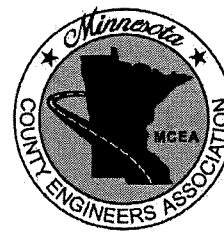




www.mncounties.org



www.minnesotacountyengineers.org

May 8, 2025

Representative Jon Koznick
Representative Erin Koegel
Representative Brad Tabke
Representative Bjorn Olson

Senator Scott Dibble
Senator Jim Carlson
Senator John Jasinski
Senator Ann Johnson Stewart
Senator Doron Clark

Dear Members of the Conference Committee:

On behalf of the Association of Minnesota Counties (AMC) and the Minnesota County Engineers Association (MCEA), representing all of Minnesota's 87 counties, we thank you for your work on the Omnibus Transportation Policy and Finance Bill. As you begin to confer on the provisions of HF2438, we encourage you to consider the following concerns.

TRANSPORTATION FUNDING

Electric Vehicle Fee Increase

AMC and MCEA support the inclusion in both the House and Senate language to increase the current annual electric vehicle fee in order to capture revenue from all highway users in a more equitable manner. With the fee increase from \$75 to \$200, we support most of this revenue being distributed to the Highway User Tax Distribution (HUTD) Fund and believe having a portion of it go to the Transportation Impact Assessment and Mitigation Account in the special revenue fund is an appropriate source of funding for that account.

Local Road and Bridge Funding & Local Government Road Wetland Replacement Program Funding

AMC and MCEA support the House language that includes one-time General Fund (GF) investments in the Local Road Improvement Program (LRIP), the Local Bridge Replacement Program (LBRP), and the Local Government Road Wetland Replacement Program. Local agencies have identified 948 priority bridge replacement projects with an estimated total replacement cost of over \$847 million. During the 2023 LRIP competitive solicitation process, MnDOT State Aid received 378 applications from road agencies requesting \$417 million in LRIP funds. Of the \$103 million available, 86 projects were funded.

The wetland replacement program is in dire need of funding. As a state mandated program, in recent years it has only received funding in the bonding bill, which has resulted in years of unpredictable and inadequate funding. Counties are grateful for the one-time GF appropriation included in the House language and we staunchly support the inclusion of base budget funding for the program in the out-biennium. Predictable funding will help ensure the long-term viability of the program resulting in high quality replacement wetlands that are cost effective for taxpayers and beneficial for the environment.

Temporary Reduction in Auto Parts Sales Tax Transfer to HUTD Fund

AMC and MCEA are concerned with Senate language that would include a temporary reduction in the percentage of auto parts sales tax revenue going from the General Fund to the HUTD Fund in FY28-29. While increases in the EV fee revenue going to the HUTD Fund, if approved, would help alleviate some of the loss to CSAH due to this temporary pause, we are concerned with the precedent that is being set if the state is in a similar budget situation in the future.

CSAH Appropriation

Counties are supportive of the one-time General Fund appropriation to the County State Aid Highway (CSAH) fund included in the House language. The state is experiencing a significant transportation funding gap, which extends to all parts of the system. Additional funding to CSAH would go a long way to help address needs across the state on the CSAH system, thereby allowing for locally raised transportation funds to be used on the county road system.

TRANSPORTATION POLICY

Transportation Greenhouse Gas (GHG) Emissions Impact Assessment

AMC and MCEA support the provision included in the House language that would delay the portfolio assessment implementation by one year, impacting projects that enter the Statewide Transportation Improvement Plan (STIP) by 2032. Counties have been actively engaged in this issue since 2023, including MCEA members serving on both the Transportation GHG Impact Mitigation Working Group and the Technical Advisory Committee (TAC). The TAC has been working hard for the past year to iron out the assessment process, but there is a significant amount of work that still needs to be done. Counties are leading large trunk highway projects and investing millions in local funds and are extremely concerned about the added costs of GHG mitigation. An additional year to implement this law will allow MnDOT and its partners to properly plan for trunk highway projects that might be impacted by this law, thereby helping to ensure the statewide GHG/VMT reduction goals are successfully met.

State Aid Design Standards

MCEA has concerns with the Senate language that would repeal the rules containing the current State Aid design standards. While we continue to support the use of the State Aid rules and the value that the State Aid team brings to our transportation system, we recognize the need for flexibility in design, agree that the rules are due for an update, and should be updated according to a more regular schedule. With recent updates to MnDOT's Facility Design Guide now complete, the timeline for the rulemaking process for the State Aid rules is being discussed and MCEA members will be part of these efforts. County engineers support efforts that would maintain the State Aid rules while also allowing local agencies to utilize MnDOT's Facility Design Guide as a supplement to the rules, without a variance. We appreciate Sen. Dibble, Sen. Johnson Stewart, and Rep. Jones working with county and city engineers on this language.

Highway Purposes Definition

MCEA has concerns with the Senate language that would modify the definition of a highway purpose and allow for trunk highway funds to be used for additional purposes. With a billion-dollar annual funding gap identified on the state system, we caution against any proposals that would dilute current resources.

Safety

MCEA continues to support a consistent and objective process for determining speed limits and hesitates to support legislatively directed speed limits for specific roadway segments. We will continue to encourage our membership to work directly with MnDOT, other local stakeholders, and industry experts to determine and implement effective strategies to reduce traffic speeds such as road design changes, intersection controls, or traffic calming, as appropriate, in furtherance of our shared interest in roadway safety. MCEA also supports the Senate language that would modify the recent legalization of motorcycle lane-splitting, including delaying the effective date.

Thank you for the opportunity to share our comments on the Omnibus Transportation Policy and Finance Bill. We sincerely appreciate your consideration of our perspective and look forward to continued conversation.

Sincerely,



Emily Murray, Policy Analyst
Association of Minnesota Counties



Lyndon Robjant, Carver County Engineer
President, Minnesota County Engineers Association

May 8, 2025

Representative Jon Koznick
Representative Erin Koegel
Representative Brad Tabke
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Senator Ann Johnson Stewart
Senator Doron Clark

RE: Support for Greenhouse Gas Extension and Funding in House Position of H.F. 2438

Conferees –

In 2023 and 2024, the Legislature enacted legislation requiring certain trunk highway projects that add capacity or interchanges to 1) undergo an evaluation of their impacts on greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) and 2) mitigate those impacts. To figure out how to accomplish both the assessment and mitigation, the legislation also established a Technical Advisory Committee (TAC) administered by MnDOT.

The TAC has done a lot of good work, but there are still many questions it needs to address, such as:

- how to mitigate VMT increases if VMT reductions are not used as a tool for mitigating the GHG emissions;
- how a portfolio of projects is defined and whether mitigation projects outside of MnDOT's statewide transportation improvement program (STIP) can automatically count as offset actions;
- who is responsible for coordinating offsets, especially those that fall outside of the area of local impact or the world of transportation (such as zoning density), and how will they be paid for; and
- whether a credit bank should be created, and if so, figuring out the details and passing authorizing language to create one.

Currently, the assessment and mitigation requirements only apply to projects being amended into Minnesota's STIP. **At this time, MnDOT has identified no projects that will be added and fall under the requirements during the next two years, so no climate offsets would be conducted through 2027.** Since the TAC has much work to do to figure out the portfolio approach, as referenced above, our organizations support the one-year delay in the portfolio implementation from 2027 to 2028 for projects entering the STIP in FY 2032 instead of FY 2031. Under the current timeline, any future projects in the planning phase that would fall under the rules do not have enough guidance on how to mitigate potential GHG and VMT impacts and estimate the cost of mitigation to adequately budget the projects.

An additional year to set-up the portfolio approach will allow MnDOT and its partners to properly plan for Trunk Highway infrastructure projects, ultimately helping the statewide transportation GHG/VMT reduction targets to be met. We are also grateful that an initial funding source for mitigation has been identified since MnDOT estimates "the cost of those offsets could be relatively small (less than \$5m) or quite large (more than \$50m) depending on the nature of the project and the amount of offsets that would be required." Again, we appreciate the additional year to work with the TAC and the Legislature on how to meet statewide transportation GHG/VMT reduction targets to support our climate and an efficient and safe transportation network.





CITY ENGINEERS ASSOCIATION OF MINNESOTA

Engineering Our Cities' Futures

May 9, 2025

Chairs Dibble, Koegel, Koznick and Transportation Conferees,

The City Engineers Association of Minnesota is an organization of civil engineers throughout Minnesota dedicated to providing the highest level of service for our respective cities. That includes maintaining and improving infrastructure, including new street construction, resurfacing or reconstruction of old local streets, as well as curb and sidewalk construction. Every Minnesotan relies on transportation, to meet their physical, social, and economic needs. To meet these needs adequate and stable sources of funding are necessary to ensure the construction and maintenance of a transportation system that is efficient and safe. We would like to offer comments on just two items under your consideration that concern us.

The house bill proposes to transfer roughly \$66 million each to the trunk highway fund and CSAH. When the HUTDF was first created in 1958, there were 58 state aid cities and 920 miles on the system. Fast forward to today, there are 156 cities sharing the Municipal State Aid funding (9% of the HUTDF), resulting in almost 4,000 miles on the system. The size of the municipal funding "pie" is relatively the same, it is just that the pieces of the pie keep getting smaller.

We respectfully propose that if transfers are made in the final bill to the trunk highway fund and CSAH that municipal state aid streets be included in these transfers and any transferred amounts be split one-third each between the trunk highway fund and MSAS and CSAH.

Regarding changes in state aid rules and design standards process contained in the senate bill, we support flexibility in the design of the state aid system but prefer a simplified design review process to help our designers and consultants be efficient and effective with their limited resources. This includes flexibility to use engineering judgement to allow for lower design speeds and traffic calming measures such as raised crossings on urban roadways.

We greatly appreciate the willingness of Chair Dibble, house author Rep. Jones, as well as Sen. Johnson Stewart to work with us and listen to our concerns. Below is our suggested bill language which would allow an agency to use MnDOT's facility design guide as a supplement to the rules, without a variance, if they include applicable research and documentation for use of the guide as a part of that request.

Minnesota Statutes 2024, section 162.09, is amended by adding a subdivision to read:

Subd. 1a. State-aid design standards. Municipal state-aid street projects must comply with the minimum design standards outlined in Minnesota Rules Chapter 8820 and may utilize the latest Minnesota Department of Transportation Facility Design Guide or its successor. Project design elements incorporated from the Facilities Design Guide that do not meet the minimum standards in Chapter 8820 shall be documented in a design study memorandum and submitted for review and approval by the Commissioner. The format of the design study memorandum shall be determined by the Commissioner.

Minnesota Statutes 2024, section 162.09, subdivision 3a is amended to read:

Subd. 3a. Variances from rules and engineering standards. (a) The commissioner may grant variances

from the rules and from the engineering standards developed pursuant to section 162.13, subdivision 2. A political subdivision in which a municipal state-aid street is located or is proposed to be located may submit a written request to the commissioner for a variance for that street. The commissioner shall comply with section 174.75, subdivision 5, in evaluating a variance request related to a complete streets project.

