

Subject Transportation Finance Omnibus
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Overview

This is the transportation finance omnibus. Its provisions include the transportation budget for fiscal years 2020-21 and a variety of transportation finance and policy.

Article 1: Transportation Finance

This article sets the FY 2020-21 budget for transportation, making appropriations for the Minnesota Department of Transportation (MnDOT), some functions within the Department of Public Safety, and the transportation division of the Metropolitan Council. It also includes FY 2019 appropriations, providing for use of federal funds, budget neutral cancellations and re-appropriations, carryforward authority, and contingent appropriations.

Section	Description – Article 1: Transportation Finance
1	Transportation appropriations. Defines terms. Establishes that appropriations are from the trunk highway fund unless another is named.
2	Department of Transportation. Establishes the biennial budget for MnDOT. Provides for carryforward of funds, conditional appropriations, transfers, and legislative reporting.
3	Metropolitan Council. Establishes the biennial budget for state general fund money for the transportation functions of the Metropolitan Council.
4	Department of Public Safety. Establishes the biennial budget for transportation and some division-wide functions of the Department of Public Safety.

Section	Description – Article 1: Transportation Finance
5	<p>Office of the Legislative Auditor; appropriations.</p> <p>Paragraph (a) makes an appropriation to the Legislative Auditor for audits of programs and services of MnDOT and the Department of Public Safety.</p> <p>Paragraph (b) makes an appropriation to the Legislative Auditor for quarterly information technology auditing reviews.</p>
6	<p>Deputy registrar reimbursements; appropriation.</p> <p>Appropriates \$13 million from the general fund in FY 2019 to the Department of Public Safety for grants to deputy registrars.</p>
7	<p>Soft body armor deficiency; appropriation.</p> <p>Appropriates \$374,000 from the general fund in FY 2019 to the Department of Public Safety for soft body armor reimbursements.</p>
8	<p>Active transportation.</p> <p>Directs MnDOT to expend federal transportation alternatives funds in a manner that aligns with the state’s active transportation program.</p>
9	<p>Appropriation cancellation; port development assistance.</p> <p>Cancels \$160,000 from a 2017 appropriation from the general fund for the port development assistance program. (This amount is appropriated for the program in the FY 2020 appropriation in section 2, subdivision 2.)</p>
10	<p>Appropriations budget.</p> <p>Requires MnDOT and the Department of Public Safety to produce budget narratives and proposals for the 2020-21 biennium that match the budget structure set in the act. Requires additional budgeting detail to be provided by the Metropolitan Council as part of its budget submission.</p>
11	<p>Closing balance allocation.</p> <p>Provides for contingent appropriations of \$13 million in FY 2021 for Metro Mobility and \$20 million for a disaster assistance contingency account transfer if there are sufficient excess funds when comparing the FY 2019 close to the FY 2019 end of session projection. Provides for a sliding allocation if the amount available is less than the maximum.</p>
12	<p>Minnesota Law Enforcement Association retroactive contract funding.</p> <p>Allows cancellation and re-appropriation (for general fund money), as well as carryforward (for trunk highway fund money), if a Minnesota Law Enforcement Association contract agreement provides for retroactive pay but is not finalized within FY 2019.</p>

Article 2: Driver and Vehicle Systems

This article provides for procurement of a commercial off-the-shelf information technology system that replaces the motor vehicle portion of the system known as the Minnesota Licensing and Registration System (MNLARS); adjusts fees related to driver's licenses and motor vehicles; establishes a legislative oversight committee related to Driver and Vehicle Services technology systems; creates a task force on motor vehicle registration and the registration tax; and provides for distribution of grants to deputy registrars.

Section	Description – Article 2: Driver and Vehicle Systems
1	<p>Technology surcharge.</p> <p>Re-establishes a \$2.25 surcharge on vehicle registrations. The revenue is deposited in a technology account that funds driver and motor vehicle information technology systems.</p>
2-9, 11-24	<p>License plates.</p> <p>Increases the fee for various types of special license plates, with part of the fee increase only applying for FY 2020-22. Makes technical changes to cross-reference a centralized fee schedule.</p>
10	<p>Additional fee.</p> <p>Increases license plate fees by various amounts for different types of plates, with part of the fee increase only applying for FY 2020-22.</p>
25	<p>Driver records subscription service.</p> <p>Increases the fee per record for subscription-based system on driver data to be \$0.02 per driver record (increased from \$0.01). Allocates the additional revenue to a technology account for driver and vehicle information technology systems.</p>
26	<p>Bulk vehicle records requests.</p> <p>Increases the fee per record for bulk vehicle data to be \$0.02 per vehicle record (increased from a maximum of \$0.01). Allocates the additional revenue to a technology account for driver and vehicle information technology systems.</p>
27	<p>Filing fees; allocations.</p> <p>Increases the motor vehicle filing fee by \$1.00 for registration renewals as well as for other types of vehicle transactions. Allocates the fee revenue when the fee is collected by the Department of Public Safety.</p>
28	<p>Special plates or certificate; fee; proceeds to highway user fund.</p> <p>Increases the fee for intercity bus license plates, with part of the fee increase only applying for FY 2020-22.</p>

