

File Number: H.F. 4160
Version: First engrossment

Date: April 23, 2018

Authors: Torkelson

Subject: Transportation finance omnibus

Analyst: Matt Burress

This publication can be made available in alternative formats upon request. Please call 651-296-6753 (voice); or the Minnesota State Relay Service at 1-800-627-3529 (TTY) for assistance. Summaries are also available on our website at: www.house.mn/hrd/.

Overview

This is the transportation finance omnibus. Article 1 contains supplemental appropriations, Article 2 authorizes trunk highway bonding, and Article 3 has various transportation finance and policy provisions.

Article 1: Transportation Policy

Overview

This article contains supplemental transportation appropriations and transfers. Combined with transfers, supplemental general fund spending totals \$101 million in fiscal year 2019 and \$40 million for fiscal years 2020-21.

Section

- 1 Transportation appropriations.** Defines terms. Establishes that appropriations are from the general fund, unless another is named, for the agencies and purposes specified.
- 2 Department of Transportation.** Establishes supplemental appropriations to MnDOT.
 - Subd. 1. Total appropriation.** Summarizes appropriations by fund.
 - Subd. 2. Aeronautics.** Appropriates money for a grant for Rochester International Airport to upgrade an instrument landing system.

Section

Subd. 3. Freight rail. Appropriates money for a new Freight Rail Economic Development (FRED) program being established in the bill, as well as for a grant for a railroad bridge over Rice Creek in New Brighton.

Subd. 4. State roads. Appropriates additional trunk highway fund money for the state trunk highway system, including: operations and maintenance; program planning and delivery with funds specified for feasibility studies, a grant for utility relocation, and a grant for a levee project; state road construction; Corridors of Commerce; and debt service on trunk highway bonds.

Subd. 5. Local roads. Appropriates additional money for local road and bridge assistance, including county state-aid highways, municipal state-aid streets, the Small Cities Assistance program, and town roads.

Subd. 6. Tribal training program. Directs MnDOT to charge other agencies for the costs of that agency's participation in MnDOT's tribal training program.

- 3 **Metropolitan Council.** Allocates funds to suburban transit providers for suburb-to-suburb transit service, including funding for capital improvements related to the service.
- 4 **Department of Management and Budget.** Appropriates funds to Minnesota Management and Budget for a deputy registrar reimbursement aid program being established in the bill. The fiscal year 2018 appropriation is from Driver and Vehicle Services operating accounts and a base appropriation is established from the general fund for fiscal years 2020-21. Effective the day after enactment.
- 5 **Multimodal systems.** Modifies a 2017 appropriation for a Civil Air Patrol training and maintenance facility, to add flexibility regarding the facility, eliminate a local match requirement, and extends the availability of funds by one year.
- 6 **Total appropriation.** Makes a conforming change.
- 7 **Administration and related services.** Eliminates a Highway User Tax Distribution fund appropriation for fiscal year 2019 to the Department of Public Safety for public safety support functions.
- 8 **Highway user tax distribution fund transfer.** Transfers \$75.3 million in fiscal year 2019 from the General Fund to the Highway User Tax Distribution fund (which provides funds for trunk highway and local road appropriations made earlier in the article).
- 9 **Rail service improvement account transfer.** Transfers the balance from the current account used for the Minnesota Rail Service Improvement (MRSI) program to a new account being created for the Freight Rail Economic Development (FRED) program being established in the bill.
- 10 **Driver and vehicle services fund.** Clarifies that fiscal year 2019 appropriations from the Driver and Vehicle Services operating accounts remain available following the movement of those accounts into a new Driver and Vehicle Services fund.
- 11 **Rice Creek railroad bridge.** Provides for a grant to Minnesota Commercial Railway (from funds appropriated earlier in the article) for a replacement railroad bridge over Rice Creek in New Brighton. Specifies conditions and requirements related to the grant.

Section

Article 2: Transportation Bonds

Overview

The article contains \$250 million in trunk highway bonding.

