

**Transportation Finance Omnibus – Conference Committee
H.F. 1444 Comparison Summary**

Rev. Page	HOUSE (H.F. 1444, 4th Engrossment – H1444-4)	Comparison & Notes	SENATE (H.F. 1444, 2nd Unofficial Engrossment – UEH1444-2)
Article 1: Appropriations			
R1	Sec. 1. Transportation appropriations. Defines terms. Establishes that appropriations are from the trunk highway fund, unless another is named, for the agencies and purposes specified. 1.16-2.2	Appropriations & policy differences	Sec. 2. See House summary. 2.9-2.20
R1	Sec. 2. Summary of appropriations. Summarizes the appropriations by fund. 2.3-2.14	Appropriations & policy differences	Sec. 1. See House summary. 1.24-2.8
R2	Sec. 3. Department of Transportation. Appropriates funds to the Minnesota Department of Transportation (MnDOT) for the 2014-2015 biennium. 2.15-12.33	Appropriations & policy differences	Sec. 3. See House summary. 2.21-12.8 Sec. 7. Appropriation; eWorkPlace telework program. 22.6-22.12
R17	Sec. 4. Metropolitan Council. Appropriates funds from the general fund to the Metropolitan Council for bus, light rail transit, and commuter rail operations. 12.34-13.7	Appropriations & policy differences	Sec. 4. See House summary. 12.9-12.14
R18	Sec. 5. Department of Public Safety. Appropriates funds to the Department of Public Safety for transportation-related activities. 13.8-18.9	Appropriations & policy differences	Sec. 5. See House summary. 12.15-21.32
R31	Sec. 6. Tort claims. Appropriates funds to the Department of Management and Budget for tort claims. 18.10-18.15	Identical	Sec. 6. See House summary. 21.33-22.5
R32	Sec. 7. Reauthorization; 2008, bond sale expenses for trunk highway bonds. Re-authorizes an appropriation to the Department of Management and Budget for expenses related to sale of trunk highway bonds that had been originally authorized in 2008. The authority had canceled as part of the statutory bond cancellation process. Effective the day after enactment. 18.16-18.24	Identical	Sec. 8. See House summary. 22.13-22.21

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SENATE Article 2: Transportation Finance			
R1	No comparable provision	Senate only	<p>Senate art. 3, sec 4. Apportionment sum and excess sum. Provides that the CSAH portion of revenues from ½ cent of the gas tax increase, as of October 1, 2013, and another ½ cent as of October 1, 2015, of the CSAH portion of the gas tax increase, are for the apportionment sum, with the remainder of the CSAH portion of the increase going to the excess sum.</p> <p style="text-align: right;">45.33-46.27</p>
R1	No comparable provision	Senate only <i>See H.F. 677, art. 13 § 1 (similar provision)</i>	<p>Sec. 1. County wheelage tax. Broadens wheelage tax authorization from the metropolitan counties to all counties. Increases rate from \$5 to \$10, and beginning in 2017, to up to \$20 per year.</p> <p style="text-align: right;">22.24-24.12</p>
R3	No comparable provision	Senate only	<p>Sec. 3. Rate of tax. Increases the gasoline tax rate by 2.5 cents as of October 1, 2013, and by another 2.5 cents as of October 1, 2015. Imposes corresponding increases on E85 and M85.</p> <p style="text-align: right;">25.9-25.24</p>
R4	No comparable provision	Senate only	<p>Sec. 4. Rate of tax. Increases tax on special fuels on October 1, 2013, and October 1, 2015, to correspond with increases in gas tax.</p> <p style="text-align: right;">25.25-26.20</p>
R5	No comparable provision	Senate only	<p>Sec. 5. Motor vehicle lease sales tax revenue. Modifies distribution of revenues so that after \$32M is deposited in the general fund, \$9M is deposited in the CSAH fund for metropolitan counties, excluding Hennepin and Ramsey, and the remaining revenues are for greater Minnesota transit.</p> <p style="text-align: right;">26.21-27.14</p>
R5	No comparable provision	Senate only	<p>Sec. 6. Metropolitan transit sales tax; tax, joint powers board.</p> <p>Subd. 1. Defines terms, eliminates definition of “eligible county”.</p> <p>Subd. 2. Unchanged from current law. Provides that a county participating in joint powers agreement shall impose a one-quarter percent sales tax and \$20/motor vehicle sale.</p>