Section	Description – Article 2: Driver and Vehicle Systems
29	<p>Amounts.</p> <p>Re-establishes a \$2.25 surcharge on original and duplicate vehicle titles. The revenue is deposited in a technology account for driver and vehicle information technology systems.</p>
30	<p>Fees.</p> <p>Raises the fee for all classes of regular, REAL ID-compliant, and enhanced driver’s licenses, with part of the fee increase only applying for FY 2020-22. Re-establishes a \$2.25 surcharge on license transactions. The surcharge revenue is deposited in a technology account for driver and vehicle information technology systems.</p>
31	<p>Driver and vehicle services accounts.</p> <p>Revises permitted use of funds in the technology account for driver and vehicle information technology systems. Modifies reporting requirements, including to require annual legislative reporting on the account (instead of on the MNLARS project).</p>
32	<p>Appointment.</p> <p>Revises duties of an information technology auditor appointed by the Office of the Legislative Auditor under 2018 legislation, including to require quarterly reports to a legislative oversight committee being established. The reports relate to project activities and implementation of a new information technology system that replaces the Minnesota Licensing and Registration System (MNLARS).</p>
33	<p>Definitions.</p> <p>Defines terms for sections 34 and 35.</p>
34	<p>Driver and Vehicle Systems Oversight Committee.</p> <p>Establishes a legislative oversight committee that replaces a MNLARS legislative steering committee and is tasked with oversight of driver and vehicle services information technology projects, including implementation of a new system that replaces MNLARS. Dissolves a predecessor committee, specifies duties, directs agency progress reporting, provides for administrative details, and sets the committee expiration.</p>
35	<p>Vehicle title and registration system.</p> <p>Establishes requirements governing procurement and implementation of a vehicle information technology system that replaces MNLARS. Effective the day after enactment.</p> <p>Subd. 1. Definitions. Makes a cross-reference for definitions of terms.</p> <p>Subd. 2. Procurement. Authorizes expedited procurement of a replacement vehicle information technology system, including authority to waive provisions of state procurement law. Sets vendor eligibility requirements regarding prior</p>

Section **Description – Article 2: Driver and Vehicle Systems**

deployment experience and expertise in packaged software products. Allows a contract award based on the best value procurement method of contracting.

Subd. 3. Stakeholder input. Requires Department of Public Safety to consult with stakeholders during implementation.

Subd. 4. MNLARS freeze. Prevents ongoing updates and enhancements to MNLARS, except for a scheduled June 2019 update, updates for the fee changes being made in the bill, and maintenance to address bugs.

Subd. 5. Department roles. Establishes that the Department of Public Safety is the owner of the vehicle information technology system, and MN.IT is the technical lead on the project.

Subd. 6. Customization. Provides for customization of the vehicle information technology system that replaces MNLARS, including specifying that an executive branch driver and vehicle steering committee must make recommendations to the commissioner of public safety, who is responsible for approving or denying customization requests.

Subd. 7. Timeline. Establishes an intended timeline for the project, including intended launch of a replacement motor vehicle information technology system by the end of calendar year 2020.

Subd. 8. Driver and Vehicle Systems Oversight Committee. Directs the oversight committee to oversee implementation of the project to replace MNLARS.

36 **Deputy registrar reimbursements.**

Provides for distributing formula-based conditional aid to deputy registrars, from an appropriation in article 1. Identifies distribution requirements and establishes state liability limitations. Effective the day after enactment.

37 **Self-service options.**

Directs the Department of Public Safety to consider methods to add in self-service and on-the-spot fulfillment services.

38 **Vehicle Registration Task Force.**

Creates a task force to study approaches to motor vehicle registration and taxation. Specifies task force membership, identifies duties, requires a legislative report by January 15, 2020, provides for administrative support by the Legislative Coordinating Commission, allows for compensation of public members, and provides for task force expiration.

