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State of Minnesota

HOUSE OF REPRESENTATIVES

NINETY-FOURTH SESSION

H. F. No. 3418

02/17/2026 Authored by Tabke
The bill was read for the first time and referred to the Committee on Transportation Finance and Policy

1.1 A bill for an act
1.2 relating to transportation; establishing a community-based pedestrian safety
1.3 program; appropriating money; amending Minnesota Statutes 2025 Supplement,
1.4 section 4.076, subdivision 4; proposing coding for new law in Minnesota Statutes,
1.5 chapter 174.

1.6 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.7 Section 1. Minnesota Statutes 2025 Supplement, section 4.076, subdivision 4, is amended
1.8 to read:

1.9 Subd. 4. Duties. The advisory council must:

1.10 (1) advise the governor and heads of state departments and agencies on policies, programs,
1.11 and services affecting traffic safety;

1.12 (2) advise the appropriate representatives of state departments on the activities of the
1.13 Toward Zero Deaths program, including but not limited to educating the public about traffic
1.14 safety;

1.15 (3) encourage state departments and other agencies to conduct needed research in the
1.16 field of traffic safety;

1.17 (4) review recommendations of the subcommittees and working groups;

1.18 (5) review and comment on the development and implementation of state and local
1.19 traffic safety plans;

1.20 (6) advise the commissioner of public safety on grant agreements for projects under
1.21 subdivision 6, paragraph (b); and

1.22 (7) make recommendations on safe road zone safety measures under section 169.065-;

2.1 (8) make recommendations on requirements for the community-based pedestrian safety
 2.2 program under section 174.43; and

2.3 (9) develop a collection of safety design solutions that provide roadway engineering
 2.4 standards or guidance for common traffic safety scenarios or contexts involving pedestrians
 2.5 for use in conjunction with the community-based pedestrian safety program.

2.6 **Sec. 2. [174.43] COMMUNITY-BASED PEDESTRIAN SAFETY PROGRAM.**

2.7 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
 2.8 the meanings given.

2.9 (b) "Appropriate road authority" means the governing body of the statutory or home
 2.10 rule charter city, county, or town with jurisdiction over the highway for which a traffic
 2.11 safety project is under development.

2.12 (c) "Commissioner" means the commissioner of transportation.

2.13 (d) "Program" means the community-based pedestrian safety program established in
 2.14 this section.

2.15 Subd. 2. **Establishment.** The commissioner must establish a community-based pedestrian
 2.16 safety program for roadway improvements to increase pedestrian and traffic safety in
 2.17 corridors identified by local community members.

2.18 Subd. 3. **Eligibility.** (a) Eligible applicants and recipients of financial assistance under
 2.19 this section are a political subdivision, the commissioner, or a federally recognized Indian
 2.20 Tribe, with jurisdiction over: (1) the project highway; or (2) for a trunk highway, the corridor
 2.21 where the project is located.

2.22 (b) To be eligible for funding under the program, a project must:

2.23 (1) have local community support, as provided in paragraph (c); and

2.24 (2) substantially use a safety design solution developed by the Advisory Council on
 2.25 Traffic Safety under section 4.076, subdivision 4, clause (9).

2.26 (c) Local community support is demonstrated by a petition signed by at least percent
 2.27 of the residents of: (1) the political subdivision of the appropriate road authority; or (2) for
 2.28 a trunk highway project, a political subdivision with jurisdiction over the corridor where
 2.29 the project is located.

2.30 Subd. 4. **Administration.** (a) The commissioner must establish program requirements
 2.31 in consultation with the Advisory Council on Traffic Safety, including but not limited to

3.1 solicitation procedures; application requirements; eligibility, subject to the requirements in
 3.2 subdivision 3; a process for award of financial assistance; and procedures for payments.

3.3 (b) The commissioner must make reasonable efforts to publicize each application
 3.4 solicitation among all eligible recipients.

3.5 (c) The commissioner may provide grants or other financial assistance for a project.

3.6 (d) The commissioner must not expend more than one percent of available money in a
 3.7 fiscal year under this section on program administration.

3.8 Subd. 5. Use of money. Financial assistance under the program is available for capital
 3.9 improvements to a highway segment that are primarily designed to increase pedestrian and
 3.10 traffic safety, including but not limited to pedestrian and nonmotorized transportation
 3.11 facilities and crossings.

3.12 Subd. 6. Public information. The commissioner must publish information regarding
 3.13 the program on the department's website. The information must include:

3.14 (1) a description of program implementation and requirements;

3.15 (2) identification of projects reviewed and selected under the program; and

3.16 (3) for each project selected, an overview that includes a brief project description and
 3.17 information on expenditures.

3.18 **Sec. 3. APPROPRIATIONS; COMMUNITY-BASED PEDESTRIAN SAFETY**
 3.19 **PROGRAM.**

3.20 (a) \$..... in fiscal year 2027 is appropriated from the general fund to the commissioner
 3.21 of transportation for the community-based pedestrian safety program under Minnesota
 3.22 Statutes, section 174.43. This is a onetime appropriation and is available until June 30, 2028.

3.23 (b) \$..... in fiscal year 2027 is appropriated from the general fund to the commissioner
 3.24 of public safety for development of safety design solutions by the Advisory Council on
 3.25 Traffic Safety under Minnesota Statutes, section 4.076, subdivision 4, clause (9). This is a
 3.26 onetime appropriation.