

HF861 - 0 - "Commerical MV and Transp Dept Prov"

Chief Author: **Paul Torkelson**
 Committee: **Transportation Finance**
 Date Completed: **02/17/2017**
 Lead Agency: **Transportation Dept**
 Other Agencies:
 Administration Dept Public Safety Dept

State Fiscal Impact	Yes	No
Expenditures		X
Fee/Departmental Earnings		X
Tax Revenue		X
Information Technology		X
Local Fiscal Impact		X

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions shown in the parentheses.

State Cost (Savings)	Biennium			Biennium		
	Dollars in Thousands	FY2017	FY2018	FY2019	FY2020	FY2021
State Total						
	Total	-	-	-	-	-
	Biennial Total			-		-

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2017	FY2018	FY2019	FY2020	FY2021
Total	-	-	-	-	-

Lead Executive Budget Officer's Comment

I have reviewed this fiscal note for reasonableness of content and consistency with MMB's Fiscal Note policies.

EBO Signature: Stewart McMullan Date: 02/17/2017
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State Cost (Savings) Calculation Details

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions are shown in parentheses.

*Transfers In/Out and Absorbed Costs are only displayed when reported.

State Cost (Savings) = 1-2		Biennium			Biennium	
Dollars in Thousands		FY2017	FY2018	FY2019	FY2020	FY2021
Total		-	-	-	-	-
Biennial Total				-		-
1 - Expenditures, Absorbed Costs*, Transfers Out*						
Total		-	-	-	-	-
Biennial Total				-		-
2 - Revenues, Transfers In*						
Total		-	-	-	-	-
Biennial Total				-		-

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Biennial Total			-			-

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Total	-	-	-	-	-	-

Executive Budget Officer's Comment

I have reviewed this fiscal note for reasonableness of content and consistency with MMB's Fiscal Note policies.

EBO Signature: Stewart McMullan Date: 2/17/2017 9:48:31 AM
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State Cost (Savings) = 1-2 Dollars in Thousands	Biennium			Biennium	
	FY2017	FY2018	FY2019	FY2020	FY2021
Total	-	-	-	-	-
Biennial Total			-		-
1 - Expenditures, Absorbed Costs*, Transfers Out*					
Total	-	-	-	-	-
Biennial Total			-		-
2 - Revenues, Transfers In*					
Total	-	-	-	-	-
Biennial Total			-		-

Bill Description

House File 861 includes a variety of policy or technical proposals related to transportation, which are summarized below. All sections affect Minnesota Department of Transportation (MnDOT).

Section 1: Removes the sunset provision on small targeted group businesses and veteran owned small businesses participating in MnDOT’s bid preference program.

Section 2: Requires the driver of a vehicle that has been stopped at a scale facility by a traffic-control signal to submit the vehicle and load to weighing and inspection.

Section 3: Allows vehicles hauling fluid milk under a permit issued by MnDOT to operate on interstate highways as provided under United States Code, title 23, section 127.

Section 4: Individuals holding a commercial driver learner’s permit are now included in the categories of traffic violators for whom the “Dimler” law does not apply. Speeding violations for holders of commercial driver learner’s permits will now be recorded on the driver’s record.

Section 5: Changes the due date for when MnDOT is required to prepare the Statewide Multimodal Transportation Plan from every four years to every five years.

Section 6: Changes the due date for when MnDOT is required to prepare the Statewide Highway 20-Year Capital Investment Plan from every four years to every five years.

Section 7: Requires the railway company to install yield signs in addition to crossbuck signs at crossings not equipped with flashing lights and/or gates. Railway companies must install the yield signs required in this section before December 31, 2019. In addition, the bill clarifies that yield signs are not required at crossings where a stop sign is needed.

Section 8: Identifies various requirements found in MS 168.185 and MS 221.0314 a pipeline welding truck, driver and the employer are exempt from related to the operation of the vehicle and the driver.

Assumptions

None of the sections in this policy bill have a fiscal impact. Four of the sections are further described below:

Section 3: MnDOT assumes that there may be minimal IT costs under \$500 - for reprogramming to change the language automatically generated on the permit.

