

S.F. No. 2323 – Allowed Uses Modification

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Date: March 7, 2023

S.F. 2323 is the Minnesota Department of Transportation (MnDOT) policy bill.

Section 1 [North Star Bikeway] designates the North Star Bikeway a state bicycle route.

Section 2 [Town bridges and culverts; town road account] modifies the permissible use of funds in the town bridge account to (1) provide that funds must be expended on replacement or rehabilitation of town road bridges; and (2) provide for work related to historic bridges.

Section 3 [Route No. 334] amends 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.

Section 4 [Route No. 340] establishes a statutorily-designated trunk highway segment from Upper Sioux Management State Park to near Granite Falls.

Section 5 [Direct negotiation] clarifies that MnDOT can perform direct negotiation for projects under \$250,000 and include projects on MnDOT buildings or property.

Section 6 [Indian employment preference] authorizes the commissioner of transportation to implement an Indian employment preference for members of federally recognized Tribes on federally funded highway projects on or within commuting distance of an Indian reservation.

Section 7 [Surplus property] amends the authority of MnDOT to dispose of surplus buildings used for trunk highway purposes and specifically authorizes the building's demolition if MnDOT is no longer using a building or it is a safety or fire hazard.

Section 8 [Needs defined] modifies the definition of money needs in the county state-aid highway system.

Section 9 [Needs defined] modifies the definition of money needs in the municipal state-aid street fund.

Section 10 [Screening board] requires cities to submit data on money needs to a screening board for apportioning municipal state-aid and modifies the composition of the screening board.

Section 11 [Expiration of report mandates] modifies the date of submission for reports prepared by the commissioner for the legislature.

Section 12 [Eligibility; active transportation] expands eligibility for funds under the active transportation program to include Tribal governments.

Section 13 [Eligibility; safe routes] expands eligibility for funds under the safe routes to school program.

Section 14 [Bridge grant program; rulemaking] expands permissible uses for grants under the local bridge program to include bridge rehabilitation and historic bridge work. Restricts abandonment costs to general fund appropriations by disallowing use of bond proceeds.

Section 15 [Trunk highway corridor projects account] expands eligibility for funds under the local road improvement program to include Tribal governments for part of local participation costs on a trunk highway project.

Section 16 [Local road account for routes of regional significance] expands eligibility for funds under the local road improvement program to include Tribal governments for projects on local roads that have regional significance.

Section 17 [Grant procedures and criteria] expands eligibility for funds under the local road improvement program to include Tribal governments.

Section 18 [Expenditures] allows funds to be used under the Minnesota State Rail Improvement program to provide nonfederal match on freight rail projects that support economic development.

Section 19 [Small unmanned aircraft] revises and clarifies the aircraft registration fee and minimum insurance coverage requirements for small, unmanned aircraft.

Section 20 [Certificate of insurance] removes an exemption relating to small, unmanned aircraft system insurance.

Section 21 [Turnback; Legislative Route No. 264] provides for a route turnback by eliminating the statutory designation of Trunk Highway 264 from Round Lake to Interstate Highway 90. Subject to agreement with the counties of Jackson and Nobles to transfer jurisdiction of the road.

Section 22 [Turnback; Legislative Route No. 274] provides for a route turnback by eliminating the statutory designation of Trunk Highway 274 from Wood Lake to south of Granite Falls. Subject to agreement with Yellow Medicine County to transfer jurisdiction of the road.

Section 23 [Turnback, Legislative Route No. 301] provides for a route turnback by eliminating the statutory designation of Trunk Highway 301 in St. Cloud. Subject to agreement with the city of St. Cloud.

Section 24 [Repealer] repeals an administrative rule requiring 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.