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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 weighing, 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 Driver to stop for weighing.** Authorizes vehicle weight enforcement personnel to weigh and inspect commercial vehicles that have been stopped by a traffic light at scale facilities. Authorized personnel consist of State Patrol troopers, non-sworn employees of the State Patrol having limited enforcement powers, and local peace officers who have been trained in vehicle weight enforcement.
- 3 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.
- 4 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.

Section

- 5 **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.
- 6 **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 Statewide Multimodal Transportation Plan, rather than in conjunction with a revision to that plan. Makes technical changes.
- 7 **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.
- 8 **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.