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			<p>Subd. 2a. Imposes local sales tax on all metropolitan counties in two stages, so that all counties are subject to a total 1/2 percent sales tax as of July 1, 2013, and an additional 1/4 percent tax (total 3/4 percent) as of July 1, 2015.</p> <p>Subd. 3. Requires metropolitan area counties to enter into an amended joint powers agreement.</p> <p>Subd. 4. Reduces cap on administrative costs for joint powers board from 3/4 percent to 1/2 percent. Provides that chair of joint powers board must be a county commissioner, elected by the board.</p> <p>Subd. 5. Specifies that grants must be paid out of proceeds of the sales tax and bond proceeds.</p> <p>Subd. 5a. Authorizes GEARS committee to award grants that are not subject to board approval, for bicycle, trail, and pedestrian infrastructure and safe routes to school, and to cities for land use and transportation links and streetcar development.</p> <p>Subd. 5b. Strikes obsolete, duplicative, and non-conforming language.</p> <p>Subd. 6. Specifies purposes for board grants as transitway development and operations and to fund grants to GEARS, to Scott and Carver Counties, to Council for Southwest light rail transit and other transitways, and to the Center for Transportation Studies.</p> <p>Subd. 6a. Establishes payment of debt service on bonds and other obligations as the first priority for use of sales tax revenues.</p> <p>Subd. 7. Specifies the board’s bonding authority (unchanged from current law).</p> <p>Subd. 8. Directs the Commissioner of Revenue to remit tax proceeds as provided in the allocation section.</p> <p>Sec. 10. Corrects a cross-reference.</p> <p>Sec. 11. Adds bonds issued and board actions to the report to the legislature.</p>

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			27.15-34.18
R13	No comparable provision	Senate only	<p>Sec. 7. Metropolitan transit sales tax; allocation of funds.</p> <p>Subd. 1. Defines terms.</p> <p>Subd. 2. Allocates net transit sales tax proceeds for debt service, Met Council transit operations, operating subsidies for transit lines, GEARS grants, specified amounts for Southwest Light Rail Transit, ¼-cent sales tax to the joint powers, specified amount for Center for Transportation Studies, and remainder to the joint certification.</p> <p>Subd. 3. Specifies dates for the joint certification process.</p> <p>Subd. 4. States allowable uses and priorities for revenues received by Met Council to be bus and rail transit operations and maintenance, including suburban transit, transit expansion, and affordable fares.</p> <p>Subd. 5. Includes a cross-reference.</p> <p>Subd. 6. Requires the Commissioner of Revenue to remit sales tax proceeds monthly to a fiscal agent to divide the money among specified accounts.</p> <p>Subd. 7. Provides for funding from existing ¼ cent sales tax for transit operations and Southwest light rail during transition period to end of 2013.</p> <p>The section is effective July 1, 2013, and applies to the seven metropolitan counties.</p> <p style="text-align: right;">34.19-37.4</p>
R15	No comparable provision	Senate only <i>See H.F. 677, art. 8, § 20 (identical provision)</i>	<p>Sec. 8. Authorization; rates. Amends the greater Minnesota local sales tax for transportation by removing the referendum requirement. Effective day after enactment.</p> <p style="text-align: right;">37.5-37.18</p>
R15	No comparable provision	Senate only <i>See H.F. 677, art. 8, § 21 (similar provision)</i>	<p>Sec. 9. Allocation; termination. Amends allowable uses for greater Minnesota local sales tax for transportation proceeds to allow payment of operating costs of transit and capital costs of safe route to school program.</p> <p style="text-align: right;">37.19-37.30</p>