Section 5 and 6: MnDOT assumes any benefit in staff time from changing from four to five year plan cycle would instead be utilized in advanced planning activities such as increasing the transparency of MnDOT’s project selection process, establishing mobility targets and assisting in the development of MnDOT’s first Freight Investment Plan.

Section 7: MnDOT assumes that railway companies would pay for yield signs in instances where they are required. There would be no fiscal impact to MnDOT.

Expenditure and/or Revenue Formula

There is no fiscal impact to MnDOT.

Long-Term Fiscal Considerations

None

Local Fiscal Impact

None

References/Sources

MnDOT Office of Freight and Commercial Vehicle Operations
MnDOT Office of Transportation System Management

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Chief Author: **Paul Torkelson**
 Committee: **Transportation Finance**
 Date Completed: **02/17/2017**
 Agency: **Administration Dept**

State Fiscal Impact	Yes	No
Expenditures		X
Fee/Departmental Earnings		X
Tax Revenue		X
Information Technology		X
Local Fiscal Impact		X

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Full Time Equivalent Positions (FTE)	Biennium			Biennium		
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Total	-	-	-	-	-	-

Executive Budget Officer's Comment

I have reviewed this fiscal note for reasonableness of content and consistency with MMB's Fiscal Note policies.

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Biennial Total			-			-
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Biennial Total			-			-
2 - Revenues, Transfers In*						
Total	-	-	-	-	-	-
Biennial Total			-			-

Bill Description

This bill modifies various provisions applicable to the Minnesota Department of Transportation’s (MnDOT) programs and business activities, including a modification in Section 1 that removes an 8-year time limitation for small targeted group or veteran-owned businesses to be eligible to receive bid preferences on MnDOT construction projects.

Assumptions

The Office of State Procurement (OSP) currently operates a procurement preference program for Minnesota-based small businesses that are minority, women or veteran-owned, owned by persons with a substantial physical disability and businesses located in economically disadvantaged areas. In order to qualify for the program and receive a certification, vendors submit an application which is reviewed by a vendor management specialist within the Office of Equity in Procurement, a unit within OSP. Businesses are recertified every two years. MnDOT relies on these certifications for purposes of providing preferences to businesses that bid on MnDOT construction projects.

For purposes of this note, it is assumed that the elimination of the MnDOT-specific program time limitation will not cause an increase in the number of businesses seeking certification, or requiring re-certification. This assumption is based on the belief that even with a MnDOT-specific time limitation, these businesses would choose to remain certified for purposes of bidding on projects issued by other agencies or the metropolitan governments. Therefore, this bill would not impact OSP workloads.

Expenditure and/or Revenue Formula

N/A

Long-Term Fiscal Considerations

N/A

Local Fiscal Impact

N/A

References/Sources

N/A

Agency Contact: Betsy Hayes (651) 201-2400

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HF861 - 0 - "Commerical MV and Transp Dept Prov"

Chief Author: **Paul Torkelson**
 Committee: **Transportation Finance**
 Date Completed: **02/17/2017**
 Agency: **Public Safety Dept**

State Fiscal Impact	Yes	No
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Fee/Departmental Earnings		X
Tax Revenue		X
Information Technology		X
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Executive Budget Officer's Comment

I have reviewed this fiscal note for reasonableness of content and consistency with MMB's Fiscal Note policies.

EBO Signature: Stewart McMullan Date: 2/16/2017 1:37:24 PM
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	Biennial Total			-		-
2 - Revenues, Transfers In*						
	Total	-	-	-	-	-
	Biennial Total			-		-

Bill Description

This legislation affects Driver and Vehicle Services (DVS) by amending Minnesota Statutes 171.12, subdivision 6c to require violations committed by commercial driver learner permit holders to be added to their driving record.

Assumptions

Assumes effective date of August 1, 2017.

Assumes that due to federal regulations, DVS treats commercial driver learner permit holder violations the same as licensed commercial drivers and offenses are currently added to driving records.

Expenditure and/or Revenue Formula

No fiscal impact.

Long-Term Fiscal Considerations

The DVS budget is fee-based and must cover the cost of business through fees collected. Any increase in expenses may require increasing fees.

Local Fiscal Impact

References/Sources

Agency Contact: Dawn Olson (651-201-7050)

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