- 1 **Bond appropriations.** Provides for bond proceeds appropriations and a summary.
- 2 **Department of Transportation.**
 - 1 **Subd. 1. Corridors of Commerce.** Appropriates \$145 million in trunk highway bond proceeds to MnDOT for the Corridors of Commerce program. The department may use up to 17% of the amount each year for program delivery.
 - 2 **Subd. 2. Trunk Highway-Rail Grade Separations.** Appropriates \$75 million for highway-rail grade separation projects that involve trunk highways, as identified in a 2014 legislative report on grade crossings and rail safety. Sets priority for the first projects to be funded.
 - 3 **Subd. 3. Transportation Facilities Capital.** Appropriates \$30 million for a transportation facilities capital program being established in the bill, which provides for capital improvements to MnDOT facilities.
- 3 **Bond sale expenses.** Appropriates \$250,000 to the Department of Management and Budget for expenses in selling the bonds.
- 4 **Bond sale authorization.** Authorizes sale of trunk highway bonds to fund the bond proceeds appropriations in this article.

Article 3: Transportation Policy and Finance

Overview

This article contains various transportation policy and finance provisions

- 1 **Certain transit financial activity reporting.** Changes the frequency (from quarterly to twice a year) of a review of the Metropolitan Council's transportation financial records by the legislative auditor. Eliminates reporting on the Counties Transit Improvement Board. Has the provision expire in 2023. Effective the day after enactment.
- 2 **Metropolitan Council special transportation service.** Identifies a cross reference in the Data Practices Act on data sharing between the Department of Human Services and the Metropolitan Council in order to administer and coordinate special transportation services.
- 3 **Motor vehicle registration.** Identifies a cross reference in the Data Practices Act on vehicle registration data.

Section

- 4 **Transportation service data.** Allows disclosure of private data on individuals between the Department of Human Services and the Metropolitan Council in order to administer and coordinate special transportation services between the agencies.
- 5 **Bikeway.** Centralizes bicycle-related definitions.
- 6 **Rural agricultural business or tourist oriented business.** Broadens the hours of operation conditions under MnDOT's "specific service sign" program, to authorize signs for a farm winery that provides a staffed food operation and is open at least four hours a day, two days a week.
- 7 **Route No. 180.** Modifies the routing for a legislative route established in state statute through parts of Grant and Otter Tail counties.
- 8 **Specialist Noah Pierce Bridge.** Memorializes Specialist Noah Pierce by designating a bridge on U.S. Highway 53 in Eveleth as "Specialist Noah Pierce Bridge."
- 9 **Officer Bill Mathews Memorial Highway.** Memorializes Officer Bill Mathews by designating U.S. Highway 12 in Wayzata as "Officer Bill Mathews Memorial Highway."
- 10 **Warrant Officer Dennis A. Groth Memorial Bridge.** Memorializes Warrant Officer Dennis A. Groth by designating a bridge on U.S. Highway 52 in Dakota County as the "Warrant Officer Dennis A. Groth Memorial Bridge."
- 11 **State Trooper Ray Krueger Memorial Highway.** Memorializes Ray Krueger by designating the stretch of Trunk Highway 210 in Cass County as "State Trooper Ray Krueger Memorial Highway."
- 12 **Direct negotiation.** Raises the threshold from \$150,000 to \$250,000 for maintenance or construction contracts where MnDOT can use direct negotiation instead of the competitive bidding process.
- 13 **[161.369] Indian employment preference.** Authorizes MnDOT to use an employment preference for members of Indian tribes on projects near Indian reservations.
- 14 **Collector military vehicle.** Allows for some former military vehicles to be registered and operated as general motor vehicles for on-road use. The provision applies to decommissioned military vehicles for which a civilian model having the same size and weight was also manufactured and sold (which includes a Humvee).
- 15 **Failure to submit within ten days.** Makes a conforming and clarifying change, to include deputy registrars in a provision that sets a 10-day window for vehicle registration and title transfers.
- 16 **Fee.** Amends the per vehicle fee for fleet registration, to allow for deputy registrars to process the transaction and collect the filing fee. (The fee amount is unchanged.) Effective July 1, 2019.
- 17 **Expedited driver and vehicle services; fee.** Directs the Department of Public Safety to implement expedited services and allow deputy registrars and driver's license agents to handle the requests. Effective November 1, 2019.