Section	Description – Article 2: Driver and Vehicle Systems
39	Revisor instruction. Directs the Revisor of Statutes to make conforming technical changes to statutes.
40	Repealer. Repeals a required assessment of the MNLARS project by the information technology auditor in the Office of the Legislative Auditor.
41	Effective date. Makes the article effective August 1, 2019.

Article 3: Transportation Policy

This article contains a variety of provisions on transportation finance and policy.

Section	Description – Article 3: Transportation Policy
1	Audits of the Department of Transportation. Requires the legislative auditor to audit the programs and services administered by MnDOT.
2	Audits of the Department of Public Safety. Requires the legislative auditor to audit the programs and services administered by the Department of Public Safety.
3	General. Allows data sharing, in a data practices section on welfare data, between the Department of Human Services and the Metropolitan Council to coordinate special transportation services and provide for reimbursements.
4	Transportation service data. Allows data sharing, in data practices section on transportation data, between the Department of Human Services and the Metropolitan Council to coordinate special transportation services.
5	Unfair practices by manufacturers, distributors, factory branches. Prohibits motor vehicle manufacturers and distributors from charging back or withholding payment to a vehicle dealer due to unreasonable Department of Public Safety delays in vehicle registration or transfer. This provision expires June 30, 2022.

Section	Description – Article 3: Transportation Policy
6	<p>[Adds § 161.089] Report on dedicated fund expenditures.</p> <p>Requires MnDOT and the Department of Public Safety to submit a report in each odd-numbered year that includes a list of expenditures and transfers from the trunk highway fund and the highway user tax distribution fund.</p>
7	<p>Route No. 115.</p> <p>Makes a conforming change.</p>
8	<p>Route No. 180.</p> <p>Modifies the routing for a legislative route established in state statute through parts of Grant and Otter Tail counties.</p>
9	<p>Eisenhower Bridge of Valor.</p> <p>Modifies designation of the U.S. Highway 63 bridge over the Mississippi River in Red Wing to be the “Eisenhower Bridge of Valor.”</p>
10	<p>Tom Rukavina Memorial Bridge.</p> <p>Designates a bridge on U.S. Highway 53 in Virginia as “Tom Rukavina Memorial Bridge.”</p>
11	<p>Captain Jeffrey Vollmer Memorial Highway.</p> <p>Designates a portion of Trunk Highway 25 as “Captain Jeffrey Vollmer Memorial Highway.”</p>
12	<p>Richard J. Ames Memorial Highway.</p> <p>Designates a route from Jordan to U.S. Highway 61 near Miesville as the “Richard J. Ames Memorial Highway.”</p>
13	<p>Kenneth E. Sellon and Eugene B. Schlotfeldt Memorial Highway.</p> <p>Designates a portion of Interstate Highway 94 from Sauk Centre to Alexandria as the “Kenneth E. Sellon and Eugene B. Schlotfeldt Memorial Highway.”</p>
14	<p>Ryane Clark Memorial Highway.</p> <p>Designates a portion of Trunk Highway 23, in Kandiyohi County between New London and Spicer, as the “Ryane Clark Memorial Highway.”</p>
15	<p>Specialist Noah Pierce Bridge.</p> <p>Designates a bridge in Eveleth as “Specialist Noah Pierce Bridge.”</p>

Section	Description – Article 3: Transportation Policy
16	State Trooper Ray Krueger Memorial Highway. Designates a portion of Trunk Highway 210 in Cass County as “State Trooper Ray Krueger Memorial Highway.”
17	Warrant Officer Dennis A. Groth Memorial Bridge. Designates a bridge on U.S. Highway 52 in Rosemount as "Warrant Officer Dennis A. Groth Memorial Bridge."
18	Direct negotiation. Raises the limit from \$150,000 to \$250,000 for maintenance or construction contracts in which MnDOT can use direct negotiation instead of being required to use the competitive bidding process.
19	Passenger automobile; hearse. Temporarily authorizes a vehicle dealer to determine the value of a motor vehicle used in registration tax calculation, to be based on the manufacturer’s suggested retail price. Requires retention of the label or price documentation. The change expires June 30, 2022.
20	Application; cancellation; excessive gross weight forbidden. Modifies exceptions to penalties and required re-registration for some overweight vehicles transporting unfinished forest products, which involves having a variance calculation apply (1) throughout the year (instead of just during winter weight increases), and (2) when a special forest products permit is used.
21	Collector military vehicle. Allows for some former military vehicles to be registered and operated as general motor vehicles for on-road use. The provision applies to decommissioned military vehicles for which a civilian model having the same size and weight was also manufactured and sold (e.g., a Humvee).
22	Contributions; memorial account; appropriation. Directs the Department of Public Safety to annually distribute all the contributions in the Law Enforcement Memorial Association (LEMA) account to LEMA.
23	Multiple licenses. Allows a company that holds multiple types of dealer licenses (for instance, as a new motor vehicle dealer and as a used motor vehicle dealer) to hold and sell vehicles across its dealership locations without needing to transfer title or ownership.