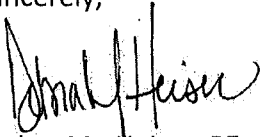
(b) The commissioner may grant or deny the variance within 30 days of receiving the variance request. If the variance is denied, the political subdivision may request, within 30 days of receiving notice of denial, and shall be granted a contested case hearing.

(c) For purposes of this subdivision, "political subdivision" includes (1) an agency of a political subdivision which has jurisdiction over parks, and (2) a regional park authority.

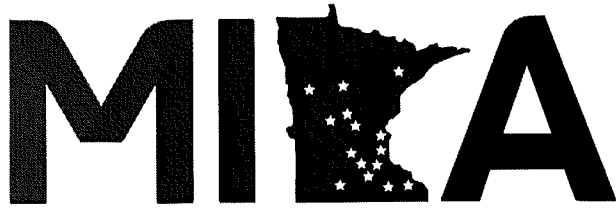
(d) By January 15 of each even-numbered year, the commissioner of transportation must submit a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. The report must summarize the activities of any advisory committee on variances from the prior two years, identify each committee's analysis and findings for each variance approved or denied, identify whether the commissioner and an advisory committee came to a different decision on a requested variance and identify the reasons for the difference, and provide recommendations on improvements to the advisory committee process.

Again, thank you Chair Dibble, Koegel, Koznick and conferees for your work on this bill and your attention to our concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Debra M. Heiser". The signature is fluid and cursive, with the first name "Debra" and last name "Heiser" clearly distinguishable.

Debra M., Heiser, PE
President, City Engineers Association of Minnesota
Engineering Director, City of St. Louis Park



May 8, 2025

Representative John Koznick
Representative Erin Koegel
Representative Bjorn Olson
Representative Brad Tabke

Senator Scott Dibble
Senator Jim Carlson
Senator Doron Clark
Senator John Jasinski
Senator Ann Johnson Stewart

Conferees:

On behalf of the Minnesota Inter-County Association (MICA), thank you for the opportunity to share feedback on the House and Senate versions of House File 2438. MICA is a voluntary association of 17 high-growth counties, including the five metropolitan collar counties, and collectively represents over 44% of the state's population. MICA has long advocated for sustainable transportation revenues and policies that support a safe and efficient transportation network. Both the House and Senate have put forward bills that advance these goals. We especially appreciate the inclusion of the following provisions:

One-time and base funding to the Board of Water & Soil Resources for the Local Road Wetland Replacement Program
The Local Road Wetland Replacement Program (LRWRP) is a wetland and upland habitat restoration program that generates mitigation credits for local road authorities to satisfy their federal and state wetland regulatory permit requirements. Minnesota law requires BWSR to replace wetlands that are drained or filled by public transportation projects on existing roads. Over the years, the program has been funded solely with general obligation bonds, leading to unpredictable revenue. As a result, the bank of credits used to administer this program is almost exhausted and general obligation bonds cannot be used to purchase credits. The House position (Article 1, Section 6) of \$10 million in one-time funding for FY 2026-2027 and annual base funding of \$6.3 million beginning in FY 2028 will help make up the funding deficit and give BWSR the tools and certainty to meet its statutory obligations to administer the program.

One-time funding for the Local Bridge Replacement Program and Local Road Improvement Program
Local governments maintain 15,620 bridges, hundreds of which have surpassed their average 50-year lifespan or are in poor condition. The state's priority bridge replacement list includes 948 structures, with estimated replacement costs exceeding \$847 million. Demand for the Local Road Improvement Program (LRIP) also far exceeds available resources: MnDOT received 378 applications totaling \$417.1 million in requests following the 2023 bonding bill allocation of \$103 million. We support the House's proposal (Article 1, Section 7) to allocate \$3.8 million in one-time funding to both the Local Bridge Replacement Program and the LRIP. These funds will help address urgent infrastructure needs—especially if there's not a bonding bill this year.

Increase in the Electric Vehicle Surcharge
With the increasing number of electric vehicles on the road, it is critical to identify replacement revenue for declining fuel tax collections. We appreciate that both the House and Senate support raising the electric vehicle surcharge from \$75 to \$200. We also support the Senate provision (Article 3, Section 25) to apply a surcharge to plug-in hybrids, ensuring a more equitable contribution from all EV users.

Transportation Greenhouse Gas Mitigation Extension and Funding

MICA supports efforts to reduce greenhouse gas emissions from the transportation sector and values county participation on the GHG Technical Advisory Committee charged with helping to implement the new Transportation GHG Assessment and Mitigation Law. One of our chief concerns following enactment of the law was the lack of dedicated funding. We are encouraged by the House proposal (Article 2, Section 11) to direct a portion of the EV surcharge increase to the Transportation Impact Assessment and Mitigation Account. We also support the one-year delay in applying the GHG assessment to the portfolio approach, allowing time to address critical questions around offsets, costs, and inter-jurisdictional coordination.

No-Fee Transaction Reimbursement for Deputy Registrars

For counties that operate public Deputy Registrars, we thank both chambers for including provisions that reimburse Deputy Registrars for performing no-fee transactions. While recent law changes have helped close the gap between revenues and operating costs, many counties continue to subsidize these services with local property tax levies. Reimbursing no-fee transactions will reduce local fiscal pressure and support the sustainability of these public offices.

In addition to the provisions we strongly support, we would like to share concerns regarding the following:

Repeal of State Aid Design Standards

Having uniform standards for roads that cross jurisdictions is important to maintaining Minnesota's strong record on traffic safety. There's no doubt that the current State Aid Design Standards are due for an update. Now that MnDOT's Facility Design Guide is complete, the rules should be updated to incorporate the latest recommendations, especially as they pertain to accommodating non-vehicular modes in urban corridors. MICA appreciates the conversations underway with Chair Dibble and Senator Johnson Stewart to revise the Senate position (Article 3, sections 15-22) to keep the rule while incorporating elements to add flexibility and make the process more user-friendly.

Temporarily Reducing the Auto Parts Sales Tax Dedication to the HUTDF

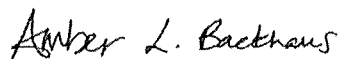
After years of debate, MICA appreciated that the landmark 2023 transportation funding bill included language to dedicate 100% of the sales tax on auto parts to transportation. So, it is difficult to accept that only two-years in, the Senate (Article 3, Section 73) is proposing to reduce the dedication of funds to the HUTDF in fiscal years 2028 and 2029.

Metro County Financial Reporting

MICA counties are pleased that the House clarifies and streamlines some of the financial reporting for metropolitan counties (Article 2, Sections 50-52, 57), but the language also adds new requirements that will be difficult to fulfill, such as doing ten-year capital projections when most counties only do them for five. We respectfully request amendments to ensure the requirements are realistic, especially in light of the significant new penalties for noncompliance.

Thank you for your thoughtful work on transportation issues this session and for the opportunity to comment on the omnibus bills. Please don't hesitate to reach out if you have additional question. We look forward to continuing to work with you as the conference committee conducts its work.

Sincerely,



Amber Backhaus
Transportation Liaison
MICA



LIUNA! MINNESOTA &
NORTH DAKOTA
Feel the Power



May 9, 2025

Chair Dibble, Chair Koegel, Chair Koznick, and Members of the Transportation Finance and Policy bill conference committee:

Our collective membership in the Minnesota construction industry represents tens of thousands of people working to build our infrastructure every day. We appreciate the opportunity to submit comments related to the provisions in the omnibus transportation finance and policy issues that are included in H.F. 2438 and are grateful for the work of the House and the Senate so far this session. We stand ready to support your continued efforts to invest in a safe, reliable transportation system that supports working families and the economy across the state.

We are united in supporting the following provisions:

- **Continued funding for trunk highway construction and maintenance, including investments in multimodal infrastructure**, which is essential for the health and safety of all Minnesotans and supports thousands of construction jobs across the state.
- **Increasing the electric vehicle registration fee and surcharges on hybrid vehicles** (House and Senate provisions), helping to stabilize transportation revenues as vehicle technologies evolve.
- **Clarifying that road construction materials are exempt from the retail delivery fee** (House provision), ensuring this fee is consistent with legislative intent and agency application.
- **Furthering drivers' education to promote work zone safety** (Senate provision), which is essential to protecting our workforce and reducing preventable injuries and fatalities in construction zones.

We also acknowledge and appreciate the ongoing conversations regarding two important issues:

1. **Redefining "highway purpose"** in the context of trunk highway fund eligibility (Senate provision). We recognize the importance of this dialogue and encourage continued engagement to ensure Minnesota's transportation investments are legally sound and consistent.
2. **Delaying the full dedication of the auto parts sales tax** to transportation (Senate provision). We have long supported full dedication. We understand the budget constraints and urge the conference committee to recommit to the current timeline.

Minnesota's construction trades and contractors stand ready to deliver the infrastructure that supports safe travel, economic growth, and good-paying careers. We thank you for your leadership and encourage you to pass a transportation finance package that reflects these shared priorities.

Sincerely,

Laura Ziegler, Director of Government Affairs, Associated General Contractors of Minnesota
Richard Kolodziejski, Director of Government Affairs, North Central States Regional Council of Carpenters
Barry Davies, Business Manager – Financial Secretary/Treasurer, Iron Workers Local 512
Joel Smith, President and Business Manager, LIUNA Minnesota and North Dakota
John Pollard, Legislative Director, International Union of Operating Engineers Local 49

May 9, 2025

MOVE MINNESOTA

ACTION

To Senators Dibble, Johnson Stewart, Jasinski, Carlson, Clark, and Representatives Koznick, Koegel, Olson, Tabke—

Over the last two years, Minnesota has become more well-known across the country as a leader in supporting public transit and active transportation and climate resiliency projects. This is thanks to local advocacy, legislators, and agency leaders. We are, however, seeing attempts to roll back critical progress— all when Minnesotans are counting on a transportation bill that continues to move us toward a better future. To create a transportation system that works for everyone, I urge you to:

2446 University Ave. W, Ste 170
Saint Paul, MN 55114

P 651-767-0298
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MOVEMINNACTION.ORG

- Restore \$32.5-\$40M in FY 26-27 and \$32.5-\$64.9M in FY 28-29 for Metro Transit funding, which are cuts that are included in both the Senate and House bills. This would limit Metro Transit's ability to expand the transit system at the rate that we need after decades of underinvestment. Predictable, in addition to long-term and dedicated, funding for public transit is necessary for agencies to plan and think creatively. Expanding our public transit system takes time and a cultural shift, yet we have already witnessed the transformative role transit can play in improving people's lives when it receives the investment it deserves.
- Reject the 3.5-year delay in implementation to the Transportation Greenhouse Gas Emissions Impact Assessment or Driving Down Emissions law, which is proposed in the House bill. MnDOT does not support this delay and instead wants to align highway projects with our state's greenhouse gas emissions and vehicle miles traveled reduction goals. We need to continue shifting the types of roads we build and the ways our communities develop in ways that are safer, more climate-resilient, and more cost-effective.
- Reject repurposing the Active Transportation Grant Program. We need an approach to designing our roads that prioritizes public safety, public health, and disability access as we better connect our communities to our homes, schools, parks, grocery stores, places of worship, etc.
- Support provisions to update the rigid definition of "highway purposes" to make it possible to flex these dollars to invest in the healthy, sustainable transportation options that strengthen our communities and reduce pollution—and to offset road project impacts when necessary. By updating this statute, we are meeting people's needs however they choose to travel.