Section

- 18 Transactions by mail.** Authorizes deputy registrars to handle mailed in vehicle registration and titling work. Effective July 1, 2019.
- 19 [168.335] Deputy registrar reimbursements.** Establishes reimbursement aid to deputy registrars, when funds are provided for the aid. Specifies a formula and calculation methods for distributing the aid. Distribution is based on proportional shares of transactions handled by the deputy registrars, measured based on instances of filing fees collection:
- ▶ 50 percent of the funds are distributed based on each deputy registrar's proportional share of transactions in the previous fiscal year.
 - ▶ 50 percent of the funds are distributed based on each deputy registrar's proportional share of transactions over fiscal years 2015-2017. An average share is used for deputy registrars that have not been in operation over that entire time period.
- Effective the day after enactment.
- 20 Lessees; information.** Allows the Department of Public Safety to provide information about vehicle lessees to trade associations for motor fuel retailers, if the association is acting on behalf of a retailer who had fuel taken without payment.
- 21 Application for certificate of title.** Allows for some former military vehicles to be titled for on-road use. The provision applies to decommissioned military vehicles for which a civilian model having the same size and weight was also manufactured and sold (which includes a Humvee).
- 22 Salvage titles.** Broadens the situations when a salvage title must be obtained for a motor vehicle, by modifying the mandate that under current law only applies in some cases involving vehicles classified as "late-model" (vehicles five years old or newer) or "high-value" (vehicles worth over \$9,000 before being damaged, or older vehicles having a gross weight of over 26,000 pounds).
- 23 Amounts.** Makes technical changes, to remove language on fees and technology surcharges that have expired.
- 24 Bicycle lane.** Establishes that bicycle lanes are part of the roadway (that is, the main traveled portion of a road) and not a shoulder (the contiguous portion of the road that is not traveled upon).
- 25 Bikeway.** Broadens a definition of "bikeway" for the chapter of statutes on traffic regulations.
- 26 Railroad train.** Broadens a definition of "railroad train" in the chapter of statutes on traffic regulations, to include on-track rail equipment and other rolling stock. This has the effect (in conjunction with conforming changes) of adding stopping requirements at railroad crossings for motorists when on-track rail equipment is present.
- 27 Passing.** Requires clearance when passing a bicycle of at least three feet or half of a vehicle's width, whichever is greater, unless passing in a separate lane. (This aligns the requirements with a 2017 provision on driving to the left side of a road when overtaking a bicyclist.) Makes technical changes, to modernize language.