Section	Description – Article 3: Transportation Policy
24	Designated dealer title and registration liaison. Directs the Department of Public Safety to designate a liaison for vehicle dealers.
25	Electronic transmission. Directs the Department of Public Safety to set standards that allow vehicle dealers to use third-party software that can electronically submit title transfers and vehicle registrations to the department. Effective upon full implementation of the replacement vehicle services information system.
26	Vehicle registration data; federal compliance. Authorizes vehicle dealers to obtain motor vehicle data from the Department of Public Safety for specified purposes that are permitted under federal law.
27	Application for certificate of title. Allows for some former military vehicles to be titled as general motor vehicles for on-road use.
28	Consular identification card. Allows an individual to use a consular identification card as a “primary” document to show identity for vehicle titling and registration.
29	Owner’s interest terminated or vehicle sold by secured party. Broadens a provision on procedures for changing vehicle ownership due to actions taken by a secured party (i.e., a lender or other party that holds legal rights over the vehicle), to include assignees of a secured party.
30	Notice of perfection by dealer. Authorizes vehicle dealers to provide a statement to secured parties for a vehicle (such as lenders) that title application with the security interest was properly provided to the Department of Public Safety.
31	Platooning system. Defines “platooning system” for the chapter on traffic regulations.
32	Residential roadway. Expands the definition of “residential roadway” for the chapter on traffic regulations to include a city street or town road that is not a collector or arterial street in an area zoned exclusively for housing. This has the effect of allowing cities and towns to adopt a speed limit of 25 miles per hour on residential roadways without a traffic engineering study and approval by MnDOT.

Section	Description – Article 3: Transportation Policy
33	Vehicle platoon. Defines “vehicle platoon” for the chapter on traffic regulations.
34	Zoning within local area. Makes a conforming change.
35	Speed limits on city streets. Permits a city to establish speed limits on city streets that differ from speed limits provided in state law, under specified conditions.
36	Keep to the right. Makes a conforming change for a provision enacted separately.
37	Laned highway. Allows semis and other large vehicles to deviate from the driving lane in a roundabout.
38	Following vehicle too closely. Exempts a vehicle platoon from a limitation on following within 500 feet of another vehicle outside of a business or residential district.
39	Slower moving vehicles. Modernizes and clarifies requirements on operating slow vehicles on the right-hand side of the road and on moving out of the left-most lane to allow others to pass.
40	Transit bus; school bus. Requires drivers to yield to a school bus that is attempting to enter a lane of travel from a shoulder, right-turn lane, or other location used for passenger loading or unloading.
41	Roundabouts. Provides for right-of-way when two semis or other similarly large vehicles drive through a roundabout at the same time, so that the driver of the vehicle on the right must yield to the vehicle on the left.
42	Requirements. Expands the cases when a person driving a motor vehicle must not cross a railroad grade crossing in the presence or approach of a train, to also include other on-track equipment.

Section	Description – Article 3: Transportation Policy
43	Pedestrians; penalty. Extends the penalty for pedestrians who ignore barriers, signals, and warning sounds for a train, to also cover other on-track equipment.
44	Certain vehicles to stop at railroad crossings. Requires school buses and other vehicles that are required to stop at railroad crossings for trains to follow the same requirements for other on-track equipment. Requires other on-track equipment to follow the same procedure as trains at an exempt crossing.
45	Crossing railroad tracks with certain equipment. Requires persons going through a rail grade crossing on heavy equipment or similar slow moving vehicle to follow the same procedures for other on-track equipment as for trains.
46	White strobe lamps on certain buses transporting children. Makes technical changes.
47	Supplemental warning system. Authorizes school buses to be equipped with supplemental flashing lights or electronic signs that are approved by the Department of Public Safety.
48	Use of stop-signal arm. Allows a school bus operator to proceed from a right-turn lane to a through lane after loading or unloading students, instead of being required to turn.
49	Restrictions on appearance; misdemeanor. Makes conforming and technical changes.
50	Colors. Allows the rub rails on school buses adjacent to the beltline (the area below the windows) to be either black or yellow.
51	Identification. Authorizes use of a changeable electronic message sign instead of specified static text on the rear of a school bus, if it is used in conjunction with school bus warning and stop lighting and is an approved supplemental warning system.
52	Supplemental warning system; temporary authority. Permits the Department of Public Safety to approve school buses to be equipped with supplemental flashing lights or changeable electronic message signs. The authority expires August 1, 2022 (and buses previously approved to be equipped can continue to