Minnesotans want more than one way to get around. And, from protecting our livelihoods to improving our quality of life, we know reducing highway pollution benefits all of us. We need policies and resources that make it accessible and convenient to bus, bike, walk, and roll. With federal funding uncertainty for transportation and climate resiliency projects, now is exactly the time for state leaders to reassure Minnesotans that we can rely on our state's continued leadership on transit and environmental stewardship here at home.

Thank you for your work,



MJ Carpio
Executive Director
Move Minnesota Action



May 9, 2025

Dear Members of the Transportation Finance and Policy Conference Committee,

On behalf of the Minnesota Chamber of Commerce, representing 6,300 employers and their more than 500,000 employees across the state, I am writing to share our thoughts about some of the provisions under consideration by this committee for inclusion in the Transportation Finance and Policy bill.

Minnesota businesses depend upon a safe, reliable, efficient, and multimodal transportation system to get their goods to market and their employees, customers, and input materials to their door. For many years, we have advocated for greater transparency and accountability in the work MnDOT does to maximize efficiencies in its work and for increased diversification of the funding mechanisms used to support our transportation infrastructure. Provisions brought into this Conference Committee by each chamber give this Committee the opportunity to make advancements in both areas.

"Booking" MnDOT's Efficiency Savings

We support provisions in the Senate bill that would direct the MnDOT's efficiency savings to the Corridors of Commerce program (Senate Language, Art 3, Secs 10 and 65, R59, R117).

Current statute requires MnDOT to implement efficiencies equal to 15% of the appropriations made from the Trunk Highway Fund that are above base for FY 18-19, and it's required to redeploy these savings for "construction, maintenance, or rehabilitation of trunk highways, including roads."

However, historically, MnDOT has had some difficulty identifying where these savings have been reinvested into the system.

To address this, the Senate's language would require MnDOT to reinvest these efficiency savings into projects through Corridors of Commerce – a program that has strong, bi-partisan, bi-cameral support and that has advanced many important projects around the state for nearly a decade.

This provision builds upon the great work MnDOT has done for the better part of the last decade to maximize efficiencies in its program. Putting these efficiency savings to work, providing the resources needed to advance critical projects around the state through the Corridors of Commerce program, makes sense. And doing so will help to build continued support for, and increased transparency around, the Department's work to stretch the taxpayer dollars invested into our transportation infrastructure.

380 St. Peter Street, Suite 1050, St. Paul, MN 55102
www.mnchamber.com

Increasing Electric Vehicles' Share of Transportation Funding

We are grateful for the bi-partisan, bi-cameral work done this session to ensure Electric Vehicles (EVs) contribute financially to the upkeep of our transportation system through an increase in the EV surcharge. As the transportation industry continues to move toward a more fuel-efficient vehicle fleet, we support efforts to ensure EVs contribute to the maintenance and upkeep of the state's roads and bridges in a way that is commensurate with what most drivers contribute through the gas tax.

We believe it is important to begin this work now, while the size of the EV fleet in Minnesota is still relatively small. Current forecasts indicate that the EV fleet will only continue to grow. As it does, it will only become more difficult to put a meaningful funding mechanism in place to backfill projected declines in the gas tax. We applaud the work done thus far by the House and Senate to move this issue forward, and we look forward to the work of this Conference Committee to carry it through to final passage.

Maintaining the Transfer of Auto Parts Sales Tax Receipts to Transportation

We understand that the looming state budget deficit requires difficult decisions this session. However, we are concerned with the Senate's proposal to temporarily reduce the transfer of the sales tax revenues on auto parts that are used for transportation. We appreciate the extent to which the Senate was able to protect the flow of sales tax revenues to the Transportation Advancement Account. But temporarily reducing the flow of these resources into the Highway User Tax Distribution Fund (HUTDF) creates a troubling precedent and sets back the effort to add this existing, growing revenue source to the base of financial support for our state's roads and bridges. We ask this Committee to adopt the House's position related to the allocation of revenues from the sales tax on auto parts, leaving in place the transfer of these important revenues from the General Fund to the HUTDF.

Thank you for the opportunity to provide this input.

Sincerely,

A handwritten signature in black ink, appearing to read 'Bentley Graves', with a stylized flourish at the end.

Bentley Graves
Director, Health Care & Transportation Policy



**Minnesota Asphalt
Pavement Association**

1601 Utica Ave S Suite 213,
Minneapolis, MN 55416

Phone: 651-636-4666

Email: info@mnapa.org

Website: www.asphaltisbest.com

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Aaron Tast

Kim Tolzmann

MAPA Staff

Abbey Bryduck

Executive Director

Brandon Brever, F

Technical Director

May 8, 2025

Dear Transportation Finance Conferees,

Thank you for your leadership on the 2025 transportation omnibus bills. As representatives of Minnesota's asphalt industry, MAPA supports provisions that enhance safety, preserve our roads, and ensure cost-effective, data-driven infrastructure investments. Below are our positions on important items the bills:

Resilient Pavement Program – OPPOSE (House & Senate)

- The Resilient Pavement program provides a competitive advantage to the concrete industry and circumvents Minnesota's existing life cycle cost analysis (LCCA) process by prioritizing project "revisions" that would simply convert asphalt projects to concrete, without evaluating what is the best value.
- This risks higher long-term costs and more construction disruptions, with no proven benefit over the current data-driven process.

**MnDOT already promotes longer-lasting pavement strategies under its internal
Long-Term Pavement Preservation Program (LTPP)**

- MAPA recommends that the Legislature evaluate the newly created LTPP 's value in implementation before establishing it, or the Resilient Pavement Program, in statute.

Asset Sustainability Ratio (ASR) – SUPPORT (House & Senate)

- This is a vital metric for understanding the condition of Minnesota's pavement system and planning for long-term maintenance needs.

Work Zone Safety Drivers' Education – STRONGLY SUPPORT (Senate)

- New drivers must be taught how to recognize and safely navigate work zones, where narrow lanes, traffic shifts, reduced speeds, and active workers are present.
- This education is critical because these zones are where our workforce operates every day, often where they are at risk.

- MAPA initiated this provision because work zone crashes are preventable, and early education is one of the most effective tools we have to improve safety.

Greenhouse Gas (GHG) Impact Assessments – SUPPORT HOUSE DELAY

- MAPA supports delayed implementation, allowing time to ensure that the strategies pursued under this policy will truly deliver the low-carbon benefits they are intended to achieve.
- With inadequate funding statewide pavement, we are also concerned that mandated GHG mitigation could further erode essential road and bridge maintenance and construction.

Expansion of Highway Purpose Definition – OPPOSE (Senate)

- MAPA opposes this provision because—like the GHG mitigation requirements—it diverts attention and potential funding away from core road and bridge infrastructure at a time when the system is already critically underfunded.
- Without new dedicated revenue, expanding eligible uses of trunk highway dollars will only push Minnesota further behind in maintaining safe, reliable pavement systems.

Electric Vehicle (EV) Fees – SUPPORT (House & Senate)

- Ensures all drivers contribute to road funding and the Highway User Tax Distribution Fund.

Road Construction Materials Definition – SUPPORT AND THANK YOU (House)

- We appreciate the clarification that asphalt and other road construction materials are not subject to the retail delivery fee.

Thank you for considering these positions as you finalize this year's transportation package. We remain committed to working with the Legislature and road authorities to deliver safe, durable, and cost-effective roadways for Minnesotans.

Sincerely,



Abbey Bryduck
Executive Director
Minnesota Asphalt Pavement Association



FROM: Fueling Minnesota & Minnesota Propane Association

TO: HF 2438 Conference Committee Members

RE: House Only Position on Retail Delivery Fee

Conference Committee Members

Thank you for the opportunity to provide comments on House File 2438. We appreciate the hard work you have all put into this bill.

Fueling Minnesota and the Minnesota Propane Association urges the Conference Committee to adopt the House Only provision in House Article 2 Sections 24 and 26, which exempts the retail delivery fee for liquid fuels products.

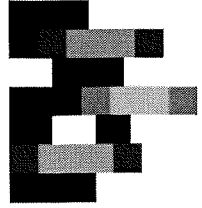
This exemption, which keeps the spirit of the law intact, would provide meaningful clarity for our members.

Thank you again for your time and consideration and again we urge adoption of this important provision to our associations.

Respectfully,

Tim Gross
Executive Director
Fueling Minnesota

Dave Wager
Executive Director
Minnesota Propane Association



Creating connections to
empower agriculture

May 9, 2025

Transportation Conference Committee

Senate Conferees: Dibble, Carlson, Jasinski, Johnson Stewart, Clark

House Conferees: Koznick, Koegel, Tabke, Olson

Dear Members of the Transportation Conference Committee,

On behalf of CHS, a diversified global agribusiness cooperative owned by farmers and member cooperatives across the United States, I appreciate the opportunity to provide comments on H.F. 2438.

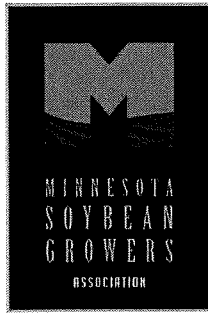
There is a provision contained in the House bill supported by CHS and the Minnesota Soybean Growers Association that we request the conference committee to adopt.

- **adding crude soybean oil to the list of farm specialty product permits.**
This allows crude soybean oil to be transported on state highways and approved county state aid highways and roads via special overweight vehicle permit (House Article 2. Sections 32-33).

We appreciate the work by the House and Senate Transportation Committees this session and respectfully request the inclusion of this provision in the final bill.

Sincerely,

Jacqueline Bailey
SVP Transportation
CHS Inc.



Dear Members of the Committee,

The Minnesota Soybean Growers Association, which represents the interests of our members and Minnesota's nearly 26,000 soybean farmers, wishes to express our full support for House File 2665 to add crude soybean oil as a qualifying specialty agricultural product for the purposes of special farm product permits.

Crude soybean oil plays a crucial role in food-grade soybean oil processing, along with producing biofuels, especially in the creation of biodiesel, which accounts for about 30% of domestic soybean oil consumption. This homegrown fuel supports nearly 5,400 jobs in our state and adds nearly \$1.7 billion toward Minnesota's GDP while cutting carbon and supporting energy independence. A recent assessment from the United Soybean Board found a 22% decrease in the carbon footprint associated with U.S. production of crude soybean oil.

