

Subject Transportation policy

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Overview

This bill makes various changes to transportation policy, which includes providing for a trunk highway turnback, amending Minnesota Department of Transportation (MnDOT) contracting preferences, revising some driving rules, removing obsolete language, establishing a capital program for MnDOT agency buildings and facilities, amending 2023 appropriations from trunk highway bond proceeds, and revising a number of requirements on MnDOT administration of transit assistance in greater Minnesota.

Article 1: Miscellaneous Policy

This article contains a variety of transportation policy provisions, which are generally related to MnDOT.

Section	Description – Article 1: Miscellaneous Policy
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| 1 | Membership; chair. (Advisory Council on Traffic Safety)
Adds two members to the Advisory Council on Traffic Safety. |
| 2 | Limitations on spending.
Eliminates a prohibition on expending funds from the highway user tax distribution fund or the trunk highway fund for public electric vehicle infrastructure. |
| 3 | Route No. 185.
Revises a statutorily designated trunk highway to remove Trunk Highway 123 in and near Sandstone, along with adjusting the statutory route. The revision is subject to an agreement with Pine County to transfer jurisdiction of the road. |
| 4 | Route No. 186.
Makes conforming changes for the Trunk Highway 123 turnback, to remove a segment that is being added to a different statutorily designated route. |

Section Description – Article 1: Miscellaneous Policy

- 5 **Route No. 341.**
Makes conforming changes for the Trunk Highway 123 turnback, to establish a new statutorily designated trunk highway within Sandstone.
- 6 **Small targeted group business, small business; contract preferences.**
Increases an optional MnDOT contracting preference from six to 12 percent for products, services, and construction contract bids by entities that are designated as a small targeted group business by the Department of Administration.

(The calculated preference amount is subtracted from the entity’s bid proposal and the reduced amount is used to determine the low bid. Targeted group business designation is authorized for businesses that are majority owned and operated by women, persons with a substantial physical disability, or specific minorities in some circumstances.)
- 7 **Veteran-owned small business, small business; contract preferences.**
Increases an optional MnDOT contracting preference from six to 12 percent for construction and construction-related services contract bids by entities that are designated as a veteran-owned small business by the Department of Administration.

(The calculated preference amount is subtracted from the entity’s bid proposal and the reduced amount is used to determine the low bid.)
- 8 **Contributions; account; appropriation.**
Clarifies a statutory appropriation from an account for the Minnesota professional sports team special plate.
- 9 **U-turn.**
Modifies driving rules on U-turns, including to allow right-hand turns into the farthest lane as part of making a U-turn at a reduced-conflict intersection.
- 10 **Prohibitions.**
Removes a prohibition on stopping or parking that involves an obsolete concept (related to safety zones).
- 11 **Exception for separated roadway.**
Revises a definition of “separated roadway” to use current terminology.
- 12 **Nondivisible load or vehicle.**
Defines a “nondivisible load” and provides for transport of divisible loads.

Section Description – Article 1: Miscellaneous Policy

- 13 **Trunk highway performance, resiliency, and sustainability.**
Amends various requirements for trunk highway system performance measures and targets as well as transportation planning.
- 14 **Eligibility. (Safe routes to school program)**
Narrows the conditions to receive a grant under the safe routes to school program, so that prior adoption of local regulations that require safe routes to school infrastructure in new developments is not mandated for (1) a Tribal government, or (2) noninfrastructure programming.
- 15 **[Adds § 174.595] Transportation facilities capital program.**
Establishes a program on capital projects for MnDOT agency buildings and facilities, including to create program accounts, set project eligibility, and identify prioritization considerations. Effective the day after enactment.
- 16 **Effective date; application. (Metro Mobility)**
Modifies the effective date to begin including the impacts of forecasted Metro Mobility funding in the state forecast, to commence retroactively starting with the November 2023 forecast.
- 17 **Local roads.**
Broadens permissible uses of fiscal year 2024-2025 appropriations for local transportation disaster support, to allow aid for roadway damage in some circumstances where it is ineligible under other disaster programs.
- 18 **Transportation facilities capital improvements.**
Modifies a 2023 appropriation from trunk highway bond proceeds for MnDOT agency facilities, to make the appropriation for the Transportation Facilities Capital program being established in this article (instead of being for similar, more general purposes). Effective the day after enactment.
- 19 **Trunk Highway 65; Anoka County.**
Modifies a 2023 appropriation from trunk highway bond proceeds for a trunk highway project, so that the appropriation is to MnDOT (instead of being for a grant to local units of government). Effective the day after enactment.
- 20 **U.S. Highway 10; Coon Rapids.**
Modifies a 2023 appropriation from trunk highway bond proceeds for a trunk highway project, so that the appropriation is to MnDOT (instead of being for a grant to Anoka County). Effective the day after enactment.