Section	Description – Article 3: Transportation Policy
	use the system). Specifies considerations for granting approval and requires research and consultation with stakeholders.
53	Lights or reflectors required. Makes technical changes. (The language being stricken is substantially reproduced in other sections of statutes.)
54	Maintenance. Makes technical changes. (The language being stricken is substantially reproduced in another section of statutes.)
55	Transportation network company vehicle. Permits transportation network company vehicles (e.g., for Uber or Lyft) to display illuminated company signs.
56	Flashing lights; glaring lights. Makes conforming and technical changes, including to centralize restrictions on flashing and glaring lights.
57	White light. Makes conforming, technical, and clarifying changes, to create a centralized provision on when a vehicle can display white lights. (This includes language being reproduced from another section of statutes.)
58	Strobe lamp. Modifies the minimum intensity of authorized strobe lamps on vehicles to be based on an engineering standard produced by SAE International, instead of referencing a candela measure of light output. Makes technical changes.
59	Prohibitions generally; exceptions. Allows mounting a transportation network company sign on the bottom area of a vehicle's windshield.
60	Glazing material; prohibitions. Deletes language that is reproduced in the next section as part of a technical change to split a subdivision.
61	Glazing material; exceptions. Broadens an exception to the prohibition on motor vehicle window tinting that is available based on a prescription or medical statement to allow operation by others.

Section	Description – Article 3: Transportation Policy
	Reproduces language that is being moved from a separate subdivision. Effective November 1, 2019.
62	Automobile transporter. Modifies length limits and backhaul authority for vehicles that transport assembled motor vehicles, including allowing loads that extend four feet or less in front of the vehicle and six feet or less in the rear.
63	Towaway trailer transporter combinations. Allows a power unit to tow a combination of two trailers under specified circumstances.
64	Conditions. Permits a vehicle operating under an overweight permit for hauling raw or unfinished forest products to operate on a stretch of Interstate 35 between Carlton County and St. Louis County (as authorized under federal law).
65	Certain emergency vehicles. Establishes per-axle and gross vehicle weight limits for emergency vehicles operated on interstates, using limits established in federal law.
66	Special products vehicle permits. Modifies a special overweight vehicle permit to (1) specify that only paper products, finished forest products, or iron ore tailings can be transported under the permits for two- and three-units vehicles, and (2) expand the roads that the vehicle may operate on under the permits, to include all of Trunk Highway 53.
67	Six-axle vehicles. Makes a conforming change.
68	Definition. Defines “qualifying agricultural products” that can be hauled under a provision on special overweight vehicle permits.
69	Seven-axle vehicles. Makes a conforming change.
70	[Adds § 169.881] Vehicle platoons. Allows for vehicle platooning on controlled access trunk highways. Sets the requirements and conditions under which a vehicle platoon may operate, including procedures for plan approval by MnDOT.

Section	Description – Article 3: Transportation Policy
71	Third-party tester. Defines “third-party tester” in the chapter on driver licensing as a person certified by the Department of Public Safety to conduct road tests and skills tests.
72	Third-party testing program. Defines “third-party testing program” in the chapter on driver licensing as a program authorized by the Department of Public Safety to conduct road tests and skills tests.
73	Restricted license for farm work. Allows an individual to use a restricted license for farm work on any type of farm, regardless of how it is legally established. Expands the allowed operation radius from the farmhouse, to be 40 miles instead of 20 miles. Effective June 1, 2019.
74	Contents of application; other information. Makes a conforming change. Effective July 1, 2020, or earlier if necessary programming changes are completed.
75	Autism spectrum or mental health identifier. Allows a driver’s license or Minnesota identification card holder to optionally add an identifier to the card indicating that the person has been diagnosed with an autism spectrum disorder or a mental health condition. Effective July 1, 2020, or earlier if necessary programming changes are completed.
76	Emergency contacts. Allows a driver’s license or Minnesota identification card holder to optionally identify up to three emergency contacts, to be available to law enforcement personnel. Provides for updating the contacts. Effective July 1, 2020, or earlier if necessary programming changes are completed.
77	[Adds § 171.3213] Third-party testing of school bus drivers. Allows school districts and school bus companies that have third-party testing programs to administer road tests and skills tests to drivers for other school districts or school bus companies, respectively.
78	Asset management. Directs MnDOT to maintain an inventory of transportation assets.