Section

- 28 Traffic laws apply.** Clarifies that bicyclists operating in a shoulder have the same rights and duties as when operating on the road generally. Makes a technical change, to reproduce language on sidewalk and crosswalk operating authority that is being moved from another subdivision in the statute.
- 29 Riding rules.** Permits bicyclists to proceed straight through an intersection from a right-hand turn lane, and allows the bicyclist to situate the bike anywhere in the lane (not just farthest to the right). Makes technical changes, including to eliminate language that is being moved to another subdivision in the statute.
- 30 Requirements.** Makes a conforming change on use of the term railroad train.
- 31 Certain vehicles to stop at railroad tracks.** Makes a conforming change on use of the term railroad train.
- 32 Crossing railroad tracks with certain equipment.** Makes a conforming change on use of the term railroad train.
- 33 Definitions.** Authorizes licensed physical therapists to provide a medical statement that is used to obtain a disability parking permit or disability plates.
- 34 Colors.** Broadens the permissible colors for the rub rails running around a school bus, to allow them to be yellow (which is in addition to black).
- 35 Automobile transporter.** Modifies length limits and backhaul authority for vehicles that transport assembled motor vehicles.
- 36 Conditions.** Permits a vehicle operating under an overweight permit for hauling raw or unfinished forest products to operate on a stretch of Interstate 35, as authorized under federal law.
- 37 Certain emergency vehicles.** Establishes per-axle and gross vehicle weight limits for emergency vehicles operated on interstates, using limits established in federal law.
- 38 Sewage septic tank trucks.** Provides for some adjusted and exempted motor vehicle weight limits for sewage septic tank trucks that exclusively haul sewage from septic or holding tanks, including a year-round ten percent weight limit increase for single-unit trucks. Allows for operation without a special permit. Effective the day after enactment.
- 39 Recycling and garbage vehicles.** Broadens an exemption from vehicle weight limits (and associated criminal penalties) imposed (1) by local units of government for roads under their respective jurisdiction, and (2) under spring load restrictions. The exemption applies to sewage septic tank trucks that exclusively haul sewage from septic or holding tanks. Makes technical changes. Effective the day after enactment.
- 40 License endorsement and permit requirements.** Broadens authority to operate a motorcycle on a two-wheeled vehicle instruction permit, to allow operation on interstate highways.
- 41 Fees.** Makes technical changes, to remove language on technology surcharges that have expired. Makes conforming changes.
- 42 [174.13] Transportation facilities capital program.** Establishes a transportation facilities capital program for projects to renovate, construct, or extend the life of MnDOT buildings

Section

and facilities. Creates accounts for funding the program, specifies that project financing is permitted from trunk highway bonds, sets limitations on expenditures, and identifies criteria for agency consideration of projects to undertake.

- 43 Continuation of carrier rules.** Makes a conforming change.
- 44 Hours of service exemptions; agricultural purposes.** Broadens the harvest season to be year-round for an hours of service exemption in *intrastate* transportation of agricultural commodities and farm supplies within a 150-air mile radius. Clarifies that the exemption covers all hours of service regulations (which includes electronic logging device rules).
- 45 Hours of service exemptions; utility construction.** Creates an exemption from hours of service requirements for *intrastate* transportation of utility construction materials within a 50-air mile radius of a project site.
- 46 Hours of service of driver.** Incorporates a federal exemption into state statute and establishes a year-round harvest season, which has the effect of applying a federal exemption from federal hours of service rules in Minnesota for *interstate* transportation throughout the year.
- 47 Order.** Eliminates the authority of MnDOT to issue commissioner's orders regarding tariffs (i.e., lists of rates and terms for specified services) and accounting.
- 48 Amount of penalty; considerations.** Eliminates the authority of MnDOT to assess administrative penalties for motor carrier violations related to tariffs and accounting requirements. Makes technical changes.
- 49 Registration, insurance, and filing requirements.** Makes a conforming change.
- 50 Tariff maintenance and contents.** Narrows a provision on household goods mover tariffs (i.e., lists of rates and terms for specified services) to eliminate a requirement that tariffs must be filed with and reviewed by MnDOT. Identifies required content of the tariff, by reference to federal law.
- 51 Tariff availability.** Sets requirements on accessing household goods mover tariffs, including maintaining tariffs at places of business and making the tariffs available for public inspection.
- 52 Compensation fixed by schedule on file.** Makes technical and conforming changes.
- 53 Freight rail improvement; purposes.** Makes a conforming change.
- 54 Commissioner's powers; rules.** Makes a conforming change.
- 55 Contract.** Makes a conforming change.
- 56 [222.505] Freight rail economic development program.** Creates the Freight Rail Economic Development (FRED) program. Effective June 30, 2018.

Subd. 1. Definition. Defines a term.

Subd. 2. Program established. Directs the Minnesota Department of Transportation (MnDOT) to create the FRED program, in consultation with the Department of Employment and Economic Development (DEED).

Section

Subd. 3. Freight rail accounts; appropriation. Establishes accounts used for the program and makes a statutory appropriation for the FRED program. Directs funds received from loan repayments and rail right-of-way property sales into the account.

