

H.F. 1555 – Transportation Finance Omnibus Conference Committee

House (H1555-2) / Senate (UEH1555-1) Comparison Summary

Rev. Page	HOUSE Sections	SENATE Sections	Comparison & Comments	Summary
HOUSE Article 1 / SENATE Article 1: Transportation Appropriations				
R1	1	1	Technical difference	Transportation appropriations. Defines terms. Establishes appropriations article structure and that appropriations are from the trunk highway fund unless another is named.
R1	2	2, 6	Appropriations difference Rider difference	Department of Transportation. Establishes the biennial budget for the Minnesota Department of Transportation (MnDOT). Provides for carryforward of funds, conditional appropriations, transfers, and legislative reporting.
R14	3	3, 131	Appropriations difference Rider difference	Metropolitan Council. Establishes the biennial budget for state general fund money for the transportation functions of the Metropolitan Council.
R16	4	4	Appropriations difference Rider difference	Department of Public Safety. Establishes the biennial budget for transportation and some division-wide functions of the Department of Public Safety.
R23	5 ¹	8; Art. 2, § 136	Policy difference	Minnesota Management and Budget. Makes an appropriation for a salary survey regarding State Patrol trooper compensation. House/Senate language differ on survey requirements.
R25	5 ¹ , 6	N/A	House only <i>See S.F. 621 (Jasinski/Torkelson)</i>	Deputy registrar aid. Appropriates money and provides for distributing formula-based conditional aid to deputy registrars, from the appropriation in a previous section. Identifies conditions and requirements.
R26	7	5	Same Technical difference	Port development assistance. Cancels \$160,000 from a 2017 appropriation from the general fund for the port development assistance program. (In both House and Senate language, this amount is appropriated for the program in FY 2020 appropriations.)
R26	N/A	7	Senate only	Office of the Legislative Auditor; Appropriation. Appropriates \$400,000 to the Legislative Auditor for audits of programs and services of MNDOT and the Department of Public Safety. This is a onetime appropriation.

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R27	N/A	9	Senate only	Appropriations budget. Requires MnDOT and the Department of Public Safety to produce budget narratives and proposals for the 2022-23 biennium that match the budget structure set in the bill. Requires additional budgeting detail to be provided by the Metropolitan Council as part of its budget submission for the FY 2022-23 biennium.

HOUSE Article 2: Transportation Bonds

R27 – R29	1-4	N/A	House only	Trunk highway bonding. Authorizes and appropriates a total of \$2 billion in trunk highway bonding, made available over fiscal years 2022-28. Of this amount, \$1.7 billion is for state road construction and \$300 million is for the Corridors of Commerce program.
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HOUSE Article 3 / Parts of SENATE Article 2: Transportation-Related Taxes & Fees

R29	1	N/A	House only	Registration tax. Modifies calculation of the motor vehicle registration tax, including to raise the rate from 1.25 percent to 1.5 percent, increase the flat amount imposed for all vehicles, and modify the depreciation schedule.
R31	2	Art. 2, § 32	Policy difference	Electric vehicle surcharge. Modifies a surcharge on electric vehicles. HOUSE language allocates 50 percent to a new electric vehicle infrastructure account. SENATE language increases the amount from \$75 to \$200.
R31	N/A	Art. 2, § 35	Senate only	Plug-in hybrid electric vehicle surcharge. Imposes an annual surcharge of \$100 on plug-in hybrid electric vehicles.
R31, R33, R34	3, 5, 6 ¹	N/A	House only	Technology surcharge. Imposes a technology fee as part of various motor vehicle, titling, and driver's license transactions. The rate is \$4.75 for FY 2020-21 and \$2 for FY 2022 and after. Revenue is deposited in an account that funds the Minnesota Licensing and Registration System (MNLARS).
R32, R36	4, 7	N/A	House only	Filing fees. Increases transaction filing fees by \$2.50 for registration renewals, \$3.50 for other types of vehicle transactions, and \$4.00 for driver's license and Minnesota identification card transactions.
R34	6 ¹	N/A	House only	Driver's license fee. Raises the fee for a driver's license by \$4.50, which applies to all classes of regular, REAL ID-compliant, and enhanced licenses.

