months, in calculating the amount of aid to be provided for the county state-aid highway system in the upcoming calendar year.

- 5 **Formula for distribution to towns; purposes.** Removes town road and bridge levies from the factors that must be considered in town road funding allocation by counties.
- 6 **Estimate of accruals.** Directs MnDOT to use available months of collections data (with the rest estimated), instead of a range of specified months, in calculating the amount of aid to be provided for the municipal state-aid street system in the upcoming calendar year.
- 7 **County inventory and inspection records and reports.** Broadens an annual bridge inspections report filed with counties, cities, and towns by the county engineer, to include identification of bridge deficiencies and whether an analysis of bridge load rating is necessary.
- 8 **Authority of county when town fails.** Expands powers and duties of a county concerning town bridges when a town does not perform certain bridge-related tasks, to perform required bridge load rating analyses, post reduced bridge weight limits, or close a bridge. Provides for notification and billing of a town and exemption from county liability.
- 9 **Turning at intersection.** Permits vehicles to make wide right-hand turns into a lane that is not the one closest to the right-hand curb, as necessary for that vehicle's configuration.
- 10 **U-turn.** Permits vehicles to make a u-turn temporarily using the shoulder of a road having at least two lanes of travel in the same direction, as necessary for that vehicle's configuration.
- 11 **Exemptions.** Exempts certain farm vehicles that aren't carrying hazardous materials from annual commercial motor vehicle inspections.
- 12 **Exceptions.** Exempts certain farm vehicles that aren't carrying hazardous materials from commercial motor vehicle regulations on pretrip inspections and daily inspection reporting.
- 13 **Seven-axle vehicles.** Exempts from driver qualifications and drug and alcohol testing requirements, drivers of certain farm vehicles that aren't carrying hazardous materials and are operated at higher weight limits under a special farm products permit.
- 14 **Driver's license classifications, endorsements, exemptions.** Allows certain farm vehicles that aren't carrying hazardous materials to be operated with a regular class D driver's license.
- 15 **Persons exempt.** Exempts drivers of certain farm vehicles that aren't carrying hazardous materials from needing a commercial driver's license.
- 16 **Transportation economic development accounts.** Makes all funds in the transportation economic development account, regardless of when appropriated, available until expended.
- 17 **Expiration.** Extends the expiration of the advisory committee on nonmotorized transportation, from June 2014 to June 2018.
- 18 **Exemptions for covered farm vehicles.** Exempts certain farm vehicles that aren't carrying

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hazardous materials from various commercial vehicle regulations governing driver qualifications, hours of services, and vehicle inspections and maintenance.

- 19 Hours of service exemptions.** Substantially recodifies an existing provision on hours of service exemptions for transporting certain agricultural commodities and farm supplies, which under the modified language is limited to intrastate transportation.
- 20 Rochester maintenance facility.** Reduces the appropriation under 2010 capital investment legislation for a new maintenance facility in Rochester.
- 21 Trunk highway fund bond proceeds account.** Reduces the bond sale authorization amount corresponding with the change in section 20.
- 22 Rochester maintenance facility.** Increases the appropriation under 2012 legislation for a new maintenance facility in Rochester.
- 23 Trunk highway fund bond proceeds account.** Increases the bond sale authorization amount corresponding with the change in section 22.
- 24 Transfers, reductions, cancellations, and bond sale authorizations reduced.** Modifies cancellation of excess funds appropriated for trunk highway repairs due to flooding in 2007, to reduce the amount canceled under a 2012 law.
- 25 Legislative Route No. 256 removed.** Amends the requirements in a 2013 law on turning over Trunk Highway 66 (which runs from Good Thunder to Mankato) to become part of the state-aid system, to require agreement between MnDOT and the city of Mankato to be effective.
- 26 Repealer.**
- (a) Removes a short route in Brainerd that served the former state hospital from the trunk highway system.
- (b) Repeals a provision on exemptions from hours of service for agricultural transportation, which is substantially recodified in section 18 of the bill.