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R16	No comparable provision	Senate only	Sec. 10. Purchase price. Amends a cross-reference to conform with section 11. 37.31-38.36
R17	No comparable provision	Senate only	Sec. 11. Sale, sells, selling, purchase, purchased, or acquired. Subjects a gift transfer of a motor vehicle between individuals to motor vehicle sales tax, but retains exemption for a gift transfer between spouses or between parent and child. 39.1-39.30
R18	No comparable provision	Senate only	Sec. 12. In lieu tax for collector vehicle. Increases the in lieu tax from \$90 to \$150 on the purchase of a collector passenger automobile or fire truck. 39.31-40.2
R18	No comparable provision	Senate only	Sec. 13. Capital costs. Reduces the cap from ten percent to five percent of capital costs of a rail transit project that may be paid by a county regional railroad authority. Effective the day after enactment. 40.3-40.12
R18	No comparable provision	Senate only <i>See H.F. 677, art. 12, § 11 (identical provision)</i>	Sec. 14. Obligations. After July 1, 2013, adds to existing authority, \$35,800,000 in regional transit capital bonding authority for Metropolitan Council. Effective the day after enactment. 40.13-40.22
R19	No comparable provision	Senate only	Sec. 15. Revenue bonds. Authorizes the Metropolitan Council to issue revenue bonds to implement its transit capital improvement program and refund bonds. Effective the day after enactment. 40.23-41.25
HOUSE Article 2: Transportation Finance & Policy / SENATE Article 3: Transportation and Public Safety Policy			
R1	Sec. 1. [161.088] Corridors of Commerce program. Establishes a program for selection and construction of trunk highway projects related to commerce. Subd. 1. Definitions. Defines terms. Subd. 2. Program authority, funding. Establishes the program for	Policy difference <ul style="list-style-type: none"> • House: first report due Jan. 15, 2014; first evaluation in 	Sec. 1. See House summary.

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	<p>improvements to commerce in the state, and specifies that it is to be implemented with funds specifically provided.</p> <p>Subd. 3. Project classification. Creates classifications for candidate trunk highway projects, consisting of:</p> <ul style="list-style-type: none"> • capacity development projects, that add additional capacity to the trunk highway system; and • freight improvements. <p>Subd. 4. Project eligibility. Establishes basic requirements for whether a project is eligible to be included in the program, including consistency with transportation plans, location on an interregional corridor (for projects outside the Twin Cities metropolitan area), fit in one of the project classifications under subdivision 2, a time limit for when the project would be ready to start, and a maximum project cost.</p> <p>Subd. 5. Project selection process; criteria. Requires MnDOT to establish a selection process and criteria for evaluation of projects. Provides for stakeholder recommendations on candidate projects. Specifies some criteria that must be included in determining which projects to fund through the program, including return on investment, measures of commerce impacts, efficiency of freight movement, safety improvements, and project support.</p> <p>Subd. 6. Funding allocations; operations and maintenance. Provides for accounting for future operating costs resulting from a project funded under the program.</p> <p>Subd. 7. Legislative report, evaluation. Requires an annual legislative report on the program, as well as an independent program evaluation every other year.</p> <p style="text-align: right;">18.27-22.4</p>	<p>2017</p> <ul style="list-style-type: none"> • Senate: first report due Nov. 1, 2014; first evaluation in 2016 <p>Technical difference</p>	41.31-44.35

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R4	<p>Sec. 2. Trunk highway fund appropriations. Amends a listing of items that are excluded from being considered trunk highway purposes for which MnDOT may make payments from the trunk highway fund, to (1) allow for payments of tort claims, and (2) limit payments to MN.IT Services to the amount attributable to actual costs for trunk highway purposes.</p> <p style="text-align: right;">22.5-22.13</p>	Identical	<p>Sec. 2. See House summary.</p> <p style="text-align: right;">45.1-45.9</p>
R4	<p>Sec. 3. Periodic review; appropriation. Directs MnDOT to regularly review real estate that the department controls and identify whether it is suitable for sale, and requires a legislative report on results of the review.</p> <p style="text-align: right;">22.14-22.27</p>	House only <i>See S.F. 1270 CCR, § 9 (similar provision)</i>	No comparable provision
R5	See House language, art. 1, § 3, subd. 3 (b)(2) – page R9, lines 6.10-6.23.	Senate only	<p>Sec. 3. Research activities. Increases from \$1.2M to \$2M the cap that MnDOT can spend for research by the Center for Transportation Studies. Requires the Center to conduct research on transportation policy and economic competitiveness by June 30, 2018.</p> <p style="text-align: right;">45.10-45.32</p>
R5	<p>Sec. 4. High-value vehicle. Amends the definition of “high-value vehicle” in the chapter on motor vehicle titles, to raise the minimum value of a vehicle prior to being damaged in a crash, from \$5,000 to \$9,000, in order to be considered high-value. High-value vehicles are subject to provisions under section 168A.151 that (1) require an insurance company to obtain a salvage title on the vehicle if it was acquired as a result of paying an insurance claim, and (2) require a salvage title on some damaged vehicle scenarios involving an out-of-state title.</p> <p style="text-align: right;">22.28-22.32</p>	Identical	<p>Sec. 5. See House summary.</p> <p style="text-align: right;">46.28-46.32</p>
R5	No comparable provision	Senate only <i>See H.F. 316 (technical difference)</i>	<p>Sec. 6. Amounts. Modifies title fees beginning in January, 2017, to increase the fee for issuance of an original certificate and eliminate the fee and surcharge for title transfer.</p> <p style="text-align: right;">46.33-47.33</p>