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R37 – R40	8-9	N/A	House only	Motor fuels tax. Increases the tax rate on gasoline by 20 cents to be 45 cents per gallon, with rates on other fuel types increased proportionately. The increase is phased in over FY 2020-22 in 5-cent increments. Provides for annual indexing of the rate, with an indexing floor.
R38	N/A	Art. 2, § 92	Senate only	Tax on use of electric vehicle charging station. Starting January 1, 2020, a tax of five cents is imposed on each kilowatt hour of electricity delivered to an electric vehicle by an electric charging station. The owner of the station must remit the tax to the commissioner of revenue. For charging stations installed prior to January 1, 2020, that are not capable of collecting the tax, the owner of the station must pay an annual fee of \$200. The proceeds of the tax and fees are deposited into the highway user tax distribution fund.
R40	10	N/A	House only	Motor vehicle lease sales tax revenue. Modifies the allocation of revenue from the state general sales tax due to vehicle leases. Under the change, the first \$32 million annually is retained in the general fund and the remainder is allocated 75 percent for county state-aid highways in the seven-county Twin Cities metropolitan area; 10 percent for greater Minnesota transit; and 15 percent for the Small Cities Assistance program. Adjusts the portion going to Twin Cities metropolitan area highways so that Hennepin and Ramsey counties are included, using a percentage of each of those county’s populations.
R41	11	N/A	House only	State sales taxes. Eliminates three tax revenue sources from being directed into the highway user tax distribution fund, so that the revenue instead goes to the general fund. The revenue streams are from (1) a motor vehicle rental tax, (2) general sales tax revenue from short-term vehicle rentals, and (3) a portion of general sales tax revenue attributed to motor vehicle repair and replacement parts.
R44 – R47	12-13	N/A	House only	Transportation sales and use tax. Directs the Metropolitan Council to impose a sales and use tax in the Twin Cities metropolitan area, at a rate of 0.5 percent. Provides for tax administration and collection. Distributes the revenue 50 percent to the council for transit purposes and 50 percent to the Transportation Advisory Board (TAB) within the council for grants for transportation projects. Sets minimum allocations by mode for the TAB-administered portion.
R47	14	N/A	House only	MVST rate. Increases the rate of the motor vehicle sales tax (MVST) by 0.375, from 6.5 percent to 6.875 percent.
R47	15	N/A	House only	MVST allocation. Modifies the distribution of MVST revenue, so that 57 percent goes to the highway use tax distribution fund (decreased from 60 percent), and 43 percent goes to transit purposes (increased from 40 percent).

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HOUSE Article 4: Transportation-Related Taxes & Fees

R48, R49	1, 3	N/A	House only	Transportation goals & energy conservation. Modifies state transportation system goals to include promotion of zero-emission vehicles. Directs MnDOT to use information on transportation sector energy usage for promotion of low- and zero-emission energy resources for transportation.
R49	2	N/A	House only	Environment and climate reporting. Requires MnDOT to provide an annual legislative report on activity in meeting state greenhouse gas reduction goals.
R49	4	N/A	House only	Electric vehicle infrastructure. Directs MnDOT to establish electric vehicle infrastructure statewide. Establishes an electric vehicle infrastructure account (which receives funds under a separate provision in the bill) and sets administrative requirements on use of the funds.

HOUSE Article 5: Licenses and Identification Cards

R50 – R60	1-17	N/A	House only <i>See H.F. 1500 (Winkler)</i>	Driver’s licenses and identification cards. Makes various modifications related to driver’s license and Minnesota identification cards, which include allowing a person to obtain a driver’s license or Minnesota identification card without providing proof of legal presence in the United States; permitting additional forms of documentation to establish identity and residency in order to obtain the license or identification card; and establishing various data and nondiscrimination protections related to the licenses and identification cards.
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HOUSE Article 6 / SENATE Article 2: Transportation Policy

R60 - R61	N/A	1-2	Senate only	Audits of MnDOT and Department of Public Safety. Requires the legislative auditor to audit the programs and services administered by MnDOT and Department of Public Safety.
R61	N/A	3	Senate only	Data security account appropriation. Appropriates money in the data security account to the legislative auditor for oversight of programs relating to driver and vehicle data.

