

# **Policies – HF2887 Omnibus Transportation Funding bill**

## **Advisory Council on Traffic Safety**

The Advisory Council on Traffic Safety is established to make recommendations to the commissioners of public safety, transportation and health on projects and programs to improve traffic safety on roadways. The Council serves as the lead for the state Toward Zero Deaths program.

## **Highways for Habitat Program**

MnDOT must establish a highways for habitat program to enhance roadsides with pollinator and other wildlife habitat and vegetative buffers. The department must develop best management practices for integrated roadside vegetation management.

## **Corridors of Commerce**

Changes to project selection process including:

- Screening entities: ATPs, Metropolitan Council, Greater metropolitan counties.
- Projects must be located on the national highway system for projects outside of the Metropolitan district.
- Construction work will commence withing 4 years except for readiness development projects.
- To ensure regional balance, funds will be distributed:
  - Metro Projects: at least 25% and no more than 27.5% for projects within or directly adjacent to inside the 494/694 beltway;
  - Metro Connector Projects: at least 35% and no more than 37.5% for projects outside the beltway located wholly or primarily within a greater metropolitan county;
  - Regional Center Projects: at least 35% and no more than 40% for projects outside the metro area.
- Up to 10% of funds may be used for readiness advancement activities on a project.
- Phase 1: Project solicitation – following enactment of each law that makes additional funds available, MnDOT must undertake a solicitation of projects. Phase 2: Local screening and recommendations – Projects must be submitted to appropriate screening entities who must solicit input from legislators and recommend projects to MnDOT for formal scoring. For ATPS: no more than 3 projects, for Met Council: no more than 4 projects, for each greater metropolitan county: no more than 2 projects. Each entity may select up to 2 additional readiness development projects. Phase 3: Project Scoring – MnDOT must score all eligible projects.
- MnDOT must develop and publish a ranked list of all submitted projects with scores and ranking and an overview of each selected project with amounts and sources of funding.

## **Transportation Greenhouse Gas Emissions Impact Assessment**

Prior to inclusion of a capacity expansion project in the state transportation improvement program, MnDOT or an MPO must perform a capacity expansion impact assessment and determine if the

project conforms with the greenhouse gas emissions reduction targets and the vehicle miles traveled reduction targets.

If the project is not in conformance, there must be a change in the scope or design and a new assessment performed or interlink sufficient impact mitigation or halt the project development and not allow inclusion of the project in the STIP.

A mitigation action consists of: transit expansion, transit service improvements, active transportation infrastructure, micromobility infrastructure and service, transportation demand management, parking management, land use, infrastructure improvements related to traffic operations, and natural systems.

Impact mitigation must be localized in the following priority order: (1) within or associated with at least one of the communities impacted by the project; (2) in areas of persistent poverty or historically disadvantaged communities; (3) in the region of the project, (4) on a statewide basis.

This does not apply to a project that was included in the STIP or has been submitted for geometric layout before February 1, 2025.

By August 1, 2023, a Greenhouse Gas Emissions Impact Mitigation Working Group must be convened to develop a process for impact assessment; development of an impact mitigation plan; consideration of options related to funding greenhouse gas emission mitigation activities in conjunction with capacity expansion projects; and consideration of options for alternative mitigation options.

By February 1, 2024, the working group must submit its findings and recommendations for legislation.

### **Safe Road Zones**

Upon receiving a local request, the commissioner must consider designating a segment of a street or highway as a safe road zone. The Advisory Council on Traffic Safety must make recommendations on safety measures for each safe road zone through education, public awareness, behavior modification and traffic engineering.

Upon request by the local authority, the commissioner may establish a temporary or permanent speed limit based on an engineering and traffic investigation.

### **Weight Limits for Towing and Recovery Vehicles**

The commissioner may issue permits for a \$300 annual fee to cover all tow trucks that tow disabled or damaged vehicles to exceed length and weight limits. Seasonal load restrictions do not apply to tow truck or vehicle that does not exceed 20,000 pounds per single axle and is used to recover a vehicle involved in a crash or is inoperable and within a public right-of-way.

### **Active Transportation Advisory Committee**

MnDOT must establish an Active Transportation Advisory Committee to make recommendations related to active transportation including safety, education and development programs and Safe Routes to School. The committee must review issues and needs and develop solutions for meeting those needs.