At the farm level, biodiesel adds about \$1 to the value of soybeans in Minnesota, raising demand by 13%. In a challenging farm economy, growing demand and building existing markets are imperative toward keeping Minnesota farmers on the land for generations to come. Minnesota's economy depends on a healthy farm economy, and the Legislature can ease transportation burdens while also continuing to lead in the biofuels space – as it has for more than 20 years – by supporting this legislation.

Thank you for your consideration.

Sincerely,

Darin Johnson

President, Minnesota Soybean Growers Association



www.35Wsolutions.com

Bloomington Burnsville Dakota County Elko New Market Hennepin County Lakeville
Minneapolis Richfield Savage Scott County

Dear Chairs Dibble, Koznick and Koegel, and Members Olson, Tabke, Johnson-Stewart, Carlson, Clark and Jasinski of the Conference Committee on HF 2438, the Transportation Finance Omnibus Bill,

The I-35W Solutions Alliance shares our sincere gratitude to you for your dedication to public service and your efforts to finalize the transportation budget this legislative session.

We strongly support the \$40.8M for the I-35W and CSAH 50 interchange in Dakota County, a priority project for the Alliance, found in Article 1, Section 8 of the House language and we urge you to include the funding for this interchange in the conference committee report.

The 35/50 interchange is utilized by over 110,000 vehicles per day with an estimated additional 30,000 vehicles expected in the not-too-distant future. The interchange's critical crash rate is 4 times higher than the state average illustrating the urgent need for action to protect the safety of those in the region.

A May 2024 study by the Minnesota Department of Transportation confirmed the necessity of the project, citing the intense congestion at peak hours as well as the heightened crash rate. The engagement activities conducted throughout the study also highlight the safety concerns from community members across the entire south metro region.

We thank you for your dedication to bipartisan solutions throughout this year's legislative process and your consideration of this vital regional improvement.

The Solutions Alliance includes Bloomington, Burnsville, Dakota County, Elko New Market, Hennepin County, Lakeville, Minneapolis, Richfield, Savage, and Scott County as well partners including MNDOT, MVTA, Metro Transit, and the Met Council. We support the funding, building, operating, and maintenance of a transportation system that reduces congestion and improves safety.

Please let me or any of us know if we can be of assistance on the work ahead.

Sincerely,

A handwritten signature in black ink, appearing to read "Liz Workman".

Liz Workman
Chair, I-35W Solutions Alliance

Cc: I-35W Solutions Alliance Members



May 8th, 2025

Chair Dibble, Chair Koznick, and Members of the Transportation Policy and Finance Bill Conference Committee,

On behalf of the Minnesota School Bus Operators Association (MSBOA), we write to urge your support of the Senate Position on increasing minimum penalties for repeat offenders of the school bus stop arm law.

The MSBOA represents Minnesota's privately owned school bus contractors. We provide over 60 percent of the school buses used to transport Minnesota children to and from school and school-related activities. Our members have an average of over 50 years of experience in the industry and are responsible for over 400,000 students traveling more than 233,000 miles each school day.

It is the mission of the MSBOA to serve and represent the interests of our members with a unified voice; to advance the passenger transportation industry's image, overall safety, efficiency, and reliability; to develop and distribute educational programs and solutions; to positively influence Federal and State government actions; to advocate ethical operations; to provide a means to establish and maintain relationships with fellow industry professionals; and to strive for a healthy business environment.

Our companies and employees put the safety of schoolchildren at the forefront every single day. It is our worst fear that one of the students we transport to and from school gets hurt. We continue to see far too many occurrences of vehicles either ignoring or being oblivious to the warning light systems and stop arms. We were a strong advocate for the original law that created the mandatory minimum penalty for first time offenders. Why? Because we believe that any step taken to deter a driver from violating the law and preventing injuries to children is worth the effort.

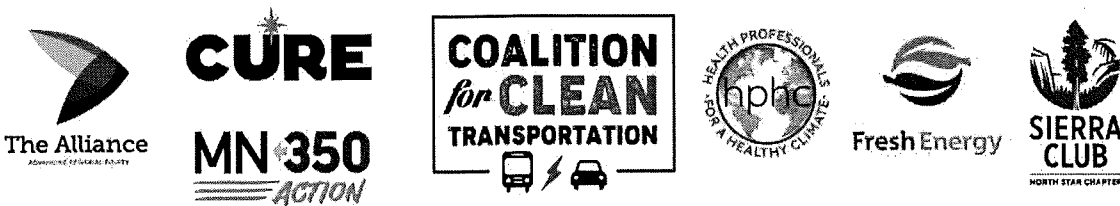
We ask that you as a committee, support the senate provision that would increase the minimum fine for a second violation within ten years of the initial violation, and an additional increase in the minimum fine for a subsequent violation occurring within ten years of two or more violations.

We understand it has been suggested by some lawmakers that there are relatively few repeat offenders of this law. We would argue that any number of offenders is too many when the health and safety of schoolchildren is at risk.

Thank you for your consideration.


Bethany Bertram, President

Minnesota School Bus Operators Association



May 8, 2025

Dear Transportation Conferees: Senators Dibble, Johnson Stewart, Jasinski, Carlson, and Clark, and Representatives Koegel, Koznick, Olson, and Tabke,

We at the Coalition for Clean Transportation write to share our concerns on three damaging provisions in the House and Senate Transportation Omnibus bills:

- **Increase of EV registration fee from \$75 to \$200 is deeply inequitable and will harm those least able to afford it. This is a huge step back from Minnesota's climate goals.** At a time when an increasing number of electric vehicle options at lower price points have become available in both the new and especially used car market, almost tripling the EV registration fee will push affordable ownership of these cleaner, healthier vehicles out of reach for more Minnesotans. We oppose any increase that makes owning and operating a zero-emissions vehicle more costly to any Minnesotans but especially under-resourced ones, particularly given increasing consumer costs across the board and the increasing risk of a separate federal EV fee.

Electric vehicles are also a cornerstone of meeting our state's climate goals by 2050. At a time when federal funding for state EV charging is under threat, federal EV tax credits are likely on the chopping block, *and a separate federal EV fee of \$250* is being seriously considered, we as a state need to be leaning into supporting an equitable transition to clean vehicles, not deterring it further. The proposed fee increase is punitive.

- **Delaying the implementation of our Climate Impact on Highways Law (161.178), which addresses climate emissions from our transportation system, risks Minnesota failing to meet our state climate goal of a net-zero economy by 2050.** The House Transportation omnibus includes a 3+ year delay to the greenhouse gas and vehicle miles traveled requirement for highway expansion projects, which the Minnesota Department of Transportation itself opposes. It also delays implementation of assessing and requiring mitigation measures for all trunk highway projects by one year. Minnesota is already off-track in meeting its greenhouse gas emissions reduction goals for the transportation sector. Both these delays mean Minnesota will get further behind.
- **Transit funding cuts move Minnesota in the wrong direction on affordable, climate-friendly transportation.** Addressing climate change equitably also means ensuring everyone in Minnesotan can get around to where they need to go, with or without a personal vehicle. While zeroing out emissions at tailpipes is a key strategy to reduce greenhouse gas emissions and air pollution from transportation, expanding reliable and useful transit systems is another. As a group that has advocated strongly for zero-emissions transit buses and the persistent funding required to do so, CCT opposes the across-the-board transit funding cuts proposed in the House and Senate Transportation Omnibus bills.

The need for meaningful and equitable climate and transportation investments that will help the state meet our climate goals while also making it easier for more Minnesotans to enjoy clean and healthy transportation options remains as strong as ever. Every year counts, and the decisions we make now will shape what climate future we build. Making electric vehicles more affordable for more Minnesotans, investing in climate-friendly transit expansion and improvements, and ensuring MnDOT has the tools it needs to address greenhouse emissions in its broader transportation planning work are all critical to making sure CCT's vision of a future where all Minnesotans have equitable access to clean, healthy, and connective transportation options can be achieved.

Sincerely

The Alliance
CURE
Fresh Energy
Health Professionals for a Healthy Climate
MN350 Action
Sierra Club North Star

#

The Coalition for Clean Transportation (CCT) is a group of primarily non profit advocates that span clean energy, climate justice, social justice, rural, and public health perspectives. We envision a future where all Minnesotans, from urban to suburban to rural, have equitable access to clean transportation options that promote health and connection for all.



May 9, 2025

To Senators Dibble, Johnson Stewart, Jasinski, Carlson, Clark, and Representatives Koznick, Koegel, Olson, Tabke—

We write to you to share our recommendations for the final Transportation Finance and Policy bill, HF2438/SF2082, as you continue negotiations in conference committee. From securing long-term, dedicated funding for transit, biking, walking, and rolling in 2023 and strengthening our Driving Down Emissions¹ law in 2024—Minnesota is on a nation-leading path to a healthier, more affordable, and more sustainable future. We are concerned that there are provisions in the House and Senate bills that would undermine investments in public transit and active transportation and delay implementation of climate pollution mitigation from transportation.

We urge you to:

- Restore \$32.5-\$40M in FY 26-27 and \$32.5-\$64.9M in FY 28-29 for Metro Transit funding, which are cuts that are included in both the Senate and House bills. This would limit Metro Transit's ability to expand the transit system at the rate that our communities need after decades of underinvestment.
- Reject a \$12M cut in FY 26-27 and \$12M cut in FY 28-29 for Greater MN Transit from the House bill.
- Reject a \$27M cut in FY 28-29 for Special Transportation Services, such as Metro Mobility, from the House bill.
- Reject a \$4M cut in FY 26-27 and \$8M cut in FY 28-29 for Active Transportation from the House bill.
- Reject the inclusion of HF2234, which would repurpose the Active Transportation Grant Program to be less about investing in walking, biking, and rolling and more about reinforcing car-centric travel rather than giving Minnesotans more choices in how we get

¹ <https://www.move-mn.org/how-move-minnesota-is-leading-the-nation-to-curb-climate-pollution-from-transportation/>

around. This functionally undercuts investments in public safety, public health, disability access, and connected communities when City and County engineers and transportation planners across the metro cite gaps in their multimodal networks² and residents desire more community cohesion and equitable connectivity for people of all abilities.

- Reject a \$8.9M cut in FY 28-29 for Passenger Rail Base Funding and a \$16M cut in FY 28-29 for General Transit Fund Transfer to Passenger Rail Account from the House bill.
- Reject appropriations delay for the Northern Lights Express project from the Senate bill.
- Support Free Rides on Buses for Metro Mobility Certified Customers from both the House and Senate bills, and reject a \$175K in cut in FY 26-27 and \$200K in FY 28-29 from the House bill.
- Support the adoption of SF817, which would provide flexibility to spend revenue we contribute to the Highway User Tax Distribution Fund for multiple modes of travel by defining “highway purposes” to encompass driving, taking public transit, biking, walking, and rolling. MnDOT supports this provision as it gives them more flexibility to incorporate transit and active transportation in their projects. By including this provision, we are meeting people’s needs however they choose to travel.

