Overview

This bill contains assorted provisions relating to the department of transportation:

- Moves trunk highway and state-aid revolving loan accounts to the transportation revolving loan account
- Provides for limits on the duration of certain state contracts
- Deletes requirements for state approval of certain local maps and plats
- Allows more trunk highway construction contracts to be negotiated without competitive bidding
- Makes changes in the schedule for estimates of anticipated state aid to counties and cities
- Extends statutory seasonal weight restrictions to include city streets, and provides that the period of those restrictions will be set by MnDOT
- Extends the season during which sugar beet truck drivers are exempt from hours-of-service restrictions
- Allows 18 year olds to drive petroleum tank trucks up to 3,500 gallons
- Allows conveyance to state agencies or political subdivisions of excess right-of-way in the state rail bank
- Expands eligibility for the air service marketing program
- Extends the duration of certain agreements between the state and political subdivisions for airport assistance
- Exempts cities from tort liability for land acquired as future highway right-of-way
- Makes metropolitan council evaluations of the metropolitan transit system due every four years rather than every two years

1  **State contracts.** Allows state contracts to exceed five years in duration if the commissioner of transportation approves the contract in writing, based on established policy, procedures, and standards.

2  **State contracts for services.** Makes the same provisions as in section 1 for state contracts for
services.

3 **Recording of map or plat.** Provides that an order or resolution for highway right-of-way acquisition filed by a local road authority in the form of a map or plat need be certified by any licensed land surveyor, rather than by only those land surveyors who are employed by the state. Provides that no witness is required for such a certified map or plat.

4 **Amended map or plat.** Allows an amendment to a map or plat to be certified by any licensed land surveyor, rather than by only a land surveyor employed by the state.

5 **Trunk highway revolving loan account.** Moves the trunk highway revolving loan account from the trunk highway fund to the transportation revolving loan fund. Allows the commissioner of transportation to transfer money from the trunk highway fund to the trunk highway revolving loan account.

6 **Loans for trunk highway projects.** Requires loans for trunk highway projects made from the transportation revolving loan fund to be deposited in the trunk highway fund. Makes a standing appropriation of loan proceeds to the commissioner of transportation. Requires principal and interest payments on those loans to be paid from the debt service account. Specifies that those payments are a long-term obligation of the trunk highway fund.

7 **Trunk highway description.** Makes a change in the statutory description of trunk highway route no. 233.

8 **Filing of orders for temporary trunk highways.** Deletes the requirement that an order of the commissioner of transportation that designates a temporary trunk highway must be filed with the appropriate county auditor, and substitutes a requirement that the department maintain a file of such orders.

9 **Negotiated contracts for highway construction.** Increases from $75,000 to $150,000 the maximum size of a contract for trunk highway construction or maintenance that may be contracted for through direct negotiation rather than competitive bidding.

10 **Dates for state-aid estimates.** Moves from the second Tuesday in January to December 15 the date by which the department of transportation must estimate the revenues to the county and municipal state-aid funds. Makes the estimate apply to the full fiscal year in which it is made, rather than to the last six months of the fiscal year. Requires estimates of the amounts available in those funds to be based on actual receipts through November 20, the unallocated fund balances, and anticipated revenues for the rest of the fiscal year.

11 **Administrative accounts.** Deletes the requirements that any money remaining in the administrative accounts of the county and municipal state-aid funds must be transferred to those funds on December 31 each year.

12 **State-aid revolving loan accounts.** Moves the county and municipal state-aid revolving loan accounts from their respective state-aid funds to the transportation revolving loan fund.

13 **Seasonal weight limits.** Provides that the statutory limit of five tons per axle on non-concrete county and town roads that is now in effect from March 20 to May 15 of each year will instead be in effect during a period set by the commissioner of transportation. Extends the five-ton seasonal limit to include non-concrete city streets.

14 **Loans to commissioner.** Allows the commissioner of transportation to apply for and receive loans from the transportation revolving loan fund and to enter into repayment agreements.

15 **Certification of bridge bonding projects.** Deletes the requirement that certifications by the department of transportation of projects receiving money from state bridge bonding funds be made to the commissioner of finance.

16 **Hours of service exemption.** Extends from March 15 to May 15 of each year the ending date
for an exemption from hours-of-service limits for drivers of vehicles hauling sugar beets during the harvest season. The beginning date of September 1 for this exemption is not affected.

20 **Petroleum tank trucks.** Provides that the minimum age for a person driving a tank truck carrying up to 3,500 gallons of petroleum within the state is 18 years. Under federal regulations the minimum age would be 21 years.

21 **State rail bank conveyances.** Allows MnDOT to sell part of a railroad right-of-way that was acquired for the state rail bank to a state agency or local government when the department determines that (1) the right-of-way is more than is needed, (2) the conveyance is agreed to by the department and the receiving agency or political subdivision, (3) the remaining rail bank corridor will be sufficient to meet the rail bank's needs, and (4) the conveyance will not reduce the remaining corridor to less than a 50 foot width at any point.

Requires the proceeds from the sale to go to the rail bank maintenance account.

22 **Air service marketing grants.** Deletes the requirements that grants from MnDOT to political subdivisions under the air service marketing program be only to those political subdivisions that own and operate key airports.

23 **Technical.** Makes a conforming change to reflect technical changes in section 24.

24 **Airport assistance.** Makes technical changes.

Requires municipalities receiving state assistance for airport "project costs" (costs relating to construction, improvement, maintenance, or operation of an airport) to enter into an agreement with MnDOT assuring that the airport will be operated in a safe and serviceable manner. Under present law such an agreement is required only for assistance for land acquisition. Provides that such an agreement must run for 20 years in the case of project costs and 99 years in the case of acquisition costs. Under present law the duration of contracts for acquisition assistance is 20 years and no duration is specified for project costs.

25 **Transportation revolving loan fund.** Makes changes to conform to sections 5, 12, and 15.

26 **Public facilities authority.** Prohibits the public facilities authority from making loans for transportation purposes without the approval of the PFA's transportation committee (consisting of the commissioners of transportation, trade and economic development, and finance).

27 **Tort liability.** Exempts political subdivisions from tort liability arising from land acquired under the metropolitan council's loan program for advance acquisition of highway right-of-way, except for the duty of care that a landowner would owe a trespasser.

28 **Transit evaluation.** Provides that the evaluation performed by the metropolitan council of the metropolitan transit system must be done every four years, rather than every two years.

29 **Repealer.** Repeals a requirement that the department of transportation must inform legislative committees before imposing seasonal load limits on trunk highways that are part of the market artery system.

30 **Effective date.** Makes sections 1, 2, 7, 8, and 20 effective immediately. Makes sections 3-6, 9, 12, 15, 17, and 22-26 effective July 1, 1999.