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R61, R153 – R158	1-2, 114	4-5	Policy difference <i>Also see House § 113 / Senate § 119</i>	Metro Mobility data sharing. Allows for transportation service data to be shared between the Department of Human Services and the Metropolitan Council to coordinate Metro Mobility special transportation services. HOUSE provision requires notice of the data sharing to be provided to the individual.
R62, R77, R81, R87 – R89, R90, R165, R167, R174	3, 20, 22, 28-32, 36-38, 125	6, 33, 36, 39, 40-42, 44-46, 125, 137, 139	Policy difference	Motor vehicle dealers; registration. Modifies various provisions related to motor vehicle dealers and vehicle registration, including to (1) prohibit motor vehicle manufacturers and distributors from charging back or withholding payment to a vehicle dealer due to unreasonable Department of Public Safety delays in vehicle registration or transfer; (2) authorize a dealer to determine vehicle value in registration tax calculation in some circumstances, (3) permit a dealer to withhold registration tax payment, (4) allow selling vehicles across dealership locations without transferring title, (5) eliminate a \$2 late fee for title transfers from vehicle dealers, (6) direct the Department of Public Safety to set standards for electronically submitting title transfers and vehicle registrations, (7) modify title provisions related to a secured party, (8) create a steering committee for the Driver and Vehicle Services (DVS) information technology system, and (9) authorize an extended time period for some temporary motor vehicle permits. House/Senate differences on effective dates and DVS steering committee. HOUSE-only section 32 authorizes dealers to obtain motor vehicle data from the Department of Public Safety for specified purposes. SENATE-only section 139 creates a vehicle registration task force.
R67, R93, R94, R99, R102, R174	4, 40-41, 46, 54, 58-59, 136(a) ¹	N/A	House only	Bicycle regulations. Modifies traffic regulations related to bicycles and bicyclist operating rules, clarifies bicyclist powers and duties, and centralizes and revises related terms.
R67, R69, R71, R129	N/A	7, 9, 10, 16, 91	Senate only	Bike lane funding from trunk highway fund prohibited. Prohibits the commissioner of transportation from spending trunk highway funds on constructing, maintaining, or replacing bicycle lanes or routes.
R66, R69	5, 8	N/A	House only	Bicycle routes and planning. Directs MnDOT to assist local units of government on bicycle planning activities. Establishes a Jim Oberstar Bikeway designation.
R68	6	8	Policy difference	Bikeways and disability parking. HOUSE directs local units of government to prioritize preservation of disability parking spaces when establishing a bikeway. SENATE prohibits local units of government from establishing a bikeway that eliminates or relocates disability parking.

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R69, R123	7, 90	88	Policy difference	Advisory Committee on Active Transportation. HOUSE language revises the committee to be on active transportation, specifies additional committee purposes, and extends committee expiration to 2023. SENATE prohibits the committee from making recommendations that would spend trunk highway funds on bicycle lanes or routes.
R69 - R71, R166, R177	N/A	11-15, 135, 142 (d) ¹	Senate only	MnPASS lanes. Vehicles with one or two passengers must pay to use MnPASS lanes and vehicles with three or more passengers may use the lanes for free. Revenue from all MnPASS lanes is treated the same and the distribution is modified. Requires the commissioner of transportation to issue a request for information for a private entity to operate the MnPASS program.
R71, R164	N/A	17, 124	Senate only	Dedicated fund expenditures report. Requires MnDOT and the Department of Public Safety to submit a report in each odd-numbered year that includes a list of expenditures and transfers from the trunk highway fund and the HUTDF.
R71, R169	9, 129	N/A	House only	Turnback. Authorizes a turnback of a trunk highway in South St. Paul.
R72 – R74	10-16	18-27	Policy difference Technical difference <i>See H.F. 2125 (Marquart/Chamberlain); S.F. 646 (Goggin/Haley); S.F. 1618 (Jensen/Nash); Laws 2019, ch. 15</i>	Memorials. Establishes various memorial bridges and highway segments. House/Senate difference on a memorial bridge name and effective dates. SENATE language establishes additional memorial highways and bridges.
R74 - R75	N/A	28-31	Senate only	Project timeline and detour route appeal. Allows cities to appeal a road project timeline an appeal board. If the appeal board determines that a substantial portion of the road at issue has at least two years of remaining service life, then MnDOT is required to pay the entire cost of the project. A city may appeal a detour route to the appeal board and the appeal board makes the final determination on the detour route.
R75	17	N/A	House only	Indian employment preference. Authorizes MnDOT to provide an employment preference for members of Indian tribes, which applies to projects on or near Indian reservations.
R76	18-19	N/A	House only	Utility relocation. Broadens the circumstances when MnDOT can incorporate utility relocation into contracted trunk highway work. Prevents utility companies from being reimbursed for the costs of utility relocation due to a trunk highway construction project for facilities installed after August 1, 2019.

