

HF861 – Delete Everything Amendment

Policy Highlights:

- Turnbacks – Does not shift funds from the flexible account to the Trunk Highway Fund. Requires MnDOT to transfer all funds from the flexible account in the county state aid fund each year to the county turnback account in the CSAH fund.
- Clarifies distribution of funds in the flexible account to set 16% for Metro Counties since the CSAH fund changed to a set 68/32 split between the excess and apportionment sums. The flex highway account encourages a 50/50 split between metro and greater MN. The 16% is half of 32% which is directed to the metro counties.
- Highway Sponsorship Program – creates a program to encourage business, civic groups or individuals to voluntarily assist with the improvement and maintenance of the trunk highway system including trails and historic sites.
- Highway project selection process – MnDOT must establish a process to identify, evaluate and select projects that is consistent with eligibility requirements. The list of projects must be made public and must include the score of each project. MnDOT must report on the project selection process under the Corridors of Commerce program including a list of projects evaluated and results for each criterion.
- MnDOT must maintain information on expenditures by local road authorities from local funding sources for the trunk highway system.
- Weight Limits – Increases weight limits by ten percent for a single-vehicle transporting fluid milk from point of production to another point of production or the point of first processing. Vehicles are subject to seasonal load restrictions and bridge load limits. MnDOT may issue an annual permit authorizing a vehicle or combination of vehicles with 6 or more axles to haul road construction materials and be operated with a gross vehicle weight of up to 90,000 pounds. Permit fees must be deposited in the Town Bridge account. A local road authority may identify local preferred routes and permit holders are encouraged to make reasonable efforts to operate on the preferred routes.
- Creates an Active Transportation account for construction and maintenance of bicycle, trail and pedestrian infrastructure.
- Prohibits grants from the Local Bridge program with a total project cost of \$7 million or more unless every other local bridge project on the priority list of less than \$7 million has been fully funded.
- MnDOT must implement efficiencies equal to at least 15 percent of the appropriations made annually from the trunk highway fund that are above base appropriations for FY18-19.
- In a fiscal year in which MnDOT expends more than 110 percent of the established biennial expenditure level for snow and ice management, the commissioner may use an additional

amount that does not exceed 50 percent of the unappropriated balance in the trunk highway fund.

- Hazardous Materials Rail Safety program is established with two accounts, one in the special revenue fund and one in the bond proceeds fund. Local governments responsible for maintaining public highway-rail grade crossings on corridors transportation crude oil and other hazardous materials may apply for financial assistance.
- Changes the statutory dedication of the motor vehicle lease sales tax so that the \$32 million currently being deposited in the general fund is no longer deposited in the general fund and the total amount of revenue collected from the lease vehicle sales tax is distributed: 38% to CSAH, 38% to Greater Minnesota Transit Account, 13% to Minnesota state transportation fund (for a new local bridge program) and 11% to HUTDF.
- Requires that after July 1, 2017, a portion of the estimated amount of taxes collected from the sale and purchase of motor vehicle repair parts in a given month be credited to the highway user tax distribution fund. For remittances between July 1, 2017 and June 30, 2019, the monthly deposit is \$6,001,000. (\$72M annually) For remittances in each subsequent fiscal year, the monthly deposit is \$17,173,000. (\$206M annually)
- Changes the composition of the Metropolitan Council from 17 to 27 members and provides compensation for the members and guides voting procedures. The Transportation Advisory Board (TAB) is eliminated, effective January 1, 2019.
- Requires operating cost for light rail transit lines not currently in operation to be paid from nonstate sources unless a law is passed making an appropriation for the specific project.
- Requires Dept. of Revenue to provide a report on state general sales taxes attributable to motor vehicle repair and replacement parts by January 15, 2019.
- Requires MnDOT to contract for a study on highway construction costs, inflation and cost estimating. The report must provide specific recommendations for road authorities and legislative changes to reduce highway construction costs. The report is due February 15, 2018.
- Requires MnDOT to report on MnPASS lanes and tolling to reduce congestion and raise revenue.
- Requires MnDOT to report on turnbacks including the current list of proposed turnback projects, a description of the work to be completed, which entity the highway will be turned back to and total estimated cost related to all aspects of the turnback. It must also include a description of the turnback process and the amount of money accrued to the turnback accounts for each of the past five years.