

**Subject** Transportation policy provisions

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## Overview

This bill modifies some transportation policy provisions related to local roads, railroad crossing bells, the Minnesota Rail Service Improvement program, a state-owned airport, and a named highway.

## Summary

Section	Description
1	<b>Dedication of roads.</b> Eliminates a requirement that a road authority notify landowners prior to performing work on a private road.
2	<b>Other means of access.</b> Explicitly provides that creation of a cartway meets a requirement to provide an alternative means of access before a road is vacated when a property can only be reached by that road.
3	<b>Appeal.</b> Increases the bond, from \$250 to \$1,500, required as part of an appeal that a landowner can bring in court following an assessment of damages by the town as payment for impacts related to a change involving a town road.
4	<b>Crossing bells.</b> Prevents the Minnesota Department of Transportation (MnDOT) from requiring railroad crossing bells to be silenced at crossings that are equipped with an active warning system.
5	<b>Rail service improvement program.</b> Directs deposit of railroad repayments to MnDOT under a contract with the railroad, to go to a rail service improvement account in either the Bond Proceeds Fund (for projects financed with state general obligation bonds) or the Special Revenue Fund (for other projects). Makes technical and clarifying changes.

Section	Description
6	<b>Authority to establish.</b> Eliminates MnDOT authority to maintain a state-owned airport at Pine Creek. (The Piney-Pinecreek Border Airport was permanently closed in December 2024.)
7	<b>Repealer.</b> Repeals statutory highway designations (including an alternate route) for “Hiawatha Pioneer Trail.”



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