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R76	N/A	32	Senate only	Farm truck. Amends the definition of “farm truck” to include pickup trucks with a manufacturer's nominal rated carrying capacity of three-fourths ton or less.
R78	21	N/A	House only	Vehicle weight limits. Modifies exceptions to penalties and required re-registration for some overweight vehicles transporting unfinished forest products, which includes having a variance calculation apply throughout the year (instead of just during winter weight increases).
R81, R89	23, 33	37, 43	Same	Decommissioned military vehicles. Allows for some types of decommissioned military vehicles (e.g., a Humvee) to be registered and operated as general motor vehicles for on-road use.
R82 – R87	24-27	N/A	House only	Special plates. Authorizes various special license plates and plate variants. Appropriates contribution funds associated with some of the plates.
R87	N/A	38	Senate only	Law Enforcement Memorial Association (LEMA) plates. The commissioner of public safety must annually distribute all the contributions in the LEMA account to LEMA to further the association’s mission.
R89	34	N/A	House only	Vehicle registration. Allows an individual to use a consular identification card as a “primary” document to show identity for vehicle titling and registration.
R89	35	N/A	House only	Duplicate title. Establishes that issuance of a duplicate motor vehicle title by a deputy registrar is an expedited transaction. Sets a \$10 fee, to be retained by the deputy registrar.
R93 – R94, R95, R124	39, 42-45, 52, 91	47-51, 57, 90	Policy difference Technical difference	Automated vehicles. Authorizes and sets requirements for testing automated vehicles, including requiring a testing permit, setting driver and vehicle capabilities, identifying other conditions and restrictions, mandating reporting, and establishing uniformity of testing laws.
R94	N/A	52	Senate only	Motorized foot scooters. Increases the maximum wheel diameter from 12 to 16 inches in the definition of motorized foot scooter.
R94, R95, R100, R114	47, 51, 55, 75	53, 56, 63, 83	Policy difference Technical difference	Vehicle platoons. Allows for vehicle platooning on controlled access trunk highways. Sets the requirements and conditions under which a vehicle platoon may operate, including requiring plan approval by MnDOT.
R95, R100, R177	48, 50, 56, 67, 137(a) ¹	54-55, 64, 74, 142(a) ¹	Policy difference <i>See Laws 2019, ch. 18</i>	Moving over for authorized vehicles. Broadens a provision requiring drivers to move over or reduce speed when specified types of vehicles are on the side of the road with lights activated. Revises the standard for warning lamps used

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				on solid waste and recycling vehicles. Makes technical changes. House/Senate difference on which vehicles are governed by the probable cause provision in paragraph (f); differences on effective dates.
R95	49	N/A	House only <i>See Senate Art. 2, § 60</i>	Speed limits; local. Expands the definition of “residential roadway,” which has the effect of allowing cities and towns to adopt a 25 miles per hour speed limit on residential roadways without a traffic engineering study and MnDOT approval.
R95	53	58	Technical difference <i>S.F. 1753 (Rarick/Koegel)</i>	Work zone flaggers. Authorizes peace officers to stop and cite the driver of a motor vehicle that has been reported by a qualified work zone flagger as having violated traffic regulations within a work zone.
R96, R98, R166, R177	N/A	59, 61, 133, 142(b) ¹	Senate only	Passing; driving in left lane. The speed limit is increased by 5 m.p.h. when a driver is on a multi-lane highway with a posted speed limit of 55 m.p.h. or more, is passing another vehicle, and is following other traffic laws. On a road with two or more lanes in the same direction a person must not drive a vehicle in the left-most lane if another vehicle is immediately behind the first vehicle unless one of the listed exceptions applies. A person who violates this subdivision must pay a fine of not less than \$100.
R97	N/A	60	Senate only <i>See House Art. 6, § 49</i>	Speed limits; city streets. A city may establish speed limits on city streets that differ from speed limits provided in state law. A city that establishes speed limits as provided in this section must implement the changes in a consistent and understandable manner. The city must erect signs reflecting the speed limit.
R99, R102	N/A	62, 66	Senate only	Large vehicles in roundabouts. Allows semis and other large vehicles to deviate from the driving lane when approaching and going through a roundabout. If two semis or other large vehicles drive through a roundabout at the same time, the driver of the vehicle on the right must yield to the vehicle on the left.
R101, R106	57, 64	65, 71	Same	School bus driving rules. Amends traffic regulations related to school buses, to (1) requires drivers to yield to a school bus that is attempting to enter a lane of travel from a shoulder, right-turn lane, or other location used for passenger loading or unloading; and (2) allows school bus operator to proceed from a right-turn lane to a through lane after loading or unloading students, instead of being required to turn.
R103 – R106	60-63	67-70	Same	Railroad crossings. Modifies traffic rules regarding railroad grade crossings, to treat on-track equipment in the same manner as trains.
R107	65	72	Same	School bus colors. Allows the rub rails on school buses adjacent to the beltline (the area below the windows) to be either black or yellow.