Subd. 4. Program administration. Sets general requirements on creating the program, establishing a project selection process, and providing public information. Directs MnDOT to maintain a running list of evaluated projects seeking grant funding.

Subd. 5. Consultation. Directs MnDOT to consult with eligible recipients of funds regarding various aspects of developing and maintaining the program.

Subd. 6. Financial assistance; grants and loans. Clarifies that both grants and loans are permitted under the program.

Subd. 7. Financial assistance; limitations. Limits grant awards to 85 percent of total project cost (where that percentage is inclusive of all state sources of funds). Requires geographic balance throughout the state.

Subd. 8. Award recipient eligibility. Sets eligible recipients of grants under the program, which includes class II and class III railroads (i.e., the short lines), shippers, and local units of government.

Subd. 9. Project eligibility. Directs MnDOT to establish project eligibility requirements and specifies minimum requirements.

Subd. 10. Evaluation and prioritization. Directs MnDOT to develop project evaluation criteria. Identifies priorities in selecting projects to be funded based on prioritizing projects that have economic and employment impacts, address deteriorating rail lines, and have a share of funding or in-kind assistance from nonpublic sources.

Subd. 11. Expenditures. Specifies how program funds can be used, including for rail capital improvements and rehabilitation, aspects of industrial park development, and highway-rail grade crossing or grade separation improvements, the state rail bank program, rail planning studies, and costs related to agreements with other states.

Subd. 12. Design, engineering, and construction standards. Narrows design and construction standards, so that (1) for track and track structures, standards are no more restrictive than federal standards; and (2) for buildings and other rail facilities, some design and review requirements for state-funded capital improvements are waived.

Subd. 13. Political subdivisions. Clarifies that local units can participate in the FRED program and federal rail programs.

- 57 **Cooperation between states.** Explicitly permits rail-related agreements with multistate coalitions. Makes a conforming change. Effective June 30, 2018.
- 58 **Rail user and rail carrier loan guarantee account.** Makes a conforming change, to allow for transfers from the freight rail account to provide funding for the rail user and rail carrier loan guarantee program. Effective June 30, 2018.
- 59 **Rail bank accounts; appropriation.** Shifts transfers of excess funds in the rail bank maintenance account (above the amount needed to maintain state rail bank property), to go to

Section

the freight rail account instead of the rail service improvement account used in the MRSI program. Makes technical changes. Effective June 30, 2018.

- 60 Reporting.** Requires legislative reporting from former Counties Transportation Improvement Board (CTIB) counties that impose a local transportation sales tax, regarding use the funds.
- 61 [299A.704] Driver and vehicle services fund.** Creates a new Driver and Vehicles Services (DVS) fund in the state treasury that holds the operating and technology accounts related to Driver and Vehicle Services.
- 62 Driver and vehicle services accounts.** Moves driver and vehicle services operating and technology accounts into the new DVS fund being created.
- 63 Comprehensive plan.** Defines “comprehensive plan” for the chapter of statutes on aeronautics by cross-reference to county and municipal planning and zoning statutes.
- 64 Creation; authorized disbursements.** Allows for state airports fund expenditures for municipal airport planning and permits municipalities to receive assistance from the fund even if its comprehensive plan is incompatible with the state aviation plan.
- 65 Authority to establish.** States that airport operation and maintenance is an essential public service. Allows MnDOT to fund airport safety projects to maintain existing infrastructure regardless of a zoning authority’s efforts to complete zoning, but otherwise requires funds be withheld from the airport unless it is proceeding with or has completed an airport zoning ordinance.
- 66 Airport hazard prevention; protecting existing land uses.** Narrows provisions on what constitutes airport hazards based on existing land uses around the airport. Modifies prevention of airport hazards and airport lighting to be essential public services, not just public purposes.
- 67 Enforcement under police power.** Provides for municipal zoning regulation in airport hazard areas (that is, areas where an aircraft takeoff or landing hazards might be established), broadening the geographic area that can be regulated by removing the specific distance limitations.
- 68 Joint airport zoning board.** Makes technical and conforming changes, to cross-reference proposed airport zoning regulation standards being established in the bill.
- 69 Comprehensive regulations.** Requires inclusion in the municipal comprehensive plan any airport zoning regulations that apply to the same area as a municipal plan does. It is permissive under current law.
- 70 Notice of proposed zoning regulations, hearing.** Specifies procedures for notice of proposed zoning regulations in newspapers, on websites, and by mail.
- 71 [360.0655] Airport zoning regulations based on commissioner’s standards; submission process.** Establishes a process for political subdivisions to adopt airport zoning regulations using standards prescribed by MnDOT, including specifying MnDOT review and subsequent revision procedures, preserving substantive rights existing and exercised before August 1, 2018, and providing for protection of existing uses.