Section	Description – Article 3: Transportation Policy
79	Legislative report. Modifies a legislative report on the Transportation Economic Development (TED) program, so that the report does not need to be submitted if no funds were provided in the previous 24 months.
80	Eligibility; application. Adds tribal governments as eligible for public transit financial assistance administered by MnDOT.
81	Snow and ice control; appropriation. Modifies the calculation for a statutory appropriation for snow and ice control from the balance in the trunk highway fund, to be based on annual expenditures above the established spending level.
82	Hours of service exemptions; utility construction. Creates an exemption from hours of service requirements for <i>intrastate</i> transportation of utility construction materials within a 50-mile radius of a project site.
83	General requirements. Revises wheelchair securement standards for vehicles used in transit and other non-private transportation services to transport a person who is in a wheelchair, to require that securement devices meet Americans with Disabilities Act (ADA) requirements and are used according to the manufacturer’s instructions.
84	Design requirements. Modifies wheelchair securement design requirements to reference federal ADA regulations.
85	Maximum number of persons transported. Makes technical changes.
86	Additional safety requirements. Establishes boarding and lift requirements for vehicles used to transport a person who is in a wheelchair, which is done by reference to federal ADA regulations. Specifies driver duties related to wheelchair securement activities.
87	Standards. Broadens inspection requirements for vehicles that transport a person who is in a wheelchair.

Section	Description – Article 3: Transportation Policy
88	<p>Vehicle Crimes Unit annual report.</p> <p>Directs the Department of Public Safety to submit an annual report to the legislature on the revenue generated by the Vehicle Crimes Unit of the State Patrol.</p>
89	<p>Comprehensive plan.</p> <p>Defines “comprehensive plan” for the chapter of statutes on aeronautics by cross-reference to definitions in county and municipal planning and zoning statutes. Effective August 1, 2019.</p>
90	<p>Creation; authorized disbursements.</p> <p>Allows for state airports fund expenditures for municipal airport planning and permits municipalities to receive assistance from the fund even if its comprehensive plan is incompatible with the state aviation plan. Effective August 1, 2019, for runway-related changes on or after that date.</p>
91	<p>Authority to establish.</p> <p>States that airport operation and maintenance is an essential public service. Allows MnDOT to fund airport safety projects to maintain existing infrastructure regardless of a zoning authority’s efforts to complete zoning, but otherwise requires funds be withheld from the airport unless it is proceeding with or has completed an airport zoning ordinance. Effective August 1, 2019, for runway-related changes on or after that date.</p>
92	<p>Air transportation service charge.</p> <p>Expands charges to users of agency provided air transportation services to include indirect operating costs and directs MnDOT to also charge for capital costs of the aircraft. Establishes a new account for the aircraft capital revenue. Makes technical changes.</p>
93	<p>Airport hazard prevention; protecting existing land uses.</p> <p>Narrows specification of what constitutes airport hazards based on existing land uses around the airport. Establishes that prevention of airport hazards and airport lighting are essential public services, not just public purposes. Effective August 1, 2019, for runway-related changes on or after that date.</p>
94	<p>Enforcement under police power.</p> <p>Provides for municipal zoning regulation in airport hazard areas (that is, areas where an aircraft takeoff or landing hazards might be established), broadening the geographic area that can be regulated by removing the specific distance limitations. Effective August 1, 2019, for runway-related changes on or after that date.</p>

