

# HOUSE RESEARCH

## Bill Summary

**FILE NUMBER:** H.F. 3067  
**Version:** As introduced

**DATE:** March 28, 2016

**Authors:** Kelly

**Subject:** MnDOT agency policy

**Analyst:** Matt Burress

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### Overview

This Minnesota Department of Transportation (MnDOT) agency bill makes various policy changes.

#### Section

- 1 Flexible highway account; turnback account.** Amends the determination of funds in the flexible highway account to be allocated to Twin Cities metropolitan area county roads, so that the amount is 16 percent of the funding in the account instead of using a formula-based calculation. (The calculation method being eliminated was structured to identify certain increases in transportation funding resulting from finance changes made in 2007-2008.) Makes technical changes.  

The flexible highway account receives funds from a portion of the five percent set-aside of highway user tax revenue, following a statutory formula that divides the set-aside funds between town roads and bridges and this account. After the portion in the flexible highway account is allocated to metropolitan area county roads, the remainder is distributed at the discretion of MnDOT for trunk highway turnbacks, local road safety improvements, and routes of regional significance.
- 2 Relocation of facilities; reimbursement.** Prevents reimbursement to utility companies for relocation costs resulting from trunk highway construction work, for those utility facilities installed after August 1, 2016.
- 3 Annual report.** Modifies the frequency of a legislative report on MnDOT's trunk highway bridge improvement program, to be required every odd-numbered year instead of annually.

**Section**

- 4**        **Certain convictions not recorded.** Amends a provision that keeps some speeding convictions from appearing on a person’s driving record (the so-called “Dimler amendment”), so that the provision does not apply to commercial learner’s permit holders.
- 5**        **Pavement life-cycle cost analysis.** Eliminates use of equal design lives from a requirement on using pavement life-cycle cost analysis in some types of trunk highway projects. Makes technical changes, primarily to eliminate obsolete phase-in provisions.
- 6-10**    **Effective date.** Extends delayed effective dates, from 2016 to 2018, on a set of provisions that allow various types of special permits, on vehicles with overdimensional loads, to expire at the same time as the end of the registration period for the vehicle.
- 11**       **Legislative Route No. 225 removed.** Provides for a county turnback of Trunk Highway 225 (running from Ponsford to Trunk Highway 34 near Osage in Becker County) following agreement between MnDOT and Becker County.