

S.F. No. 3148 – MnDOT Agency Bill

Author: Senator Eric R. Pratt

Prepared by: Alexis C. Stangl, Senate Counsel (651/296-4397)

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S.F. 3148 is a MnDOT agency bill that includes various policy changes.

Section 1 [§160.266; North Star Bikeway] designates the North Star Bikeway as a state bicycle route. The route begins in St. Paul, proceeds north to Duluth then northeast along Lake Superior where it ends near the border with Canada.

Section 2 [§161.115; Route No. 340] adds a description of a new portion of trunk highway. This relates to rerouting a portion of trunk Highway 67 and turning back route 274 in Yellow Medicine County.

Section 3 [§161.369; Indian Employment Preference] allows the commissioner of transportation to implement an Indian employment preference for members of federally recognized tribes for projects carried out on or near an Indian reservation.

Section 4 and 5 [§162.07 and § 162.13; Money needs defined] amends the definition of “money needs” in the sections of law relating to distribution of County State-Aid Highway (CSAH) and Municipal State-Aid Street (MSAS) allocations. The change refers to the CSAH or MSAS system located and established by the local government. This will allow the counties to include infrastructure that is slightly outside of the county or municipality’s boundary, instead of just within the boundary.

Section 6 [§162.13; Screening board] amends the membership of the municipal screening board to include two city engineers from the MnDOT Metro District. The statute requires one engineer from each district to be on the board, however the board has been operating with two members from the Metro District so this change reflects current practice. Some language is stricken and replaced with more modern phrasing.

Sections 7 and 8 [§360.55; Small unmanned aircraft systems; §360.59; Certificate of insurance] require all small unmanned aircraft systems that are not used solely for recreational purposes to be registered the same way, regardless of weight. (In current law, heavier unmanned

aircraft are treated similar to aircraft for registration and insurance purposes.) At the time of registration, the owner must provide proof of insurability. The owner must maintain records that each flight was covered by an insurance policy of not less than \$300,000 per occurrence for bodily injury or death to non-passengers.

Sections 9 and 10 [Legislative Routes No. 274 and 301 Removed] are turn backs in Yellow Medicine County and St. Cloud. The statutory descriptions of the routes are repealed upon completion of the turnback agreement.

Section 11 [Repealer] repeals a rule that requires transit grant recipients to submit monthly reports.