Section

- 72** [360.0656] **Custom airport zoning standards.** Provides an alternative process to the previous section in order to allow custom regulations. Specifies the factors that must be addressed in the custom regulations.
- 73** **Reasonableness.** Eliminates a nonexclusive list of considerations in determining reasonableness of airport zoning regulations.
- 74** **Federal no hazard determination.** Permits a custom regulation to allow a structure or tree higher than otherwise allowed if the Federal Aviation Administration has analyzed it and determined it does not pose a hazard, require a change in operations, or require mitigation that cannot be accomplished.
- 75** **Membership.** Allows for staggered initial appointments of a zoning board of adjustments. For the MAC, provides that the commission chair, not the commission as whole, makes the appointments.
- 76** **Zoning required.** Similar to a previous section, allows MnDOT to fund airport safety projects to maintain existing infrastructure regardless of a zoning authority's efforts to complete zoning, but otherwise prohibits funding unless the municipality, county, or joint airport zoning board is proceeding on with zoning.
- 77** **Airport safety zone** (county planning law). Adds a definition of "airport safety zone" to the county planning and zoning statute.
- 78** **Comprehensive plan** (county planning law). Requires a county to consider the location and dimensions of airport safety zones in its comprehensive plans, as well as consider any improvements identified in the airport's layout plan.
- 79** **Comprehensive plans in Greater Minnesota; open space** (county planning law). Adds to the goals of county plans in Greater Minnesota, so that the plan encourages land uses in airport safety zones that are compatible with safe airport operation.
- 80** **In district zoning, maps** (county planning law). Requires county zoning maps to include airport safety zones. Effective August 1, 2018, and applies to maps created or updated on or after that date.
- 81** **Airport safety zone** (municipal planning law). Adds a definition of "airport safety zone" to the municipal planning and zoning statute by cross-reference to the county planning and zoning statute.
- 82** **Preparation and review** (municipal planning law). Requires a municipality to consider the location and dimensions of airport safety zones in its plans, as well as to consider any improvements identified in the airport's layout plan.
- 83** **Airport safety zones on zoning maps** (municipal planning law). Requires municipal zoning maps to include airport safety zones. Effective August 1, 2018, and applies to maps created or updated on or after that date.
- 84** **Development goals and objectives** (municipal planning law). Adds to the goals of municipal plans in Greater Minnesota, so that the plan encourages land uses in airport safety zones that are compatible with safe airport operation.

