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S.F. 3944 - Transportation policies modifications

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S.F. 3944 makes various changes to transportation policy, including provisions pertaining to the Minnesota Department of Transportation (MnDOT), driving rules, administration of transit assistance in greater Minnesota, and other technical and terminology changes.

Article 1 [Miscellaneous policy] amends a variety of transportation policy provisions.

Section 1 [Limitations on spending] eliminates a prohibition on expending funds from the highway user tax distribution fund or trunk highway fund on installing, constructing, expanding, or maintaining public electric vehicle infrastructure.

Section 2 [Route No. 185] amends a statutorily designated trunk highway, subject to an agreement between MnDOT and the governing body of Pine County.

Section 3 [Route No. 186] makes a conforming change for a trunk highway turnback.

Section 4 [Route No. 341] makes a conforming change for a trunk highway turnback to establish a new statutorily designated trunk highway in Sandstone near the Kettle River.

Section 5 [Small targeted group business] increases an optional MnDOT contracting preference from six to 12 percent for certain bids by entities designated as a small targeted group business.

Section 6 [Veteran-owned small business] increases an optional MnDOT contracting preference from six to 12 percent for construction and construction-related services bids by entities designated as a veteran-owned small business.

Section 7 [U-Turn] amends driving rules on U-turns to allow right-hand turns into the farthest lane when making a U-turn at a reduced-conflict (also known as a J-turn) intersection.

Section 8 [Prohibition] strikes a prohibition on stopping or parking that involves an obsolete concept (safety zones).

Section 9 [Exception for separated roadway] revises a definition of “separated roadway” in the statute governing exemptions to when a person is required to stop when approaching or meeting a school bus.

Section 10 [Nondivisible load or vehicle] defines a “nondivisible load” and provides for transport of divisible loads in the size, weight, and load statute.

Section 11 [Trunk highway performance, resiliency, sustainability] modifies requirements for trunk highway system performance measures.

Section 12 [Eligibility] modifies safe route to schools program grant conditions to provide that prior adoption of local regulations requiring safe route to schools infrastructure are not required for a Tribal government or noninfrastructure programming.

Section 13 [Local roads] expands permissible uses of local road appropriations for local transportation disaster support to allow aid for roadway damage where it is otherwise ineligible under other programs.

Section 14 [Repealer] repeals obsolete definition and driving restriction relating to safety zones.

Article 2 [Greater Minnesota Transit Program] amends requirements and the administration of transit assistance in greater Minnesota.

Section 1 [Complementary paratransit services (ADA)] provides a definition of “complementary paratransit service (ADA)”

Section 2 [Elderly and disabled service] makes a minor conforming change.

Section 3 [Large urbanized area service] defines “large urbanized area service.”

Section 4 [Public transportation] revises the term and definition for “public transportation” to exclude certain forms of transportation.

Section 5 [Rural area service] amends the definition for “small urbanized area service.”

Section 6 [Small urbanized area service] amends the definition for “small urbanized area service” to modify the population range.

Section 7 [Financial assistance; application, approval] strikes a requirement that MnDOT implement public transit program procedures through administrative rule. This provision is related to the repealer in **article 2, section 13**. Removes a provision on transit grant application review.

Section 8 [Greater Minnesota transit investment plan] modifies calculation of service needs performed in greater Minnesota transit investment plan to include complementary paratransit service.

Section 9 [Operating assistance; recipient classifications] amends provisions pertaining to financial assistance under the public transportation programs.

Section 10 [Nonoperating assistance] limits the local contribution for design and capital assistance under the public transit participation program to 20 percent of the awarded amount of assistance.

Section 11 [Annual transit report] modifies legislative reporting requirements for greater Minnesota transit and requires an annual (rather than biennial) analysis of transit system needs and expenses.

Section 12 [Revisor instruction] makes a technical change.

Section 13 [Repealer] repeals:

- definitions of obsolete or replaced transit-related terms,
- direction to adopt administrative rules for MnDOT transit assistance, and
- administrative rules that govern MnDOT administration of transit assistance.