Two years ago, the legislature passed long-overdue and urgently needed funding to improve transit service. Investments in public transit, biking, walking, and rolling are improving daily lives and building a better future for our communities. Minnesotans are counting on these resources to help save money and give us more choices in how we get to the important places in our lives. The cost of transportation, specifically car ownership, remains high for households, even more so for low-income families. It’s a burden that state leaders have shown they can help alleviate by supporting the expansion of public transit and active transportation. We must not walk back on making residents’ lives easier.

Lastly, we ask you to reject the following amendments from the House bill that undermine Minnesota’s trailblazing policy wins through the Transportation Greenhouse Gas Emissions Impact Assessment or Driving Down Emissions law:

- Delaying the implementation of greenhouse gas and vehicle miles traveled requirements for highway expansion projects by 3.5 years despite an already past effective date of February 1, 2025 and opposition from the Minnesota Department of Transportation.³
- Delaying the implementation of assessing and requiring mitigation measures for the full portfolio of trunk highway projects from August 1, 2027, to August 1, 2028.
- Requiring a transfer of funds from the transportation impact assessment and mitigation account if the unencumbered account balance has gone above half of the amount of funds deposited in the account in a fiscal year, where up to 90 percent of the available balance must be transferred to the Highway User Tax Distribution Fund.

² <https://metro council.org/Transportation/Planning-2/Transportation-Funding/Regional-Transportation-Sales-and-Use-Tax/Active-Transportation.aspx>

³ <https://www.house.mn.gov/comm/docs/ObecYoowCkOf9SVteXaBcQ.pdf>

Over the past two years, Minnesota legislators passed and expanded our Driving Down Emissions law to build roads in ways that protect our climate and communities. With our wins, we are set to build in ways that curb pollution and provide more options to take transit, walk, bike, and roll. Environmental degradation from how we have historically built roads threatens the people and places we love. Our recent success in Minnesota is a strong reminder that the way we plan and build our communities can be sustainable. Other states that recognize the urgency of the moment, such as Maryland, Maine, Massachusetts, Illinois, and New York are looking to our wins here in Minnesota, Colorado, and California.⁴

With federal funding continuing to be uncertain for transportation and climate resiliency projects, now is exactly the time for state leaders to reassure Minnesotans that we can rely on our state's continued leadership on transit and environmental stewardship here at home. State leaders must reassure residents that they take the clean air and water, our safety, and our health seriously. **The legislature should maintain current public transit and active transportation funding levels and reject policy that attempts to delay or water down the implementation of the Transportation Greenhouse Gas Emissions Impact Assessment or Driving Down Emissions law.** Our communities deserve a transportation system that protects our health, environment, and our future.

Respectfully,

100%

Alliance for Sustainability

Bicycle Alliance of Minnesota

Climate Generation

CURE

DFL Environmental Caucus

Elders Climate Action-Twin Cities

Fresh Energy

Friends of Minnesota Scientific and Natural Areas

Health Professionals for a Healthy Climate

Lakeville Friends of the Environment

Minnesota Center for Environmental Advocacy

Minnesota Environmental Partnership

Minnesota Interfaith Power and Light

MN350

Move Minnesota & Move Minnesota Action

Our Streets

Resilient Cities and Communities

Sierra Club North Star Chapter

Andy Willette, Citizens' Climate Lobby

Sharon Mickelson, Citizens' Climate Lobby

Jean Ross, Vote Climate

⁴ <https://rmi.org/the-domino-effect-states-prioritize-affordable-transportation-choices-over-traffic/>

May 9, 2025



To Senators Dibble, Johnson Stewart, Jasinski, Carlson, Clark, and Representatives Koznick, Koegel, Olson, Tabke—

Over the last two years, Minnesota has become more well-known across the country as a leader in supporting public transit and active transportation and climate resiliency projects. This is thanks to local advocacy, legislators, and agency leaders. We are, however, seeing attempts to roll back critical progress— all when Minnesotans are counting on a transportation bill that continues to move us toward a better future. To create a transportation system that works for everyone, I urge you to:

2446 University Ave. W, Ste 170
Saint Paul, MN 55114
P 651-767-0298
F 651-789-1001

MOVEMINNACTION.ORG

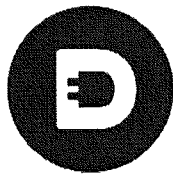
- Restore \$32.5-\$40M in FY 26-27 and \$32.5-\$64.9M in FY 28-29 for Metro Transit funding, which are cuts that are included in both the Senate and House bills. This would limit Metro Transit's ability to expand the transit system at the rate that we need after decades of underinvestment. Predictable, in addition to long-term and dedicated, funding for public transit is necessary for agencies to plan and think creatively. Expanding our public transit system takes time and a cultural shift, yet we have already witnessed the transformative role transit can play in improving people's lives when it receives the investment it deserves.
- Reject the 3.5-year delay in implementation to the Transportation Greenhouse Gas Emissions Impact Assessment or Driving Down Emissions law, which is proposed in the House bill. MnDOT does not support this delay and instead wants to align highway projects with our state's greenhouse gas emissions and vehicle miles traveled reduction goals. We need to continue shifting the types of roads we build and the ways our communities develop in ways that are safer, more climate-resilient, and more cost-effective.
- Reject repurposing the Active Transportation Grant Program. We need an approach to designing our roads that prioritizes public safety, public health, and disability access as we better connect our communities to our homes, schools, parks, grocery stores, places of worship, etc.
- Support provisions to update the rigid definition of "highway purposes" to make it possible to flex these dollars to invest in the healthy, sustainable transportation options that strengthen our communities and reduce pollution—and to offset road project impacts when necessary. By updating this statute, we are meeting people's needs however they choose to travel.

Minnesotans want more than one way to get around. And, from protecting our livelihoods to improving our quality of life, we know reducing highway pollution benefits all of us. We need policies and resources that make it accessible and convenient to bus, bike, walk, and roll. With federal funding uncertainty for transportation and climate resiliency projects, now is exactly the time for state leaders to reassure Minnesotans that we can rely on our state's continued leadership on transit and environmental stewardship here at home.

Thank you for your work,

A handwritten signature in black ink, appearing to read "MJ Carpio".

MJ Carpio
Executive Director
Move Minnesota Action



Drive Electric MINNESOTA

May 9, 2025

Dear Chair Dibble, Chair Koznick, Chair Koegel, Senator Carlson, Senator Jasinski, Senator Johnson Stewart, Senator Clark, Representative Tabke, and Representative Olson,

Thank you for the opportunity to submit written testimony on House File 2438. Drive Electric Minnesota opposes increasing the annual electric vehicle (EV) fee to \$200.

Drive Electric Minnesota believes EV users should pay their fair share to support Minnesota's roads and bridges, but they should not pay *more* than owners of equivalent gas vehicles. The proposal to nearly triple Minnesota's annual EV fee from \$75 to \$200 would overburden EV drivers by requiring them to pay more into the Highway User Tax Distribution Fund (HUTDF) than most other drivers in the state. This would discourage electrification at a time when the state has expressed a desire to spur EV adoption, without meaningfully contributing to reducing the road funding gap.

Drive Electric Minnesota opposes the proposed \$200 EV fee for multiple reasons:

- **Increasing EV taxes above and beyond what drivers of conventional gas vehicles pay is unfair and could discourage electrification.** According to the Alliance for Automotive Innovation, the average gas car driver in Minnesota pays under \$150 per year in gasoline taxes. Thus, a \$200 annual fee would overburden EV drivers relative to drivers of gas vehicles and ask them to pay more into the HUTDF just for choosing an electric car.
- **Just as Minnesota's gas tax rewards fuel efficiency, so should the EV fee.** By design, the gas tax rewards drivers who choose more efficient vehicles. For example, the driver of a fuel-efficient gas car like a Toyota Corolla would pay between \$100 and \$125 per year in gasoline taxes, depending on how much they drive. Electric vehicles are among the most fuel-efficient vehicles on the roads and should be taxed accordingly.
- **The federal government is implementing its own \$250 EV fee and rolling back support for electrification.** Under these two fees, Minnesota drivers' EV fees will increase from \$75 per year to \$450 per year almost overnight. These punitive fees impact affordability, hinder sales, and make it harder for Minnesota to meet its climate and EV adoption goals. To make matters worse, the federal government is removing support for EVs by rolling back tailpipe emissions standards and eliminating EV incentives, and state support through the Minnesota rebate program has run out.
- **Minnesota EV drivers already pay more into the HUTDF than drivers of equivalent gas cars when accounting for their total tax burden.** Due to the higher upfront costs of EVs compared to gas vehicles, EV drivers pay higher motor vehicle sales tax and registration fees than gas car drivers. Combined with the \$75 EV surcharge, EV drivers are already paying more into the HUTDF over the expected lifetime of their vehicle than a driver of an equivalent gas car. Adding a \$200 annual fee penalizes EV drivers even more. See the graph below for cost comparisons.

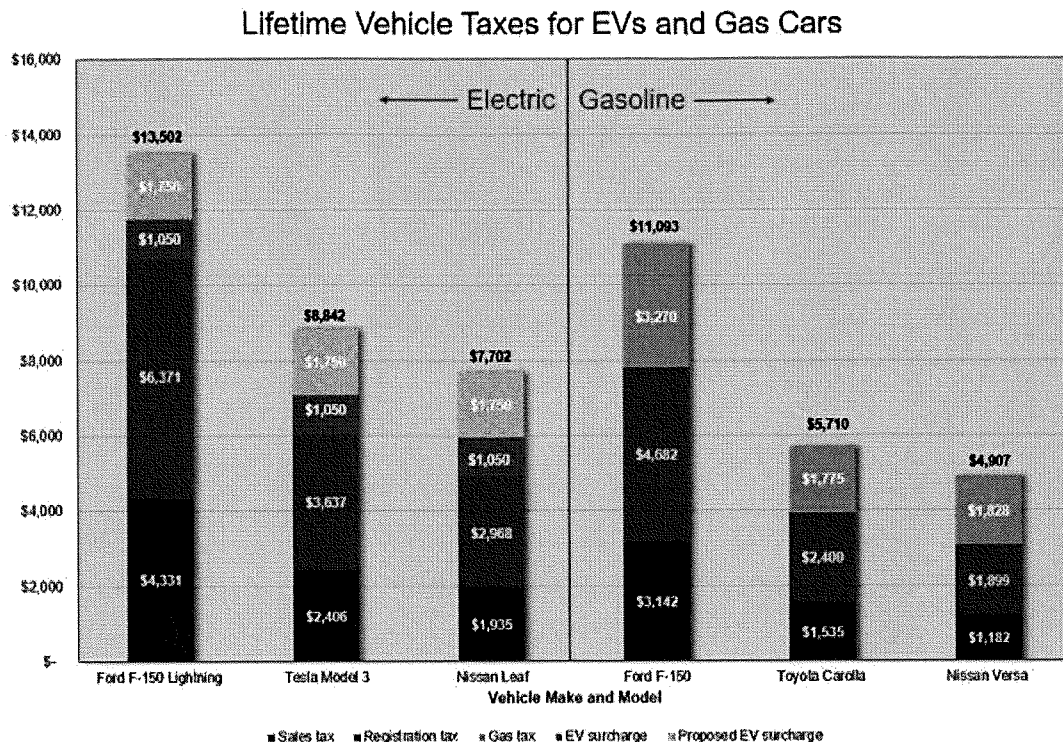


Figure 1. Lifetime cumulative taxes paid by popular model year 2025 electric and gasoline cars (14-year lifetime)

Drive Electric Minnesota recognizes the need to ensure sustainable, ongoing funding to maintain Minnesota's roads and bridges. However, nearly tripling EV drivers' registration surcharge would result in unfair taxation for a small portion of Minnesota drivers without solving the problem of declining revenues. In fact, according to the Minnesota Department of Transportation, increasing the state's EV fee would provide limited revenue-raising capacity due to current low levels of adoption.