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R6	No comparable provision	Senate only	<p>Sec. 7. Annual permit for overweight vehicles. Amends current law for annual permits for overweight vehicles.</p> <p>Subd. 1. Allows a road authority to issue an annual permit for a vehicle or combination with six or more axles to haul freight (current law limits cargo to agricultural products) at 90,000 pounds, or 99,000 pounds during seasonal increase period. A vehicle transporting sealed intermodal containers may operate on the interstate only if it is part of an international movement.</p> <p>Subd. 2. Allows a road authority to issue an annual permit for a vehicle or combination with seven or more axles to haul freight (current law limits cargo to agricultural products) and operate with a gross weight of 97,000 pounds, or 99,000 pounds during seasonal increase period.</p> <p style="text-align: right;">48.1-49.12</p>
R8	No comparable provision	Senate only	<p>Sec. 8. Crime described. Exempts as an impoundment crime driving an employer-owned vehicle without coded plates or ignition interlock by a person who is subject to plate impoundment and is participating in either the pilot project or the permanent ignition interlock program.</p> <p style="text-align: right;">49.13-49.32</p>
R8	No comparable provision	Senate only	<p>Sec. 9. Implied consent advisory. Provides that an officer with probable cause to believe a person has committed a DWI-related CVO (criminal vehicular operation), need not give the implied consent advisory if the officer is not pursuing an implied consent revocation. Effective July 1, 2014.</p> <p style="text-align: right;">49.33-50.21</p>
R9	No comparable provision	Senate only	<p>Sec. 10. Reinstatement of driving privileges; criminal vehicular operation. Provides eligibility for reinstatement to a person whose license was revoked or suspended for DWI-related CVO and who verifies use of a conforming ignition interlock device. Effective July 1, 2014.</p> <p style="text-align: right;">50.22-51.2</p>

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R9	<p>Sec. 5. Person less than 18 years of age. Allows a person to get a driving instruction permit when taking classroom and behind-the-wheel concurrently, following at least 15 hours of classroom instruction (and when other requirements are met). Under current law, a person must first complete the classroom portion and be enrolled in behind-the-wheel in order to obtain a permit.</p> <p style="text-align: right;">23.1-24.6</p>	<p>Policy difference</p> <ul style="list-style-type: none"> • House: effective 2013 • Senate: effective 2014; rulemaking exemption 	<p>Sec. 11. See House summary.</p> <p style="text-align: right;">51.3-52.13</p>
R11	<p>Sec. 6. Rulemaking. Requires the Department of Public Safety to adopt rules related to driver education, which has the effect of requiring rulemaking to implement a concurrent driver education change made in the previous section.</p> <p style="text-align: right;">24.7-24.11</p>	<p>Policy difference</p>	<p>See Senate language, art. 3, § 11 – page R11, lines 51.3-52.13.</p>
R11	<p>Sec. 7. Fee; equipment. Increases the filing fee charged for a new or renewal driver’s licenses and Minnesota identification cards, from \$5 to \$8. (The same fee amount is imposed by agents authorized by Driver and Vehicle Services (DVS) to administer driver licensing offices, and by DVS when the department provides the service.) The increase is effective starting January 1, 2014.</p> <p style="text-align: right;">24.12-25.11</p>	<p>Policy difference</p> <ul style="list-style-type: none"> • House: effective Jan. 1, 2014 • Senate: effective July 1, 2013 	<p>Senate art. 2, Sec. 2. See House summary.</p> <p style="text-align: right;">24.13-25.8</p>
R12	<p>No comparable provision</p>	<p>Senate only</p>	<p>Sec. 12. Criminal vehicular operation; revocation periods. Specifies revocation periods for DWI-related CVO convictions, ranging from two years to ten years. Effective July 1, 2014.</p> <p style="text-align: right;">52.14-53.11</p>
R13	<p>No comparable provision</p>	<p>Senate only</p>	<p>Sec. 13. Suspension; criminal vehicular operation and manslaughter. Mandates drivers license suspension for a person for whom an officer certifies probable cause on a DWI-related CVO offense, or has been charged with CVO regardless of its relation to DWI. Effective July 1, 2014.</p> <p style="text-align: right;">53.12-54.11</p>
R14	<p>No comparable provision</p>	<p>Senate only</p>	<p>Sec. 14. Conditions of issuance. Cross-references new suspension language in limited driver’s license law. Effective July 1, 2014.</p> <p style="text-align: right;">54.12-56.11</p>

