

Transportation Finance Conference Committee

Provision Discussion Items

1) Washington Avenue Bridge funding allocation

Summary. Requires a grant to the University of Minnesota for design and construction of barriers on the Washington Avenue Bridge in Minneapolis.

Comparison Overview

Area	House	Senate
Bill provisions	Side-by-side: R49	
	Art. 1, § 17	Art. 1, § 16
Allocation amount	Directs \$9 million allocation	
Entity being directed	Hennepin County	Metropolitan Council
Funding source	Regional transportation sales tax revenue that is provided to Hennepin County and available under a 41.5% allocation for active transportation and corridor safety studies	Regional transportation sales tax revenue allocated to the Council and available under a 5% allocation for active transportation
Uses	<ul style="list-style-type: none">▪ To design and construct suicide barriers▪ To provide suicide diversion information resources	To design and construct pedestrian enclosure and suicide deterrent barriers
Other requirements	None specified	<ul style="list-style-type: none">▪ Funds must be spend in conformity with statutory requirements on higher education asset preservation▪ University must consult with specified entities on project design▪ Unused funds cancel to the Metropolitan Council on June 30, 2027

2) Metropolitan Council construction project loan

Summary. Authorizes the Metropolitan Council to loan up to \$250 million for a project that coordinates highway construction with one major transitway project.

Comparison Overview

Area	House	Senate
Bill provisions	Side-by-side: R142	
	Art. 2, § 71	Art. 3, § 91

Area	House	Senate
Loan amount	\$250 million	
Loan source	Metropolitan Council funds – from regional transportation sales tax revenue allocated to the Council	
Loan requirements	Funds are available for any project costs	
	None further specified	Loan must be zero-interest
Effective date	Day following enactment	July 1, 2025
Technical differences	<ul style="list-style-type: none"> ▪ Illustrative list of fund uses includes typical project development elements ▪ Includes application clause 	Illustrative list includes administration

3) Resilient Pavement Program

Summary. Establishes a resilient pavement program that provides supplemental funding to allow an existing trunk highway project to be revised with a modified pavement design.

Of note, the House position makes a \$50 million onetime appropriation in FY 2026-27 for the program, and the Senate position makes a \$10 million onetime appropriation in FY 2026-27 for MnDOT’s long-term pavement performance program. (See side-by-side, page R10.)

Comparison Overview

Area	House	Senate
Bill provisions	Side-by-side: R114	
	Art. 2, § 49	Art. 3, § 64
Pavement cost calculation	<ul style="list-style-type: none"> ▪ Based on MnDOT standard specifications ▪ Explicitly includes pavement foundation (e.g., subbase, subgrade) 	Includes maintenance, rehabilitation, and resurfacing over a 50-year design life
Program administration	Explicitly includes pavement foundation in pavement design life modification	References models and methodologies recognized by MnDOT
Eligibility	For trunk highway construction, reconstruction, maintenance, or improvement projects	
	—	Includes pavement rehabilitation projects
Cost-effectiveness ratio (used for funding eligibility)	Ratio must be at least 2	Ratio must be at least 1
Other requirement differences	None specified	Requires incorporation of certain research findings and best practices

4) Asset sustainability ratio targets

Summary. Directs MnDOT to meet specified asset sustainability ratio targets for pavement and provide reporting on the results.

Comparison Overview

Area	House	Senate
Bill provisions	Side-by-side: R109	
	Art. 2, § 45	Art. 3, § 63
Implementation	Requirements begin for FY 2027	<ul style="list-style-type: none">▪ Calculation is required starting in FY 2030▪ Requirements begin for FY 2031
ASR targets	<ul style="list-style-type: none">▪ In the first year required: 0.65▪ In third year: 0.75▪ In fifth year and after: 0.85	
Reporting	<ul style="list-style-type: none">▪ Requires inclusion in trunk highway performance reporting▪ Incorporates a conforming change for another reporting provision	Requires inclusion within a MnDOT system performance report
Technical differences	Clarifies targets for trunk highway system and year of each mileage calculation	—
Effective date	August 1, 2025	July 1, 2029

5) Advisory Council on Traffic Safety

Summary. Revises duties and authority for the Advisory Council on Traffic Safety. Authorizes the Department of Public Safety to assist the council and make grants.

Of note, there are appropriation differences between House and Senate positions.

Comparison Overview

Area	House	Senate
Bill provisions	Side-by-side: R51	
	Art. 2, §§ 1-2	Art. 3, §§ 1-2
Grantmaking authority	DPS is authorized to: <ul style="list-style-type: none">▪ Contract for projects to provide assistance to the advisory council▪ Make grants from funds appropriated for the advisory council, for projects that reduce serious and fatal crashes	DPS is authorized to: <ul style="list-style-type: none">▪ Contract for projects to inform the advisory council▪ Make grants for projects that reduce serious and fatal crashes

Area	House	Senate
Additional authority	None specified	Advisory council is explicitly authorized to host an annual conference
Other requirement differences	None specified	Specifies an illustrative list of types of projects that reduce serious and fatal crashes
Effective date	July 1, 2025	Day after enactment