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R107	66, 68	73, 75	Same	Transportation network company vehicles. Permits transportation network company vehicles (e.g., Uber or Lyft) to display illuminated company signs, including on the lower portion of a windshield.
R108, R167	69, 126	76, 132	Policy difference	Window tinting. Broadens an exception to the prohibition on motor vehicle window tinting that is available based on a prescription or medical statement, so that others can operate the vehicle. HOUSE language includes grandchildren and personal care attendants.
R110	70	N/A	House only	Towaway trailer. Allows a power unit to tow a combination of two trailers under specified circumstances.
R107, R114	N/A	77, 82	Senate only	Sewage septic tank trucks. Modifies various vehicle weight provisions, local load restrictions, and seasonal road restrictions as they apply to sewage septic tank trucks used exclusively to transport sewage from septic or holding tanks.
R110	71	78	Policy difference	Paper products special permit. Modifies special permits for overweight vehicles to expand the roads that the vehicle may operate on, so that it includes all of Trunk Highway 53. HOUSE specifies that only paper products or iron ore tailings can be transported under one type of permit, and only expands the allowed roads for that special permit. SENATE expands the allowed roads for multiple types of permits.
R112, R174	72-74, 136(b) ¹	79-81	Policy difference Technical difference	Agricultural products special permit. Specifies agricultural products that can be hauled under a special overweight vehicle permit. SENATE language includes some fertilizers and lime as qualifying products; HOUSE language does not.
R116, R119, R120, R161, R168	76, 82-84, 86, 121, 127	N/A	House only <i>See S.F. 802 (Limmer/Mariani)</i>	Driver's license suspension. Prohibits suspension of a driver's license under some circumstances involving (1) failure to appear in court, (2) conviction only for driving after suspension or driving after revocation, or (3) failure to pay a traffic ticket. Requires an annual report on driver's license issuances, suspensions, and revocations, as well as data collection on suspensions, revocations, and fines. Provides for retroactive driver's license reinstatement.
R116 – R117, R120	77-78, 85	84-86	Same	School bus operator testing. Allows school districts and school bus companies that have third-party testing programs to administer road tests and skills tests to drivers for other school districts or school bus companies, respectively.
R117, R118	79, 81	N/A	House only	Driver's license; emergency contacts. Allows a driver's license or Minnesota identification card holder to identify up to three emergency contacts, to be available to law enforcement personnel.
R118	80	N/A	House only	Driver's license; mental health identifier. Allows a driver's license or Minnesota identification card holder to add an identifier to the card indicating that the person has been diagnosed with an autism spectrum disorder or a mental health condition.

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R122	87	N/A	House only	STIP development. Sets requirements for MnDOT on prioritization and weighting in the department’s project selection process, including specification of weighting factors, allowing for different weighting across MnDOT districts, and requiring stakeholder input.
R122	88	N/A	House only	Asset management. Directs MnDOT to maintain an inventory of transportation assets.
R122	N/A	87	Senate only	Pavement selection guidelines. Requires the commissioner of transportation to develop, implement, and adhere to a pavement investment guide. Each district office must choose priority roads for construction or preservation in the district. The central office must review and approve all pavement selections for these roads and ensure that the selection is consistent with the pavement investment guide.
R122	89	N/A	House only	Transit assistance. Adds tribal governments as eligible for public transit financial assistance administered by MnDOT.
R124	N/A	89	Senate only	Active transportation account. Money in the active transportation account is appropriated to the commissioner of transportation for specified purposes.
R128	92	N/A	House only	Snow and ice appropriation. Modifies the calculation for a statutory appropriation to MnDOT for snow and ice control.
R129 – R131	93-95	N/A	House only	State rail safety inspection program. Modifies the rail inspection program, which includes allowing two additional positions in the program, broadening the scope of inspections, specifying MnDOT duties, and clarifying that the railroad assessment is for all programmatic costs.
R131	96	N/A	House only	Grade crossing safety account. Allows administrative costs to be covered by funds in the grade crossing safety account.
R131	97	N/A	House only	Minimum train crew size. Requires a minimum crew of two individuals for Class I or Class II railroad operation involving freight movement or passengers. Establishes a misdemeanor penalty for violations.
R131	98	N/A	House only	Hours of service exemptions; utility construction. Creates an exemption from hours of service requirements for <i>intrastate</i> transportation of utility construction materials within a 50-mile radius of a project site.
R132 – R134, R177	99-103, 137(a) ¹	N/A	House only <i>See S.F. 802 (Limmer/Mariani)</i>	Wheelchair securement. Revises standards for wheelchair securement in vehicles used in transit and other non-private transportation services to transport a person who is in a wheelchair.