Solutions to increase highway funding should be consistent across different vehicles and drivers and should not penalize certain classes of vehicles, like EVs. Drive Electric Minnesota encourages the state to consider comprehensive solutions to roadway funding that are sustainable, fair, and don't further discourage EV sales.

Facilitated by the Great Plains Institute, Drive Electric Minnesota (DEMN) is a partnership of electric vehicle (EV) champions, including automakers and auto dealers, utilities, charging companies, environmental groups, and state and local government. DEMN paves the way for the deployment of EVs and charging infrastructure through public-private partnerships, financial incentives, education, technical support, and public policy. Learn more at <http://www.driveelectricmn.org>.

Dominique Rapsch

4120 Parklawn Ave #326

Edina, MN 55435

(763) 222-6297 - dominique.rapsch@outlook.com

Esteemed members of the committee,

I write you today as a concerned Minnesotan, an electric vehicle (EV) driver, and a 10-year plus veteran of the automotive industry to urge you to **oppose the increase of electric vehicle registration surcharges**. This proposed legislation nearly triples the existing surcharge of \$75 to \$200 for battery electric vehicles (BEVs) and to \$100 for plug-in hybrid vehicles (PHEVs) - a move that is counterproductive and harmful to our state's environmental and economic goals.

Despite continued decreases in cost, electric vehicles still come at a significant premium compared to internal combustion engine (ICE) vehicles. Because Minnesota charges registration fees calculated upon the base value of the vehicle, EV owners pay more in registration fees than owners of equivalent ICE vehicles. When combined with taxes paid on electricity during refueling and the current \$75 registration surcharge, EV drivers provide more tax revenue than the average ICE driver pays through fuel taxes and registration.

We must also consider the broader economic context: Minnesotan families are already feeling the squeeze of a challenging economy and, with JP Morgan estimating a 60% likelihood of a recession this year, we may encounter additional challenges ahead. Increasing costs for Minnesotans in this climate should be done with severe caution.

Additionally, this increased cost of ownership would create yet another financial barrier to EV and PHEV adoption rates at a time when we should be accelerating, not discouraging, zero- and reduced-emission vehicle adoption. This fee directly risks stalling or reversing progress on Minnesota's climate goals - with the unfortunate side effect of increasing future state costs relating to environmental cleanup and severe weather-caused disasters.

Despite all of these issues, the most likely result of this fee increase is a heightened feeling of discontent with voters. The stark truth is that most Minnesotans already complain about the high costs when the annual registration renewal arrives, and the vast majority of Minnesotans are entirely unaware that EVs are charged the existing \$75 surcharge. Should the adoption rate of BEVs and PHEVs continue rising at their current trajectory, this surcharge increase will impact a growing number of Minnesotans each year - reducing voter satisfaction with their state representatives and confidence that their tax dollars are being well spent.

Considering the unfair cost this surcharge creates for EV drivers, the detrimental impact this decision will have on Minnesotans moving forward, and the environmental and economic drag it will have on the state and automotive industry, **I respectfully ask that you vote no on increasing the electric vehicle registration surcharge.**

Thank you for your time and your service to the people of Minnesota.

Sincerely yours,

Dominique Rapsch

I am testifying concerning the proposed increase in the annual state tax on electric vehicles from \$75 to \$200 that, as I understand it, is contained in one or both of the Senate and House bills being reconciled by the conference committee.

My background is as follows. I am a recently retired environmental attorney who represented the Prairie Island Indian Community in the 1994 legislative session that ultimately permitted dry cask nuclear waste storage by NSP at Prairie Island, in part in return for the utility's commitment to expand clean energy in the state, initially with a state-mandated 500MW wind-power commitment, which the utility has greatly exceeded after realizing the cost-effectiveness of wind and solar power in the state. I am a past board member of Fresh Energy, the clean energy think tank in the state, and the Sierra Club North Star Chapter, and am a recipient of the Sierra Club's William O. Douglas Award in 2007 for legal work protecting the Boundary Waters and Voyageurs National Park.

Of more immediate interest to this conference committee and its work, I strongly urge the conferees not to raise the annual Minnesota tax on electric vehicles (or EVs, as they're known) from \$75 to \$200. This is not the time to take any state action that makes EVs less attractive to potential purchasers, what with the U.S. House now proposing a \$250 per EV federal annual tax. Our family has been all-EV for 10 years. We have installed a second electric meter in our garage at a substantial cost to take advantage of overnight peak rate pricing from NSP, to charge our cars when otherwise wind power might be dumped from the grid for lack of customers. Such "load management" is critical to building a sustainable clean-energy future for our state--which, if I must remind any of you, has absolutely zero fossil fuel resources.

Our family pays our fair share. The electricity we purchase from NSP is not free--though it is considerably less expensive than the gasoline and associated maintenance such as oil changes that come with owning a gas-powered vehicle. We pay taxes and franchise fees on the electricity we purchase to power our vehicles--there is no transportation free lunch, but there is a strong economic case to be made that persons at all income levels would be better off purchasing electric vehicles, in addition to the obvious environmental benefit of eliminating carbon emissions one vehicle at a time.

The proposal your conference committee is considering, when combined with the proposed federal EV tax, will raise the cost of a family owning two electric vehicles by **\$900 per year**. Asking a family to pay an additional **\$900 per year** in federal and state taxes on two EVs would essentially ensure that no family will go all-EV in Minnesota in the future--it's just too much of a disincentive. It's like you purchased two additional gas-powered cars and were paying two additional annual registration fees! It's ridiculous as public policy, when we are facing an **88-degree Mother's Day** this weekend and need to be 110% focused on reducing carbon emissions.

MnDOT's own website features a study by the agency that shows that even at the current \$75 per year annual fee, EVs contribute more to the state highway fund than do comparable gas-powered models. I want to repeat that documented fact, because you committee members and your very competent staff should be focussed on it--**at \$75 per year, EVs currently contribute more to the state highway fund than comparable gas-powered vehicles do**. There is no justifiable cost-based reason to increase the annual tax on EVs, especially at this point when federal taxes on EVs are likely to increase. I urge all members on the conference committee to strip out this increased EV tax, an unjustified burden to people at all income levels doing the simplest and most empowering thing one can do to lower one's carbon footprint--buy or lease an electric vehicle.

Thank you for your consideration of my testimony.

Richard Duncan

310 W. Minnehaha Pkwy.

Minneapolis, MN. 55419

Consideration of the all-electric vehicle surcharge from \$75 to \$200.

James Tucker

Testimony

I get it. I hear it all the time. When I volunteer to talk to people at the State Fair or the Auto Show to tell people how great it is to drive an EV, one of the things I hear is, "You EV drivers don't pay any gas tax...you don't pay for the roads." But is that true?

A Great Plains Institute report shows that a Toyota Prius driving 12,000 miles a year pays about \$61 in gas taxes. A Honda Accord about \$72. So I already pay more than them regardless of how many miles I drive.

But maybe that's not fair. My car is heavier than those cars (my Kia Niro isn't... but never mind) so I should pay more.

The proposal is to raise the fee by 267% from \$75 to \$200. Is that fair? If it is, then here's an idea: let's get rid of the gas tax and charge every car that amount. That would be fair, easy to implement, and the state would get its money all up front. Great for budgeting!

But do you think fossil fuel car owners would like that? Of course not. Because it's not fair... it's punitive. And if a new *federal* EV tax is passed the punishment could be more than doubled.

I don't understand why I should be punished. I mainly drive an EV because they are great cars, easy to maintain, and are fun to drive. I think we should all be driving them to reduce the amount of carbon we are putting into the atmosphere. These added taxes will work against that goal. We want to put more people into EVs, not fewer.

I urge you not to support this punitive tax.

May 8, 2025

Dear Legislators:

I am writing to express my concerns about, and objection to, increasing the motor vehicle tax for electric vehicles (EV) in Minnesota.

I recently purchased a used EV for \$6,000 and paid the current \$75 fee. A \$200 fee/tax would have been almost 4% of the sale price. If a federal tax/fee of \$250 were added to the proposed MN fee, it would have cost me nearly 8% more in taxes/fees than a similarly priced non-electric vehicle. That seems excessive especially when this same tax/fee isn't charged to non-EV buyers.

The current gas tax is not a sustainable method to pay for roads nor is putting additional financial burdens on a fledgling EV industry good public policy. This proposed tax/fee on EVs is short-sighted public policy that is counter to the state's desire to have strong economic growth of the automotive industry in Minnesota, better public health for all residents, and significant progress on climate pollution reduction goals.

It's time for Minnesota to encourage residents and businesses to purchase EVs when other transportation options don't meet their needs.

State leaders need to rethink how Minnesotans pay for transportation infrastructure before any additional taxes or fees are levied on one group of vehicle buyers. Increasing the annual EV fee will discourage EV adoption without addressing the main cause of declining revenues for roads and related infrastructure. I urge all elected officials to create a diverse, statewide task force to evaluate options and make recommendations to the legislature next year that include comprehensive funding solutions that treat drivers of EVs and conventional vehicles fairly while resolving the financial needs of Minnesota's transportation system today and into the future.

Respectfully,

Mary T'Kach
7848 Babcock Trail
Inver Grove Heights, MN 55077

I support charging a fee to owners of all-electric vehicles (BEV) or plug-in hybrid vehicles (PHEV), but the proposed levels of \$200 fee for BEV and \$100 annual fee for PHEV are obviously too high and unfair.

A gasoline engine vehicle driven 13,957* miles per year and getting an average of 25 miles per gallon would use 560 gallons of gasoline per year.

At the current Minnesota gas tax rate of 31.8 cents per gallon, the owner of this vehicle would pay \$178 per year in gas tax to the State of Minnesota.

This overestimates the actual gas tax revenue to the state since the majority of electric vehicles are used in the Twin Cities metro area where the average number of miles driven per year tends to be lower than the state average. Also, most of these EV owners would be driving fuel-efficient gasoline cars (with higher than 25 mpg fuel efficiency) if they didn't own an EV.

More reasonable EV fees would be \$150 for BEV and \$75 annual for PHEV.