Section

- 85 Budget amendments.** Directs the council to notify the legislature when the council adopts amendments to its budget, providing a summary of changes and a copy of the amended budget.
- 86 Overview of revenues and expenditures; forecast.** Requires the council to develop a financial overview and forecast in conjunction with the state forecasts in November and February. Specifies financial overview content, including identification of actuals for the previous four years and anticipated financials for the forecast period. The council must review the information with the legislature within two weeks of each forecast.
- 87 Duties of the council.** Modifies the required coverage area for the Metropolitan Council's Metro Mobility service area, which has the effect of adding Lakeville.
- 88 Data practices.** Specifies what data may be shared between the Department of Human Services and the Metropolitan Council for purposes of administering and coordinating special transportation services. Requires the data subject, when applying for or renewing eligibility to use special transportation services to give consent prior to data sharing. Provides for individual opt-out of the data sharing.
- 89 Operating costs.** Defines operating costs of light rail transit for a provision on state share of the costs.
- 90 Capital costs.** Prevents state funds from being used for light rail transit capital costs, which applies for funds encumbered on or after the day following enactment.
- 91 Exemptions; certain manufacturers; commissioner of transportation; road maintenance.** Permits MnDOT to waive payment and performance bond requirements for direct negotiation contracts for construction or maintenance work.
- 92 Pilot program evaluation.** Modifies the due date and recipients for a legislative report on a pilot program (which is being extended in the next section).
- 93 Expiration.** Extends an expiration date from 2021 to 2024 for a pilot program that allows for community destination signs in Two Harbors.
- 94 Legislative Route No. 222 removed.** Provides for a county turnback of Trunk Highway 222 following agreement between MnDOT and Red Lake County.
- 95 Legislative Route No. 253 removed.** Provides for a county turnback of Trunk Highway 253 following agreement between MnDOT and Faribault County.
- 96 Legislative Route No. 254 removed.** Provides for a county turnback of Trunk Highway 254 following agreement between MnDOT and Faribault County.
- 97 Legislative Route No. 277 removed.** Provides for a county turnback of Trunk Highway 277 following agreement between MnDOT and Chippewa County.
- 98 Legislative Route No. 298 removed.** Provides for a county turnback of Trunk Highway 298 in Faribault following agreement between MnDOT and the city of Faribault.
- 99 Legislative Route No. 299 removed.** Provides for a county turnback of Trunk Highway 299 in Faribault following agreement between MnDOT and the city of Faribault.

Section

- 100** **Legislative Route No. 323 removed.** Provides for a county turnback of Trunk Highway 323 in Faribault following agreement between MnDOT and the city of Faribault.
- 101** **Department of Transportation loan conversion and lien release.** Directs MnDOT to convert the outstanding balance on a loan made to Minnesota Commercial Railway to become a grant, cancel all future payment, and release liens on two locomotives established as part of the loan.
- 102** **Northstar corridor extension; negotiations.** Directs MnDOT to contact BNSF Railway to commence negotiations on an extension of the Northstar Commuter Rail line to go to St. Cloud. Specifies conditions and aspects of the negotiations, including on frequency of service, train crews, fare collection, and limitations on use of state funds and state expenditures for operating costs.
- 103** **Northstar Commuter Rail operating costs; exception.** Permits the Anoka County Regional Railroad Authority to expend reserve funds on Northstar Commuter Rail operations. The authority expires January 1, 2021.
- 104** **Marked Interstate Highway 35 signs.** Instructs MnDOT to post signs on I-35 directing motorists to the Minnesota State Academy for the Deaf and the Minnesota State Academy for the Blind. Specifies related requirements.
- 105** **Commercial driver's license federal regulation waiver request.** Directs the Department of Public Safety to request a federal waiver from a school bus endorsement requirement on a driver's license in order to deliver a purchased bus.
- 106** **Revisor's instructions.** Provides technical direction to the Revisor of Statutes. Paragraph (a) makes a conforming change to centralize bicycle-related definitions. Paragraph (b) makes a conforming change to update references to the driver and vehicle services accounts.
- 107** **Repealer.** Repeals various sections in conjunction with other provisions in the bill.
- Paragraph (a) repeals language on technology surcharges that have expired.
- Paragraph (b) repeals provisions on the administrative process for household goods mover tariffs filed with MnDOT.
- Paragraph (c) repeals provisions related to airport zoning and planning, including language being replaced in the bill.
- Paragraphs (d) and (e) repeal provisions related to the MRSI program, which is being substantially replaced by the FRED program.
- 108** **Effective date; application.** Makes various provisions on airport zoning and land planning effective August 1, 2018, applying to airport sponsors that make or plan to make changes to runway lengths or configurations on or after that date. The provisions do not apply to airports with approved airport safety zoning ordinances in effect on August 1, 2018, that have not and are not planning changes to runways and are not required to update airport safety zoning ordinances.