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R134	104	N/A	House only	Grade crossing safety account. Increases the allocation of fine revenue involving State Patrol citations that under some circumstances goes into the grade crossing safety account, from \$1 million to \$1.75 million in FY 2020 and \$2.5 million in FY 2021 and after.
134	N/A	93	Senate only	Vehicle Crimes Unit annual report. Requires the commissioner of public safety to submit an annual report to the legislature on the revenue generated by the Vehicle Crimes Unit of the State Patrol.
R135	105	N/A	House only	Electric vehicle infrastructure. Narrows requirements on use of universal and bi-directional charging for electric vehicle charging stations, to only apply to state-installed infrastructure.
R135 – R146, R149 – R152, R177	N/A	94-96, 98-116, 142(c) ¹ , 143	Senate only	Airport zoning. Amends provisions relating to airport zoning and comprehensive plans for areas near airports. Establishes the process to adopt airport zoning regulations using standards prescribed by the commissioner of transportation. Requires review of the regulations by the commissioner of transportation. Provides an alternate process for a local government to establish and adopt custom airport zoning regulations.
R135, R137, R147 – R149	106-107, 109-112	N/A	House only	Unmanned aircraft. Amends regulations for unmanned aircraft, including to (1) exempt unmanned aircraft weighing less than 55 pounds at takeoff from registration and fee requirements if used solely for recreation, and (2) set a \$25 registration fee for non-recreational unmanned aircraft that weight less than 55 pounds at takeoff.
R137	108	97	Policy difference	Air transportation service charge. Provides for charging for capital costs to use state aircraft. Establishes an aircraft capital account for aircraft acquisition, replacement, or leasing costs. HOUSE appropriates money in the aircraft capital account and allows the commissioner of transportation to charge users for indirect costs, as well as for a portion of aircraft acquisition, replacement, and leasing costs. SENATE requires the commissioner to charge users for capital costs, and prohibits transferring money into or out of the aircraft capital account.
R152	N/A	117-118	Senate only	Light rail transit; streetcar. Provides definitions of “light rail transit” and “streetcar.”
R152	113	119	Policy difference <i>Also see House § 1-2, 114 / Senate §§ 4-5</i>	Metro Mobility. Provides for expansion of the Metro Mobility service area. HOUSE language expands coverage to Lakeville. SENATE language expands coverage to Lakeville, Columbus, Forest Lake, Maple Plain, and Ramsey.
R158	115	120	Same	MVST regional allocation. Makes Metropolitan Council minimum motor vehicle sales tax (MVST) regional allocation to suburban transit providers permanent.

