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Overview

This bill contains various Minnesota Department of Transportation (MnDOT) policy provisions, including: MnDOT contracting preference programs; recording speeding tickets for commercial learner's permit holders; agency plan revision timelines; yield signs at highway-rail grade crossings; and commercial motor vehicle weight limits and regulatory exemptions.

Section

- 1 Rules; eligibility.** Eliminates a MnDOT bid preference eligibility cut-off after eight years for small targeted group businesses as well as for veteran-owned small businesses, so that there is no longer a time limit for eligible entities.
- 2 Requirements; restrictions.** Allows commercial vehicles hauling fluid milk under a six- or a seven-axle overweight vehicle permit issued by MnDOT to be operated on the Interstate system, as permitted under federal law.
- 3 Certain convictions not recorded.** Amends a provision that keeps some speeding convictions from appearing on a person's driving record (which is the so-called "Dimler amendment"), so that the exemption does not apply to commercial learner's permit holders.
- 4 Revision of statewide multimodal transportation plan.** Lengthens the revision cycle for the Statewide Multimodal Transportation Plan to be every five years instead of every four, with the next update due January 15, 2022.
- 5 State highway 20-year capital investment plan.** Amends the revision cycle for the Minnesota State Highway Investment Plan to be within one year of each revision to the

Section

Statewide Multimodal Transportation Plan, rather than in conjunction with a revision to that plan. Makes technical changes.

- 6 **When installation required; procedure.** Establishes that rail companies must install yield signs in addition to crossbuck railroad warning signs at highway-rail crossings that are not equipped with flashing lights (or lights and gates). Makes conforming changes to the rail crossing signage provision to provide for a process where MnDOT can require stop signs instead of yield signs. Requires yield sign installation before the end of 2019.
- 7 **Exemptions for pipeline welding trucks.** Creates an exemption from motor carrier regulations for pipeline welding trucks, drivers, and employers. Under a federal definition, these are pickup trucks that weigh 15,000 pounds or less, are owned by a welder, and are equipped with a pipeline construction or maintenance welding rig. The exemption covers various regulatory provisions for intrastate commerce that largely incorporate federal regulations by reference, including carrier registration, display of a U.S. DOT number, driver history and medical qualification, operating the vehicle, vehicle repair and maintenance, and hours of service. The exemption mirrors one established for interstate commerce under federal law.