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R16	No comparable provision	Senate only	Sec. 15. Other waiting periods. Amends limited driver’s license law to provide that one-year waiting period for limited license for CVO applies only to non-DWI-related CVO offenses. Effective July 1, 2014. 56.12-56.24
R16	No comparable provision	Senate only	Sec. 16. Exception; criminal vehicular operation. Disqualifies DWI-related CVO offender from obtaining limited license. Effective July 1, 2014. 56.25-56.32
R17	No comparable provision	Senate only	Sec. 17. Definitions. Amends the ignition interlock law to include a person whose driver’s license was suspended or revoked for a DWI-related CVO. Effective July 1, 2014. 57.1-57.19
R17	No comparable provision	Senate only	Sec. 18. Issuance of restricted license. Allows a person whose license was suspended or revoked for a DWI-related CVO to apply for conditional driver’s license reinstatement, subject to ignition interlock. Effective July 1, 2014. 57.20-58.33
R19	<p>Sec. 8. [174.12] Transportation Economic Development program. Codifies authorization and requirements governing a joint MnDOT/Department of Employment and Economic Development (DEED) program for road construction related to economic development.</p> <p>Subd. 1. Program established. Directs MnDOT and DEED to jointly establish a program for funding transportation projects that have economic development impacts.</p> <p>Subd. 2. Transportation economic development accounts. Establishes accounts for the program in the special revenue fund and the trunk highway fund.</p> <p>Subd. 3. Program administration. Directs MnDOT and DEED to make public solicitations for projects and provide information and technical resources to potential applicants.</p> <p>Subd. 4. Economic impacts performance measures. Requires DEED to develop performance measures on economic impacts to use in evaluating</p>	<p>Policy difference</p> <ul style="list-style-type: none"> • Senate: trunk highway purpose for trunk highway fund account <p>Technical difference</p>	Sec. 19. See House summary.

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	<p>projects for inclusion in the program.</p> <p>Subd. 5. Financial assistance; criteria. Specifies core criteria that must be included in evaluating projects for inclusion in the program.</p> <p>Subd. 6. Financial assistance; project evaluation process. Specifies that project selection must be based on the criteria established, and directs certifications by both MnDOT and DEED regarding project eligibility.</p> <p>Subd. 7. Financial assistance; awards. Limits funds from the program to 70 percent of project costs. Requires geographic balance throughout the state with respect to both numbers of projects and funding levels.</p> <p>Subd. 8. Legislative report. Mandates a legislative report, due February 1 of every other year starting in 2015.</p> <p style="text-align: right;">25.12-27.18</p>		58.34-61.6
R21	No comparable provision	Senate only	Sec. 20. Pavement design life. Requires MnDOT, for major trunk highway projects, to select pavement material that has a design life of at least 20 years. 61.7-61.23
R21	Sec. 9. Related non-infrastructure activities. Establishes allowable uses of non-bond proceeds funds in the Safe Routes to School program, to include planning, education, traffic enforcement, and financial assistance activities. 27.19-27.32	Identical	Sec. 21. See House summary. 61.24-62.3
R22	Sec. 10. Transportation alternatives projects. Requires MnDOT to obtain the same or a greater level of funding for certain bicycle and pedestrian trail project categories in each year compared to the average funding over the previous four years. 27.33-28.10	House only	No comparable provision
R22	Sec. 11. Grade crossing safety account. Provides MnDOT with discretion in whether to cancel remaining funds in the grade crossing safety account at the end of each biennium. 28.11-28.18	Identical	Sec. 22. See House summary. 62.4-62.11