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R159	116-117	N/A	House only <i>See H.F. 2125 (Marquart/Chamberlain)</i>	Met Council bonding. Authorizes the Metropolitan Council to issue up to an additional \$92.3 million in “regional transit capital” bonds or similar forms of debt. Narrows a prohibition on use of the debt for light rail transit purposes.
R160	118	N/A	House only	Met Council bus deployment. Directs the Metropolitan Council to use its lowest emission buses on routes that serve areas identified as having poor air quality.
R160 – R161	N/A	121-122	Senate only	Operating and capital costs. The state is responsible for half of the operating costs (after operating revenue and federal money are used) for light rail transit (LRT) lines in operation on July 1, 2019. For all LRT lines or extensions that begin operations after that date, all operating and capital maintenance costs must be paid from non-state sources. Operating costs are defined. State money must not be used to pay for capital costs of a light rail transit project.
R161	119	N/A	House only	Freight rail liability. Broadens a liability provision on freight rail and light rail transit co-located in the same corridor so that the provision also covers the Bottineau Light Rail Transit (Blue Line extension) project.
R161	120	141	Policy difference <i>See S.F. 2415 (Anderson P./Bernardy)</i>	Campus zone pass. Modifies the zone pass program for light rail transit around the University of Minnesota campus. HOUSE codifies the program, requires at least one additional off campus stop, and provides funding. SENATE requires four contiguous stops and requires the Metropolitan Council to absorb the cost.
R161	122	N/A	House only	Rest area. Eliminates a requirement that the city of Floodwood operate and maintain a trunk highway rest area.
R164	123-124	N/A	House only	Two Harbors community sign. Modifies and extends a pilot program that allows for community destination signs in Two Harbors.
R164	N/A	123	Senate only <i>See S.F. 1889 (Dahms/Swedzinski)</i>	Trunk highway ditch mowing. Extends the moratorium on enforcing permits to mow or hay in the right-of-way of trunk highways by one year to April 30, 2020.
R165	N/A	126-127	Senate only	Local engine braking prohibition. Allows Minneapolis and Burnsville to adopt ordinances to prohibit engine braking (also called “Jake braking”) on specified highways.
R166	N/A	129	Senate only	Trunk Highway 47 rail crossing. Requires the commissioner of transportation to erect warning signs at the rail crossing over Trunk Highway 47 in the city of Anoka. The text of the sign is specified. The commissioner must also attempt to secure funding to construct a highway-rail grade separation at the crossing.

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R166	N/A	134	Senate only	Reducing appropriations for unfilled positions. Directs the commissioner of management and budget to reduce appropriations to the MnDOT and the Department of Public Safety for agency operations for the biennium ending June 20, 2021, for salary and benefits savings that result from positions that have not been filled within 180 days of posting the position.
R168	128	N/A	House only	Land conveyance. Authorizes land conveyance for a portion of state rail bank property in Stearns County.
R169, R176	130	130, 140	Policy difference	Southwest LRT; Calhoun Isles Condominium Association. Directs an office within the Bureau of Mediation Services to facilitate discussions between the Metropolitan Council and the Calhoun Isles Condominium Association regarding Southwest light rail transit project impacts. House/Senate differences on effective dates. SENATE requires vibration susceptibility study on Calhoun Isles property.
R170	131	N/A	House only	Southwest LRT; rail safety meetings. Directs the city of Minneapolis to host rail safety meetings at least annually during Southwest light rail transit project construction.
R170	132	128	Policy difference	Minnesota State Academies signs. Requires signs on Interstate I-35 for Minnesota State Academy for the Deaf and Minnesota State Academy for the Blind, and prevents removal of directional signs on Trunk Highway 60. SENATE language requires use of existing funding.
R170	133	N/A	House only	MBUF. Establishes a mileage-based user fee (MBUF) pilot program. Specifies program objectives, provides administrative authority to MnDOT, provides for data practices, and requires a legislative report.
R172	134	N/A	House only <i>See S.F. 802 (Limmer/Mariani)</i>	Traffic stop study. Directs the Department of Public Safety to provide a grant to a qualified research organization to review and analyze data on traffic stops and provide a report to the legislature.
R173	135	N/A	House only	Transportation information legislative report. Directs MnDOT to report on departmental reporting and information availability.
R174	N/A	138	Senate only	Stone Arch Bridge. The commissioner of transportation must transfer legal title of the James J. Hill stone arch bridge to the city of Minneapolis by July 1, 2019. The transfer does not affect the planned repair project on the bridge.
R177	137(b) ¹	N/A	House only	OLA financial review. Paragraph (b) eliminates a quarterly review requirement of the Office of the Legislative Auditor regarding Metropolitan Council transit financial activity.

H.F. 1555 – Transportation Finance Omnibus Conference Committee
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Rev. Page	HOUSE Sections	SENATE Sections	Comparison & Comments	Summary
R177	137(c) ¹	N/A	House only	Dan Patch corridor. Paragraph (c) eliminates a prohibition on study, planning, project development, and construction of commuter rail in the “Dan Patch” corridor from Minneapolis to Northfield.
R177	N/A	142(e) ¹	Senate only	Mississippi River Parkway Commission. Repeals the expiration of the Mississippi River Parkway Commission.

Notes

¹ Section is listed more than once.