Section	Description – Article 3: Transportation Policy
95	<p>Joint airport zoning board.</p> <p>Makes technical and conforming changes, to cross-reference proposed airport zoning regulation standards being established in the bill. Effective August 1, 2019, for runway-related changes on or after that date.</p>
96	<p>Comprehensive regulations.</p> <p>Requires inclusion in the municipal comprehensive plan any airport zoning regulations that apply to the same area as a municipal plan does. It is permissive under current law. Effective August 1, 2019, for runway-related changes on or after that date.</p>
97	<p>Notice of proposed zoning regulations, hearing.</p> <p>Specifies procedures for notice of proposed zoning regulations in newspapers, on websites, and by mail. Effective August 1, 2019, for runway-related changes on or after that date.</p>
98	<p>[Adds § 360.0655] Airport zoning regulations based on commissioner’s standards; submission process.</p> <p>Establishes a process for political subdivisions to adopt airport zoning regulations using standards prescribed by MnDOT, which includes specifying MnDOT review and subsequent revision procedures, permitting more stringent local ordinances, preserving substantive rights from before August 1, 2019, and providing for protection of existing uses. Effective August 1, 2019, for runway-related changes on or after that date.</p>
99	<p>[Adds § 360.0656] Custom airport zoning standards.</p> <p>Provides an alternative zoning process (to the previous section) that allows custom regulations by a local government. Specifies the factors that must be addressed in the custom regulations and provides for MnDOT review and subsequent revision procedures. Effective August 1, 2019, for runway-related changes on or after that date.</p>
100	<p>Reasonableness.</p> <p>Eliminates a nonexclusive list of considerations in determining reasonableness of airport zoning regulations. Effective August 1, 2019, for runway-related changes on or after that date.</p>
101	<p>Federal no hazard determination.</p> <p>Permits a custom regulation to allow a structure or tree higher than otherwise allowed if the Federal Aviation Administration has analyzed it and determined it does not pose a hazard, require a change in operations, or require mitigation that cannot be accomplished. Effective August 1, 2019, for runway-related changes on or after that date.</p>

Section	Description – Article 3: Transportation Policy
102	<p>Membership.</p> <p>Allows for staggered initial appointments of a zoning board of adjustments. For the MAC, provides that the commission chair, not the commission as whole, makes the appointments. Effective August 1, 2019, for runway-related changes on or after that date.</p>
103	<p>Zoning required.</p> <p>Similar to a previous section, allows MnDOT to fund airport safety projects to maintain existing infrastructure regardless of a zoning authority’s efforts to complete zoning, but otherwise prohibits funding unless the municipality, county, or joint airport zoning board is proceeding on with zoning. Effective August 1, 2019, for runway-related changes on or after that date.</p>
104	<p>Airport safety zone (county planning law).</p> <p>Adds a definition of “airport safety zone” to the county planning and zoning statute.</p>
105	<p>Comprehensive plan (county planning law).</p> <p>Requires a county to consider the location and dimensions of airport safety zones in its comprehensive plans, as well as consider any improvements identified in the airport’s layout plan. Effective August 1, 2019, for runway-related changes on or after that date.</p>
106	<p>Comprehensive plans in Greater Minnesota; open space (county planning law).</p> <p>Adds to the goals of county plans in Greater Minnesota, so that the plan encourages land uses in airport safety zones that are compatible with safe airport operation. Effective August 1, 2019, for runway-related changes on or after that date.</p>
107	<p>In district zoning, maps (county planning law).</p> <p>Requires county zoning maps to include airport safety zones. Effective August 1, 2019, for maps created or updated on or after that date.</p>
108	<p>Airport safety zone (municipal planning law).</p> <p>Adds a definition of “airport safety zone” to the municipal planning and zoning statute by cross-reference to the definition in the county planning and zoning statute.</p>
109	<p>Preparation and review (municipal planning law).</p> <p>Requires a municipality to consider the location and dimensions of airport safety zones in its plans, as well as to consider any improvements identified in the airport’s layout plan. Effective August 1, 2019, for runway-related changes on or after that date.</p>

Section	Description – Article 3: Transportation Policy
110	Airport safety zones on zoning maps (municipal planning law). Requires municipal zoning maps to include airport safety zones. Effective August 1, 2019, for maps created or updated on or after that date.
111	Development goals and objectives (municipal planning law). Adds to the goals of municipal plans in Greater Minnesota, so that the plan encourages land uses in airport safety zones that are compatible with safe airport operation. Effective August 1, 2019, for runway-related changes on or after that date.
112	Duties of council. Expands Metro Mobility service to include Lakeville.
113	Financial assistance; regional allocation. Extends by two years (to FY 2021) a minimum level of regionally allocated motor vehicle sales tax revenue that the Metropolitan Council must provide to suburban transit providers.
114	Obligations. Authorizes the Metropolitan Council to issue up to an additional \$92.3 million in “regional transit capital” bonds or similar forms of debt.
115	Limitation; light rail transit. Narrows a prohibition on use of debt (e.g., bonds and grant anticipation notes) issued by the Metropolitan Council for light rail transit purposes.
116	Exemptions; certain manufacturers; commissioner of transportation; road maintenance. Permits MnDOT to waive payment and performance bond requirements for direct negotiation contracts for construction or maintenance work.
117	Trunk highway facility projects. Eliminates a requirement that the city of Floodwood operate and maintain a trunk highway rest area after it is conveyed to the city.
118	Pilot program evaluation. Modifies the due date and recipients for a legislative report on a pilot program that is being extended (see the next section).