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R22	No comparable provision	Senate only	Sec. 23. Grant allocation formula. Increases from 1% to 5% the amount of the grants-in-aid youth intervention appropriations that may be used by the Association for added purposes of program development and professional development, as well as tracking, analyzing, and reporting outcomes for community-based grantees. 62.12-62.19
R23	Sec. 12. Responsibilities. Creates the position of emergency manager in the Capitol Complex Security Division permanent staff. The emergency manager must: <ul style="list-style-type: none"> • oversee plans and procedures regarding security operations; • develop and implement tenant training to address threats and emergency procedures; and • develop and implement threat and emergency exercises. The director must assign at least one state trooper to the Capitol complex at all times and must hold at least one annual meeting to discuss Capitol complex security, emergency planning, public safety, and public access to the Capitol complex. 28.19-29.7	Identical	Sec. 24. See House summary. 62.20-63.9
R23	Sec. 13. Powers and duties transferred. Assigns the Commissioner of Public Safety as the final authority over public safety and security in the Capitol complex. The Commissioner of Administration is responsible for the Capitol complex as provided under Minnesota Statutes, chapter 16B, which assigns general management responsibilities. 29.8-29.15	Identical	Sec. 25. See House summary. 63.10-63.17
R23	No comparable provision	Senate only	Sec. 26. Interagency agreement; appropriation. Directs Commissioner of Public Safety to enter into interagency agreements with agency tenants in the Capitol Complex and collect fees for security services. 63.18-63.26

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R24	<p>Sec. 14. Definition. Defines “project” in a section of statutes governing commuter rail and light rail transit funding, to be initial construction and not additional segments or enhancements following the original commencement of operating the line. This has the effect of narrowing—for commuter and light rail transit projects—the scope of a ten percent cap on capital funding that is place under current law, as well as removing a prohibition on covering the operating costs, that can come from regional railroad authorities.</p> <p style="text-align: right;">29.16-29.22</p>	Identical	<p>Sec. 28. See House summary.</p> <p style="text-align: right;">64.6-64.12</p>
R24	<p>Sec. 15. Effective date. Extends, from 2013 to 2016, appropriations authority for MnDOT from federal aid received under the American Economic Recovery and Reinvestment Act of 2009 (ARRA).</p> <p style="text-align: right;">29.23-29.26</p>	<p>Policy difference</p> <ul style="list-style-type: none"> • House: effective day after enactment • Senate: effective July 1, 2013 	<p>Senate art. 2, sec. 16. See House summary.</p> <p style="text-align: right;">41.26-41.28</p>
R24	<p>Sec. 16. Central Corridor light rail transit; Central Station accessibility. Requires the Metropolitan Council to include access to the pedestrian skyway as part of initial Central Corridor light rail line construction at the Central station (in downtown St. Paul). Access must include an elevator.</p> <p style="text-align: right;">29.27-30.17</p>	<p>House only <i>See S.F. 1270 CCR, § 61 (similar provision)</i></p>	No comparable provision
R25	<p>Sec. 17. Bus rapid transit development authorized. Authorizes the Washington County Regional Railroad Authority to develop and implement bus rapid transit (BRT) lines within the county using funds from levy authority (which is provided for preservation of abandoned rail right-of-way for future transportation uses). Allowable BRT lines are those identified in the Metropolitan Council’s transportation policy plan.</p> <p style="text-align: right;">30.18-30.27</p>	<p>Policy difference <i>See S.F. 1270 CCR, § 59 (similar provision)</i></p>	<p>Sec. 27. Bus rapid transit development. Authorizes all metropolitan area regional railroad authorities to develop and pay costs of building and operating bus rapid transit systems on transitways that are in the Council’s transportation policy plan. Effective day after final enactment.</p> <p style="text-align: right;">63.27-64.5</p>
R25	<p>Sec. 18. Marked Interstate Highway 35E projects; trail mitigation. Mandates inclusion of bike/pedestrian trails and connections as part of MnDOT’s construction projects along I-35E from downtown St. Paul to I-694.</p> <p style="text-align: right;">30.28-31.16</p>	House only	No comparable provision