*The average number of miles per year per driver is 13,957 miles:

<https://www.consumeraffairs.com/automotive/how-many-miles-does-the-average-person-drive-a-year.html>

Respectfully,

Stuart Chastain

Shoreview

From: Frances Crotty, Bloomington MN, Electric Vehicle owner for 14 years

Owning an electric vehicle for us early owners is about doing the right thing. Electric vehicles have **zero air pollution emissions** when they operate. **Zero.** They are the **only option for pairing with wind, solar** – renewable energy **also zero emissions.**

Why is this of utmost consequence? **Traffic-related air pollution is associated with cardiac problems, dementia, asthma, increased emergency department visits.**

The list of these pollutants is long: ozone, nitrogen oxides, various forms of carbon, sulfur oxides, volatile organic compounds, polycyclic aromatic hydrocarbons, and most troubling fine particulate matter.

Those of us who invested early in electric vehicles—We did it for the public good. We paid a lot more for our cars. I remember I had a Prius that I loved that was paid for. I purchased an all-electric Leaf anyway. It was the right thing to do.

I also remember driving without heat in below zero weather. The early EVs did not have enough driving range for me to get to work using heat--like a true Minnesotan, I would just drive with my snow pants and full winter gear on.

Over the past 15 years, **hard working EV owners have volunteered and participated at numerous events, over and over again** --to promote and encourage people to drive EVs. We are doing our very best. This is just "wind in our face" when we are diligently trying to just do the right thing.

Please Do The Right Thing - Vote No!

May 9, 2025

To Members of the Minnesota Senate:

My name is Mark V. Chapin, and I'm a Minnesota resident and the owner of two electric vehicles. I'm writing to strongly oppose the proposed increase in the annual EV registration fee from \$75 to \$200, as outlined in HF2438.

My family has made a significant investment in clean transportation. We installed a Level 2 charger in our garage that is powered by rooftop solar panels. We've taken these steps not only to reduce our own carbon footprint but to support Minnesota's broader goals of lowering greenhouse gas emissions. Raising the EV registration fee to \$200 undermines that commitment and sends a disheartening message to Minnesotans considering a transition to cleaner transportation.

It's important to understand that EV owners already pay more than their fair share. We pay higher registration and motor vehicle sales taxes, and the current \$75 annual EV fee adds to that burden. Independent research by MnDOT and the Great Plains Institute confirms that electric vehicle drivers already contribute *more* to Minnesota's Highway User Tax Distribution Fund than comparable gasoline vehicle owners.

Furthermore, Congress is now considering a new federal EV fee of \$250 annually. If enacted, that would raise our total fees to nearly \$1,000 per year for our two vehicles—penalizing us simply for choosing cleaner, more efficient transportation.

These costs are even more damaging for owners of older EVs. A close friend of ours drives a 2015 Nissan Leaf, which has a range of only about 40 miles and is worth approximately \$2,000. Under this proposal, she could be forced to pay nearly \$500 annually in state and federal fees. That's an unsustainable burden that would likely send older, lower-value EVs to the scrap yard prematurely—wasting useful vehicles and discouraging lower-income drivers from entering the EV market.

Let's also be clear: raising EV fees does not solve the root cause of declining gas tax revenue, which is largely due to improvements in fuel efficiency across all vehicles—not the small number of EVs on Minnesota's roads. EVs still make up less than 1% of all passenger vehicles in the state.

Rather than punishing early adopters, Minnesota should focus on equitable, sustainable funding solutions—such as a distance-based user fee that applies fairly to all vehicles, regardless of fuel type.

Lastly, I want to underscore that EV charging infrastructure in Minnesota remains underdeveloped—especially in Greater Minnesota. Long-distance trips, whether to the

North Shore or western parts of the state, still present major logistical challenges. It's unreasonable to increase the cost of EV ownership while the infrastructure needed to support widespread adoption is still lacking.

I urge you to reject this regressive fee increase and instead champion fair, future-focused policies that support all Minnesotans in transitioning to cleaner transportation.

Sincerely,

Mark V. Chapin

May 8th, 2025

The Honorable Scott Dibble
Chair, Senate Transportation Committee
3107 Minnesota Senate Bldg.
St. Paul, MN 55155

The Honorable Erin Koegel
Co-Chair, House Transportation Finance and Policy Committee
5th Floor Centennial Office Building
658 Cedar Street
St. Paul, MN 55155

The Honorable Jon Koznick
Co-Chair, House Transportation Finance and Policy Committee
2nd Floor Centennial Office Building
658 Cedar Street
St. Paul, MN 55155

Transportation Conference Committee Members Minnesota House and Senate State Capitol St.
Paul, MN 55155

Subject: HF2438 - Opposition to Washington Avenue Bridge Funding from Regional
Transportation Sales and Use Tax for Active Transportation

Dear Chair Dibble, Co-Chair Koegel, Co-Chair Koznick, and Members of the Transportation
Finance and Policy
Conference Committee:

We write to support the inclusion in this bill of a project to create a suicide prevention fence on the Washington Avenue Bridge between the East and West bank campuses of the University of Minnesota. We are opposed, however, to using any portion of the regional sales tax funds allocated for active transportation to pay for this project, as included in Senate Language UEH2438-1, and ask that an alternative funding source be used.

The active transportation portion of the regional transportation sales tax revenue is dedicated to projects awarded competitively throughout the Twin Cities metro region. In 2024, the Transportation Advisory Board (TAB) funded 17 projects in six of the seven counties totalling \$19 million to be initiated by 2026 following the law's language to allocate the money regionally and competitively. The initial estimate of expected revenue was \$24 million per year, from the 5% of the Regional Sales and Use Tax allocated to the Metropolitan Council, and accrual to date has been less, closer to \$22 million per year. To expend \$9 million for one project would be more than 40% of expected annual revenue. Moreover, we are concerned about the potential precedent that could be set by allocating active transportation funds in a way entirely inconsistent with the original legislative intent of a regionally competitive process for making funding decisions. We note that the legislation creating the regional transportation sales tax funds

made no such requirements for how the seven metropolitan counties were to allocate their portion of the sales tax revenue.

The active transportation fund revenue will complement federal funding sources in Metropolitan Council's Regional Solicitation process by allowing for a wider variety of projects and applicants. Smaller cities and townships which have historically not applied for Regional Solicitation funding due to the federal requirements and smaller size of their projects, would be the most adversely affected by a revenue reduction for the single proposed project, as counties have dedicated funding for active transportation through their 17% portion of the Regional Sales and Use Tax and larger cities and counties apply to the Regional Solicitation regularly.

We support the inclusion of language that funds not spent return to their originating source.

Thank you for your time and attention to this matter.

Sincerely,

Glen Johnson, Chair of the Active Transportation Workgroup and Transportation Advisory Board (TAB) Citizen Representative District D

gmljohnson80@gmail.com

Brian C. Martinson, Vice Chair of the Active Transportation Workgroup and Transportation Advisory Board (TAB) Non-motorized Representative

brian.c.martinson@gmail.com

James B. Hovland, Chair, Transportation Advisory Board (TAB)

jhovland@hovlandrasmus.com

Conference Committee on H.F. 2438
Room 1150 Minnesota Senate Bldg

May 9, 2025

Dear Chairs Sen. Scott Dibble and Rep. Jon Koznick, and Members of the Conference Committee:

RE: Oppose ATV weight limit increase to 3000 lbs. Section 5 [All-terrain vehicle or vehicles]

We are writing on behalf of the Forests and Wildlife Stewards of the Sierra Club North Star Chapter and the MN Public Lands Coalition in opposition to the new proposed weight limit for ATVs on public lands.

This limit, 1.5 tons, is the weight of a sedan. Our public land natural surface trails cannot handle this kind of weight without considerable damage or work and planning for hardening of trails. Our trail systems have not had proper environmental review to assess this increased weight and torque load.

Our fine textured soils rut easily, considerable sediment and erosion is inevitable, disrupting our ecosystems, wetlands and stream habitats. Our public lands are some of our last refuges for wildlife – including species of special concern and those listed as threatened and endangered. Sensitive, cold-water species such as our state fish the walleye and brook trout need cold, clear waters *for survival*.

Regardless of the specifications used during construction, there will be site damage that will need additional funding and time resources from our land management agency. There are already too many trails and too few resources for addressing existing damage, doing preventative maintenance and law enforcement. Any increase in the weight limits must be matched with sufficient increase in trail maintenance and law enforcement funding.

It is not reasonable to continue to escalate the weight and size of these vehicles and expect to see no or limited damage to our environment.

In closing, we respectfully request you deny the weight increase, and oppose funding for more ATV trails without additional public lands protections and safeguards in place.

Sincerely,

Bob Graves & Lois Norrgard, Forests and Wildlife Stewards
Sierra Club North Star Chapter

Susan Perrin Schubert
MN Public Lands Coalition

MINNESOTA ATV RECREATION IN A NUTSHELL ...

TRAIL IMPACT

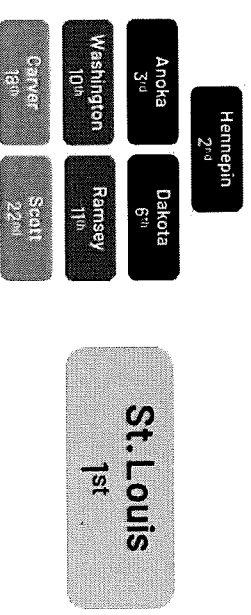
Despite being two to three times heavier, Class II ATVs **present no increased trail impact** than Class I ATVs (e.g., rutting, compaction).

ECONOMIC IMPACT

Minnesota DNR reports ATV recreation generates over \$1.22B in annual state GDP; U.S. Bureau of Economic Analysis ranks motorized recreation **behind only** boating/fishing, hunting/shooting sports and RV camping (2024).

WHO RIDES

1 in 5 Minnesota ATV owners are metro residents



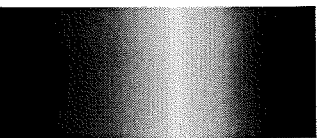
WHERE THEY RIDE

More than 4 in 5 registered ATVs are primarily operated outside the metro

WHAT CLASS II ATV WEIGHT INCREASE DOES NOT DO

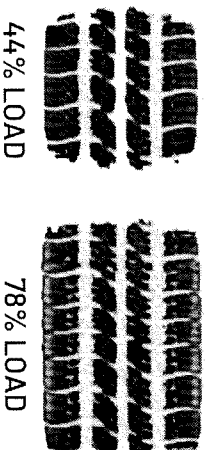
MORE WEIGHT DOES NOT = MORE IMPACT

CONTACT
PRESSURE



CLASS II ATV TIRE PERFORMANCE

16 PSI



TIRE-TO-TRAIL CONTACT AREA INCREASES, NOT WEIGHT-TO-TRAIL

MORE WEIGHT DOES NOT = INFUX OF CLASS II ATVS

2-4%

ANNUAL CLASS II ATV INDUSTRY
GROWTH

<5% OF MARKET

>2,500 LBS. CLASS II ATV BUYERS

<2,500 LBS.