Section	Description – Article 1: Miscellaneous Policy
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21	U.S. Highway 169 Interchange; Scott County.
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	Modifies a 2023 appropriation from trunk highway bond proceeds for a trunk highway project, so that the appropriation is to MnDOT (instead of being for a grant to Scott County). Effective the day after enactment.
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22	U.S. Highway 8; Chisago County.
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	Modifies a 2023 appropriation from trunk highway bond proceeds for a trunk highway project, so that the appropriation is to MnDOT (instead of being for a grant to Chisago County). Effective the day after enactment.
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23	Repealer.
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	Repeals an obsolete definition and driving restriction (related to safety zones).
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Article 2: Greater Minnesota Transit Program

This article addresses requirements and administration of transit assistance in greater Minnesota, including to revise terminology and eliminate administrative rules.

Section	Description – Article 2: Greater Minnesota Transit Program
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1	Complementary paratransit service (ADA).
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	Defines “complementary paratransit service (ADA)” for provisions on public transportation.
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2	Elderly and disabled service.
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	Makes a conforming change.
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3	Large urbanized area service.
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	Defines “large urbanized area service” for provisions on public transportation.
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4	Public transportation.
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	Revises the term and definition for “public transportation,” including to specify forms of transportation that are not included.
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5	Rural area service.
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	Revises the definition for “small urbanized area service” for provisions on public transportation.
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Section Description – Article 2: Greater Minnesota Transit Program

6 Small urbanized area service.

Revises the term and definition for “small urbanized area service” for provisions on public transportation, including to modify the population range for the area served.

7 Financial assistance; application, approval.

Paragraph (b) eliminates a requirement that MnDOT implement public transit program procedures and standards through administrative rules (which is in conjunction with repeal of various rules in section 13 of this article).

Paragraph (c) removes a provision on transit grant application review by various local public entities.

8 Greater Minnesota transit investment plan.

Adds complementary paratransit service to a calculation of service needs performed in the greater Minnesota transit investment plan.

9 Operating assistance; recipient classifications.

Amends various procedures governing financial assistance under the public transit participation program, including to add a complementary paratransit service classification and modify aspects of the aid calculation methodology.

10 Nonoperating assistance.

Caps the local sources for design and capital assistance under the public transit participation program at 20 percent.

11 Annual transit report.

Revises requirements for a legislative report on greater Minnesota transit, including to eliminate mandated assistance from the Metropolitan Council and require an annual (instead of biennial) analysis of transit system needs and expenses.

12 Repealer.

Paragraph (a) repeals: (1) some definitions of transit-related terms being replaced or no longer used; and (2) direction to adopt administrative rules on determining total operating cost (which is in conjunction with repeal of various rules in paragraph (b)).

Paragraph (b) repeals various administrative rules that govern MnDOT administration of transit assistance.

Article 3: Conforming Changes

This article makes various technical changes to conform with some of the modifications to definitions in article 2, including to update cross references and provide direction to the revisor statutes on modifying terms elsewhere in state statutes.



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