## **Electric Vehicle Infrastructure Program**

The commissioner must establish a statewide electric vehicle infrastructure program for the purpose of implementing the National Electric Vehicle Infrastructure Formula Program.

Every even-numbered year, the commissioner must submit a report that includes federal funds spent for the program, state funds spent for the program, any changes to the plan, the location of electric vehicle infrastructure created by the program, a description of how projects are selected and regional balance is maintained.

## **Development Guide**

The comprehensive development guide for the metropolitan area must include climate mitigation and adaptation that involves mitigation goals and strategies to meet or exceed greenhouse gas emission reduction goals and vehicle miles traveled reduction targets.

## **Regional Bond Authority**

The Metropolitan Council may issue bonds in an amount not to exceed \$104,545,000 for capital expenditures in 2023 and 2024.

## **Light Rail Transit Construction Staff Assistance**

If the Metropolitan Council is the responsible authority, the council must use MnDOT staff assistance for delivery method selection, risk assessment analysis, contractor and subcontractor schedule analysis, LRT cost management and budget analysis and any other areas of technical expertise. The council must select a qualified project manager with at least 10 years' experience to lead the planning, design, acquisition, construction or equipping of a new LRT project.

## **Transit Rider Activity**

The council must adopt a rider code of conduct for transit passengers which must be posted in a prominent location at all stations.

The council must implement a transit rider investment program that provides for personnel engaged in fare payment inspection, rider education and assistance and improvements to the transit experience.

## **Federal Transportation Grants Technical Assistance**

The commissioner must establish a process to provide grants for technical assistance to a requesting local unit of government that seeks to submit an application for a federal discretionary grant for a transportation-related purpose.

The commissioner must establish a process for solicitation, submission of requests, screening requests and awarding technical assistance. The process must include criteria for projects that: mitigate impacts of climate change; are located in areas of persistent poverty; improve safety for motorized and nonmotorized users; are located in townships or cities that eligible for small cities assistance aid; support grants to Tribal governments and provide for geographic balance.

Technical assistance grants may not exceed \$30,000. The commissioner may not award more than one grant to each unit of government in a calendar year unless it is a Tribal government. From available funds in each fiscal year, 15% must be for Tribal governments and 15% for small cities.

## **Infrastructure Investment and Jobs Act Discretionary Match**

MnDOT must establish a process for allocating funds for requests submitted by federal grant recipients. Funds may be allocated for a discretionary grant awarded prior to the effective date of this section. Funds must only be allocated for transportation-related purposes and in an amount not to exceed the amount necessary to meet federal match requirements or \$10 million, whichever is less.

Funds may be used for:

- The Trunk Highway System
- Any transportation modes or programs including local roads and bridges, transit, active transportation, aeronautics, alternative fuel corridors, electric vehicle infrastructure and climate-related programs.
- Grants to a federal grant recipient including Tribal governments, local governments and MPOs.

Information must be maintained on a public website including a summary of grant recipients, any unfunded requests and use of funds by type, purpose, mode and region of the state.

## **Metropolitan Governance Task Force**

A Metropolitan Governance Task Force is established to study and make recommendations to the legislature on reform and governance of the Metropolitan Council. The study must include an analysis of the costs and benefits of direct election of members to the Metropolitan Council, a combination of directly elected and appointed members to the Met Council, a council of governments that would replace the council; reapportioning responsibilities of the Met Council to state agencies and local governments, adoption of a home rule charter and any other regional governance approaches that are viable alternatives to the current structure.

## **Legislative Report – Road Funding Gap**

By November 1, 2024, the commissioners of transportation and management and budget must submit a report on road funding that analyzes revenue options to address the funding gap over fiscal years 2025 to 2034 between projected revenue to the HUTDF and revenue required to meet performance targets on each of the highway systems that receive HUTDF funding. The report must include recommendations and options that analyzes impacts across individuals and motor vehicles and considers financial stability, social equity, user convenience, administrative efficiency, transparency and other finance principles.

## **Local Road and Bridge Programs**

Local Bridge Replacement Rehabilitation program – political subdivisions may use funds to rehabilitate, construct or reconstruct bridges including the costs of acquiring, rehabilitating and reconstructing historic bridges.

Local Road Improvement Program – MnDOT shall establish procedures for grants to cities, towns, counties and federally recognized Indian Tribes. The procedures shall be established in consultation with AMC, LMC, MAT and Tribal representatives.