FASTEST GROWING CLASS II ATV WEIGHT
SEGMENT

WHAT CLASS II ATV WEIGHT DOES DO

ECONOMIC

Allows local independent small businesses to meet customer needs
Enhances local and state economic benefits from ATV recreation

SAFETY

Accessibility to increasingly popular safety features like cab systems
Design flexibility for on-going safety enhancements

ENVIRONMENT

Optimizes Minnesota's market for electric Class II ATVs
Reduced Class II ATV noise & greenhouse gas emissions

COMFORT

Accessibility to technology enhancements for all-season, all-purpose use

My name is David Stiggers and I am the President of the Amalgamated Transit Union 1005. The ATU1005 represents all of the front line transit workers of metro transit including drivers, mechanics, clerks, cleaners and more. I would like to have an opportunity to speak at the 1:00pm forum today.

The proposed termination of the Northstar Commuter Rail service would impose significant hardship on both residents and businesses that have made long-term investments based on the existence of this corridor. Communities such as Elk River, Big Lake, Ramsey, Anoka, Coon Rapids, and Fridley have developed with the expectation of sustained rail service.

Eliminating this service not only undermines public trust but also carries substantial financial consequences. The cost of deconstructing platforms and overhead structures, along with the required repayment of federal funds, would be considerable and short-sighted.

Furthermore, it is important to note that the Minnesota Department of Transportation's own report emphasized the need to **expand** service—not to eliminate it. Terminating Northstar service runs counter to that recommendation and would represent a step backward for regional mobility, economic development, and public transit in Minnesota.

I urge this body to reject the notion of ending service and instead pursue solutions that honor past investments and strengthen our future.



David Stiggers

President

Amalgamated Transit Union Local 1005

312 Central Ave Minneapolis, MN 55414

O. 612-379-2914

C. 612-250-6755

“Diversity of thought opens minds. Intensity of conviction closes them.”

I'd like to submit written testimony for the House / Senate Conference Committee on HF 2438. The cuts to Metro Transit funding will impact Metro Transit's ability to expand transit how we need it to be expanded.

In 2023, our state committed financially to support our public transit system, in ways that they have never done before. We're already seeing the benefits of this funding! And now, there are cuts in both the Senate and House bills that cut into funding for Metro Transit. We should not be doing this.

I strongly support this bill be renegotiated to reject the transit cuts from the Senate and House; reject the cuts to Active Transportation from the House version and continue to support the investments made in 2023.

Thank you,

Amity Foster

resident, SD60 / HD60A

DATE: Friday, May 9, 2025

TO: HF2438/SF2082 Conference Committee

FROM: Mathews Hollinshead, St. Paul

House Transportation had a zero budget target for the upcoming two fiscals and yet proposes drastic transit cuts, large road earmarks, tax penalty for owning electric vehicles and delaying climate evaluation of road projects. All these send us in reverse, not forward.

Minnesota, with the fourth-largest road mileage of 50 states, will never close the multibillion-dollar investment gap perennially claimed by MnDOT, the civil engineering profession, the pavement lobbies, etc. The reason is not underfunding. The reason is imbalance.

Minnesota provides no competitive alternatives to driving. Those opposed to such alternatives have long known that one mode for all is a self-fulfilling policy guaranteed to keep most households spending very highly on mobility, whether they can afford to or not.

In just twenty years, America's only global competitor has built a national high-speed-rail system and, despite Trump's tariffs, is about to capture the global car market while we in Minnesota propose to fine electric vehicles \$200 annually (\$450 if you add in Republicans' proposed federal fine of \$250) whether or not those cars are produced here or offshore, just as new tariffs hike prices even more and block healthy competition.

We also propose to claw back funding from Borealis and NLX, projects which even with full funding don't break a hundred mph or have their own right-of-way. Airfare to Greater Minnesota is so expensive, haphazard and unconnected at destination that almost no one even considers it.

The myth that we cannot afford a balanced system has long been accepted as conventional wisdom. But if we count both the obvious and the hidden costs of monomodalism it is instantly clear how much could be saved by every household if we simply embraced choice.

I urge this conference to move us forward, not back. We're out of time, and out of money. Climate change is real and present. Don't dig us deeper into history's most expensive, wasteful, climate-destroying economic hole — our single-mode transport system.

A BRT ALTERNATIVE TO THE BLUE LINE EXTENSION

In Support of HF2438. Section 76

Jerome Johnson

Cofounder: Citizen Advocates for Regional Transit (CART)

1. No Net Mobility Value from On-Street Blue Line Extension (BLE)

- a. Much Slower (16 mph) than Original BLE (30 mph)
- b. Slower than Existing Blue Line (24 mph)
- c. Frequency Limitations (Downtown Shared Track Bottleneck)

2. On-Street Light Rail Crash & Carnage Prone

- a. MLK Way thru South Seattle (8 fatalities in 10 years)
- b. University Ave Green Line thru St. Paul (12 in 10 years)

3. Expect Extensive BLE Construction Disruption

- a. Unpleasant Surprises ("shallow tunnels")
- b. Winners and Losers

4. Iffy Transit Oriented Development (TOD) Prospects

- a. BLE trains too slow/Target Field too far for Brooklyn Park TOD
- b. Residential and Civic Resistance Elsewhere

5. Shaky Post-COVID Ridership Outlook

- a. Stagnant Population Growth / Outward Shift from CBD
- b. Cheap, Game-Changing, Electric Autos
- c. Drives Unfavorable BLE Ridership Trends.
 - i. Original 2015 forecast: 27,500 weekday riders in 2040
 - ii. Post-COVID forecast: 12,700 in 2044.

6. Means Fast, Safe Broadway BRT Can Meet Demand

- a. 25,000+ Weekday BRT Capacity = 2X 2044 BLE Demand
 - i. (Benchmark: Toronto area "ZUM" BRT)
- b. More Frequent Service / Better Area Coverage

7. Means BRT a Much Better Deal

- a. More Service & Route Recovery Flexibility (5 vs 10+ Minute BLE Frequency)
- b. Far Less Costly (Under \$200 mm vs \$3 billion)
- c. Just as Fast (17 mph versus 16 mph BLE)
- d. Available Much Sooner (2026 vs 2030)

BLUE LINE EXTENSION versus BROADWAY BRT

SPRING 2025: PROPOSED LEGISLATIVE ACTION PLAN

Jerome Johnson

Research Contributor to SLR-81 Cofounder: Citizen Advocates for Regional Transit (CART)

1. **Impose a moratorium on the Blue Line Extension.** That allows sufficient time to assess the ridership impact of SWLRT and BRT startups and to evaluate an on-Broadway BRT alternative.
2. **Require Met Council to re-estimate its ridership model trip times.** This to fit published Metro Transit schedules for “existing service,” but to also incorporate reasonable schedule and network improvements. Require this data to be made public.
3. **Require Met Council to evaluate a “Broadway BRT” service as a best case “No Build” alternative.** Trip time and route design assumptions to be made public.
4. **Require Met Council to revisit more effective off-street light rail alternatives.** This would include the I-94 right-of-way or the parallel CPKCS Camden rail spur, each running parallel to the Mississippi River through the transitioning industrial area along the river’s west bank, a 300-acre locale ripe for transit-oriented development

Transportation Omnibus HF 2438

Conferees:

**Sen.Scott.Dibble; Sen.Ann.Johnson.Stewart; Sen.John.Jasinski, Sen.Jim.Carlson;
Sen.Doron.Clark;
Rep.Jon.Koznick; Rep.Bjorn.Olson, Rep.Erin.Koegel, Rep.Brad.Tabke**

Subject: Removing barriers to getting a Driver's License or ID

Honorable Legislators,

Systemic problems within MN Dept. of Driver and Vehicle Services (DVS) existed since possibly before 2016. Changing and arbitrary internal policies and documents; lack of consistencies in training and use of documents; and some staff bias remain barriers to getting a Driver's License or ID.

Efforts to fix the problems were met with resistance even last session. We have not found where DVS actually fixed the problems.

Your assistance and changes in laws are still necessary.

- 1) Secretary of State's "SAFE AT HOME" program allows victims protection of their residential address from being "public." "Service of Process" is done by mailings to the SAFE AT Home P.O. Box. The P.O. Box showed on the public plastic Driver's License or ID. However, Victims only receive "first class mail", and not all victims are accepted into their program despite the need for address Confidentiality.**
- 2) DVS previously had different documents when applicants needed to keep their address "confidential." By combining everything into one application, this designation did not exist in proper form, and different lines for addresses caused confusion among DVS clerks and processors whereby there was no "Confidential address". Some staff purposely used wrong mailing addresses.**
- 3) DVS allows Homeless people to use Catholic Charities location address. Some victims using Catholic Charities' address for receiving mail – proved that lack of their accountability and security, and mail intercepted by persons unknown - resulted in mail not received.**

- 4) DVS claims that the address on the public plastic license or ID must be where "service of process" can be made on the individual, and can't be a P.O. Box despite being allowed in the past. Per MN Rules of Court, General Rules of Practice – Rule 355.02, Subd. 2, Subd.3. and Rules of Civil Procedure Rule 4.03 "Service of process" can be made by mail to a P.O. Box as done with SAFE AT HOME, via electronic means, or to a designated agent's address. Court Rules allow for other alternative methods of service.
- 5) Shelters and domestic violence organizations use their site address if there's 24/7 security, and P.O. Boxes or police stations for addresses – for the security and protection of victims and staff. Some have allowed victims to have their mail sent to their address. DVS use of SAFE AT HOME's P.O. Box and Catholic Charities' location address for the public plastic license or ID - sets the precedence that this can and should be done, especially for Victims who need address Confidentiality for their protection and safety. This allowance of P.O. Boxes and alternative addresses needs to be reinstated by DVS.
- 6) DVS' denial of driver's license renewals or IDs because of problems they created, have resulted in victims having expired licenses beyond 4 years. DVS rules are that a physical driving test must be done, besides the written exam if expiration is over 4 years. But to have a car to use, one needs an active license first. This 4 year requirement for the driving test should be waived , because it was their fault.
- 7) DVS has even denied applicant for License/ID who used the SAFE AT HOME address. No reason given. There should be no reason to deny Licenses/IDs for applicants using SAFE AT HOME address. Further, staff with bias including willfully denying licenses or IDs that harms victims - should be removed.
- 8) While lives and almost all aspects of living are severely damaged by the DVS denials – you can help put a stop to this.

Victims need your help with remedies in getting their license renewed or state ID. Please support putting in amendments that removes the barriers in DVS.

P.S. FYI – certain professions like Judges, certain law enforcement or other jobs - require address confidentiality.

Thank you for your assistance.

Sincerely,

Jean Lee, Pres., Exec. Dir

Children's Hope Intl/ R & R Family Ctrs,

And for others including Victims

childrenshopeinternational@hotmail.com