

Subject MnDOT agency policy

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## Overview

This is a Minnesota Department of Transportation (MnDOT) policy bill. Most of the provisions are effective August 1, 2023.

## Summary

Section	Description
1	<b>Jim Oberstar Bikeway.</b> Establishes a Jim Oberstar Bikeway as a designated state bicycle route, from St. Paul to the U.S. border with Canada in Cook County.
2	<b>Town bridges and culverts; town road account.</b> Modifies permissible uses of funds in the town bridge account (which is allocated a percentage of the revenue from the highway user tax distribution fund), to (1) specify that expenditures are for bridge replacement or rehabilitation; and (2) provide for work related to historic bridges.
3	<b>Route No. 334.</b> Revises a statutorily designated trunk highway to remove a segment of Robert Street in downtown St. Paul. The revision is subject to an agreement with the city of St. Paul to transfer jurisdiction of the road.
4	<b>Route No. 340.</b> Establishes a new statutorily designated trunk highway segment from Upper Sioux Management State Park to near Granite Falls. (This is in conjunction with a project to reroute Trunk Highway 67.)
5	<b>Direct negotiation.</b> Establishes that MnDOT can perform direct negotiation for some projects on department buildings or property. (Direct negotiation instead of following the bid advertising and letting process is authorized for smaller projects.)

<b>Section</b>	<b>Description</b>
6	<b>[Adds § 169.369] Indian employment preference.</b> Authorizes MnDOT to provide an employment preference for members of Indian Tribes, for some federally funded highway projects.
7	<b>Surplus property not needed for highway purposes.</b> Amends the authority of MnDOT to dispose of surplus buildings related to the trunk highway system, including to explicitly authorize demolition.
8	<b>Money needs defined. (County state-aid highways)</b> Includes, in the calculation of “money needs” for each county’s county state-aid highway system, segments under the jurisdiction of that county but located outside of its borders.
9	<b>Money needs defined. (Municipal state-aid streets)</b> Includes, in the calculation of “money needs” for each city’s municipal state-aid street system, segments under the jurisdiction of that city but located outside of its borders.
10	<b>Screening board.</b> Revises requirements for cities to submit data on money needs to a screening board (as part of the process for allocation of municipal state-aid street funds). Adds to the composition of the screening board. Makes technical changes.
11	<b>Eligibility. (Active transportation)</b> Broadens eligibility to include Tribal governments for funds under the active transportation program.
12	<b>Eligibility. (Safe routes to school)</b> Broadens eligibility to include Tribal governments for funds under the safe routes to school program.
13	<b>Bridge grant program; rulemaking.</b> Broadens permissible uses of grants under the local bridge program to include bridge rehabilitation, including historic bridge work. Restricts bridge abandonment costs to general fund appropriations (disallowing use of bond proceeds).
14	<b>Trunk highway corridor projects account.</b> Broadens eligibility to include Tribal governments for funds under an account used in the local road improvement program. The account is for part of the local participation on trunk highway project cost.

<b>Section</b>	<b>Description</b>
15	<b>Local road account for routes of regional significance.</b> Broadens eligibility to include Tribal governments for funds under an account used in the local road improvement program. The account is for projects on local roads that have regional significance.
16	<b>Grant procedures and criteria.</b> Broadens eligibility to include Tribal governments for funds under the local road improvement program.
17	<b>Expenditures.</b> Broadens allowed uses of funds under the Minnesota State Rail Improvement (MRSI) program, to include providing for nonfederal match on freight rail projects that support economic development.
18	<b>Small unmanned aircraft.</b> Revises the aircraft registration fee and minimum insurance coverage requirements for small unmanned aircraft, including to substantially reproduce language being moved from another statute.
19	<b>Certificate of insurance.</b> Removes an exemption and requirements related to small unmanned aircraft system insurance, which is substantially reproduced in another statute.
20	<b>Legislative Route No. 264 removed.</b> Provides for a route turnback, by eliminating the statutory designation of Trunk Highway 264 from Round Lake to Interstate Highway 90. The repeal is subject to an agreement with the counties of Jackson and Nobles to transfer jurisdiction of the road.
21	<b>Legislative Route No. 274 removed.</b> Provides for a route turnback, by eliminating the statutory designation of Trunk Highway 274 from Wood Lake to south of Granite Falls. The repeal is subject to an agreement with Yellow Medicine County to transfer jurisdiction of a segment of the highway. (This is in conjunction with a project to reroute Trunk Highway 67.)
22	<b>Legislative Route No. 301 removed.</b> Provides for a route turnback, by eliminating the statutory designation of Trunk Highway 301 in St. Cloud. The repeal is subject to an agreement with the city of St. Cloud to transfer jurisdiction of the road.

Section	Description
23	<b>Repealer.</b> Eliminates an administrative rule that requires transit operators receiving aid from MnDOT to provide monthly operations and financial reporting as well as a final report within 90 days of the end of the contract period.



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