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R26	<p>Sec. 19. Marked Interstate Highway 35W project; noise barriers. Prevents noise walls from being part of a project on I-35W in Minneapolis to add access and capacity from the downtown area. Effect the day after enactment.</p> <p style="text-align: right;">31.17-31.24</p>	House only	No comparable provision
R26	<p>Sec. 20. Minnesota Department of Transportation District 1 construction projects. Requires MnDOT select certain route layouts for construction projects on U.S. 53 and U.S. 169.</p> <p style="text-align: right;">31.25-32.1</p>	House only <i>See S.F. 1270 CCR, § 65 (similar provision)</i>	No comparable provision
R26	<p>Sec. 21. Transitway expansion implementation plan. Directs the Metropolitan Council to develop, by January 15, 2014, an implementation plan to accelerate concurrent transitway development in the Twin Cities metropolitan area. Specifies components to include in the plan.</p> <p style="text-align: right;">32.2-32.23</p>	House only	No comparable provision
R27	No comparable provision	Senate only	<p>Sec. 29. Criminal vehicular operation and manslaughter; certification of probable cause by peace officer. Requires officer to notify commissioner of public safety of probable cause to believe a person has violated DWI-related CVO law</p> <p style="text-align: right;">64.13-64.20</p>
R27	No comparable provision	Senate only	<p>Sec. 30. Novice driver education improvement task force. Creates task force to compare Minnesota novice driver education with national group standards, submit report to legislature, and expire on September 1, 2015.</p> <p style="text-align: right;">64.21-65.34</p>
R27	No comparable provision	Senate only <i>See S.F. 1270 CCR, § 70 (identical provision)</i>	<p>Sec. 31. Original ignition interlock device program; use of employer-owned vehicles. Authorizes participant in 2007 ignition interlock pilot project to drive employer-owned vehicle not equipped with ignition interlock device.</p> <p style="text-align: right;">66.1-66.8</p>

**Transportation Finance Omnibus – Conference Committee
H.F. 1444 Comparison Summary**

Rev. Page	HOUSE (H.F. 1444, 4th Engrossment – H1444-4)	Comparison & Notes	SENATE (H.F. 1444, 2nd Unofficial Engrossment – UEH1444-2)
R29	No comparable provision	Senate only	Sec. 32. Transitway community engagement. Allows Metropolitan Council, when it is the lead authority in a transitway project, to contract with community-based organizations to promote community engagement activities along the corridor. Requires a report. 66.9-66.26
R30	No comparable provision	Senate only	Sec. 33. Transportation infrastructure hiring and recruitment. Encourages lead transportation authority in transit/transportation project, to make efforts to employ women and minorities and contract with targeted group businesses owned by women and minorities. MnDOT must make reasonable efforts to increase participation in highway projects of small businesses located in economically disadvantaged areas of the state. 66.27-67.8
R30	No comparable provision	Senate only	Sec. 34. Financial assistance for Northstar Commuter Rail expenses; greater Minnesota. Exempts greater Minnesota Transit component of the costs of Northstar Commuter Rail from law that requires financial assistance to be provided to recipients within the metropolitan area. 67.9-67.13
R30	Sec. 22. Repealer. (a) Repeals a trunk highway economic development account provision, which is substantially recreated within the TED program authority under the bill. (b) Eliminates expiration of the Minnesota Council on Transportation Access, which is set to expire June 30, 2014. 32.24-32.26	Policy difference <ul style="list-style-type: none"> • Senate: additional rules repeal Technical difference	Sec. 35. See House summary. In addition to House repealers, repeals Department of Public Safety rules relating to suspension and revocation of drivers' licenses for CVO offenses. Effective July 1, 2014. 67.14-67.18