Section	Description – Article 3: Transportation Policy
119	Expiration. Extends an expiration date from 2022 to 2026 for a pilot program that allows for community destination signs in Two Harbors.
120	Legislative Route No. 112 removed. Authorizes a turnback of a trunk highway in South St. Paul.
121	Conveyance of land; Stearns County. Authorizes land conveyance for a portion of state rail bank property in Stearns County.
122	Metropolitan Council and Calhoun Isles Condominium Association facilitated meeting. Directs an office within the Bureau of Mediation Services to facilitate discussions between the Metropolitan Council and the Calhoun Isles Condominium Association regarding Southwest light rail transit project impacts. Effective the day after enactment.
123	Dedicated fund expenditures report; transition. Requires MnDOT and the Department of Public Safety to submit a report by January 15, 2020, that includes a list of expenditures and transfers from the trunk highway fund and the highway user tax distribution fund.
124	Engine brakes; regulation by Burnsville. Allows Burnsville to adopt an ordinance prohibiting engine braking (also called “Jake braking”) on a specified portion of Trunk Highway 13.
125	Engine brakes; regulation by Minneapolis. Allows Minneapolis to adopt an ordinance prohibiting engine braking on a specified portion of Interstate Highway 94.
126	Prescription for glazed windows. Provides temporary authority to operate a vehicle with window tinting under an exception based on medical need.
127	Commercial driver’s license federal regulation waiver request. Directs the Department of Public Safety to request a federal waiver from a school bus endorsement requirement on a driver’s license in order to deliver a purchased bus.
128	Northstar Commuter Rail operating costs; exception. Permits the Anoka County Regional Railroad Authority to expend reserve funds on Northstar Commuter Rail operations. The authority expires January 1, 2022.

Section	Description – Article 3: Transportation Policy
129	Marked Interstate Highway 35 signs. Requires signs on Interstate I-35 for Minnesota State Academy for the Deaf and Minnesota State Academy for the Blind, and prevents removal of directional signs on Trunk Highway 60.
130	Rail safety meetings. Directs the city of Minneapolis to host rail safety meetings at least annually during Southwest light rail transit project construction. Effective the day after enactment.
131	Public education; slower vehicles law. Directs the Department of Public Safety to conduct an educational information campaign on the traffic law changes involving moving over to allow vehicles to pass.
132	Legislative Route No. 222 removed. Provides for a county turnback of Trunk Highway 222 following agreement between MnDOT and Red Lake County.
133	Legislative Route No. 253 removed. Provides for a county turnback of Trunk Highway 253 following agreement between MnDOT and Faribault County.
134	Legislative Route No. 254 removed. Provides for a county turnback of Trunk Highway 254 following agreement between MnDOT and Faribault County.
135	Legislative Route No. 277 removed. Provides for a county turnback of Trunk Highway 277 following agreement between MnDOT and Chippewa County.
136	Legislative Route No. 298 removed. Provides for a county turnback of Trunk Highway 298 in Faribault following agreement between MnDOT and the city of Faribault.
137	Legislative Route No. 299 removed. Provides for a county turnback of Trunk Highway 299 in Faribault following agreement between MnDOT and the city of Faribault.

Section	Description – Article 3: Transportation Policy
138	<p>Legislative Route No. 323 removed.</p> <p>Provides for a county turnback of Trunk Highway 323 in Faribault following agreement between MnDOT and the city of Faribault.</p>
139	<p>Revisor instruction.</p> <p>Provides technical direction to the Revisor of Statutes that will reorder subdivisions to place a new definition first in a section on special vehicle permits for agricultural products.</p>
140	<p>Repealer.</p> <p>Paragraph (a) repeals provisions related to airport zoning and planning, including language that is being replaced in the bill.</p> <p>Paragraph (b) repeals the expiration of the Mississippi River Parkway Commission.</p> <p>Paragraph (c) makes conforming changes on wheelchair securement requirements.</p> <p>Paragraph (d) eliminates a quarterly review requirement of the Office of the Legislative Auditor regarding Metropolitan Council transit financial activities.</p>



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