

1.1 Senator moves to amend the delete-everything amendment (SCS5284A-3)
1.2 to S.F. No. 5284 as follows:

1.3 Page 7, after line 15, insert:

1.4 "Sec. 7. **APPROPRIATION; DYNAMIC TRANSPORTATION OPTIONS STUDY;**
1.5 **PILOT PROGRAM.**

1.6 \$..... is appropriated from the general fund to the commissioner of transportation to
1.7 conduct the dynamic transportation options study specified in article 2, section 129. This
1.8 is a onetime appropriation and is available until June 30, 2026."

1.9 Page 113, after line 13, insert:

1.10 "Sec. 129. **DYNAMIC TRANSPORTATION OPTIONS; REPORT REQUIRED;**
1.11 **PILOT PROGRAM AUTHORIZED.**

1.12 Subdivision 1. Definitions. (a) For purposes of this section, the following terms have
1.13 the meanings given:

1.14 (1) "commissioner" means the commissioner of transportation;

1.15 (2) "dynamic transportation options" includes, but is not limited to, nonfixed route
1.16 options; prearranged and dial-a-ride options arranged either via telephone, digital application,
1.17 or website; demand response microtransit service for last-mile connection; or private
1.18 transportation companies including transportation network companies or taxis;

1.19 (3) "nonmetropolitan county" is defined as any Minnesota county other than those under
1.20 Minnesota Statutes, section 473.121, subdivision 4;

1.21 (4) "pilot program" means the dynamic transportation pilot program established under
1.22 this section;

1.23 (5) "stakeholders" includes at least one representative from each of the following:

1.24 (i) the Minnesota Council on Disability;

1.25 (ii) the American Council of the Blind Minnesota;

1.26 (iii) the Minnesota DeafBlind Association;

1.27 (iv) transportation network companies and taxicabs, with at least one representative
1.28 familiar with dispatching services and having route connection expertise;

1.29 (v) the Transportation Accessibility Advisory Committee under Minnesota Statutes,
1.30 section 473.475, subdivision 9a;

(vi) private transportation companies offering services in a nonmetropolitan county;
(vii) providers of mobility services for persons with disabilities;
(viii) local government authorities, with at least one representative being a county commissioner; and
(ix) community organizations servicing rural populations.

(6) "transportation network company" has the meaning given in Minnesota Statutes, 65B.427, subdivision 1; and

(7) "wheelchair accessible vehicle" means a vehicle equipped with a ramp or lift capable of transporting nonfolding motorized wheelchairs, mobility scooters, or other mobility devices.

Subd. 2. Study required. (a) The commissioner must study a pilot program to expand access to ridesharing, nonfixed route transit, ride hailing via phone or digital application, demand response service, or other dynamic transportation options in rural areas. The study must be conducted with stakeholders to identify inefficiencies in route connections and demand response; the coordination across different public, private, and individual sources of transportation; and service time. The study must aim to create and implement a pilot program that can allow transportation providers in rural and nonmetropolitan Minnesota to collaborate to maximize efficiency of ride services for people without vehicles. The stakeholders, in identifying efficiencies and coordination efforts, must identify areas of cooperation to maximize the use of vehicles for ambulatory people with disabilities while maximizing the number of wheelchair-accessible vehicles in the program.

(b) By February 15, 2025, the commissioner of transportation must report the results of the study to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. The report must include the commissioner's implementation plan for instituting a dynamic transportation pilot program in two nonmetropolitan counties by April 1, 2025. After the study is submitted to the legislature, the pilot program will begin in two rural counties by March 1, 2026, where the stakeholders will decide, based on availability of vehicle resources and demonstrated capacity to administer, where to conduct the pilot programs. The pilot programs must not be conducted in cities with a population greater than 50,000 people. After two counties are selected and the pilot is conducted for two years, two more counties may apply for participation in the pilot.

3.1 Subd. 3. **Pilot program; implementation.** (a) By April 1, 2025, the commissioner of
3.2 transportation, in coordination with stakeholders, must conduct a dynamic transportation
3.3 pilot program in two nonmetropolitan counties. Pilot program locations must not be
3.4 conducted in urbanized service areas as defined in Minnesota Statutes, section 174.22,
3.5 subdivision 15. Pilot program locations and services must be determined by stakeholders
3.6 based on:

3.7 (1) availability of transit, transportation network companies, and taxi services throughout
3.8 the service area;

3.9 (2) demand responsiveness and service levels;

3.10 (3) technology accessibility for residents;

3.11 (4) integration with regional transit services;

3.12 (5) partnerships with transportation network companies and taxi providers;

3.13 (6) past implementation of proposals and models in the proposed service area for
3.14 incorporating transportation network companies and taxi service providers into the transit
3.15 system;

3.16 (7) demonstrated capacity to handle efficient dispatch of vehicles and transportation
3.17 providers participating in the pilot program; and

3.18 (8) local governmental support.

3.19 (b) By April 1, 2027, two additional counties may apply to participate in the pilot
3.20 program. The selection of additional counties must meet the criteria specified in paragraph
3.21 (a) and be based on demonstrated need, available transportation resources, and commitment
3.22 to program objectives.

3.23 (c) By February 1, 2026, and every year thereafter until the conclusion of the pilot
3.24 program, the commissioner must submit a report to the chairs and ranking minority members
3.25 of the legislative committees having jurisdiction over transportation policy and finance
3.26 detailing the findings and outcomes of the pilot program. The report must include
3.27 recommendations for scaling successful strategies to other rural areas and potential legislative
3.28 or regulatory changes to support expanded access to transportation services. The
3.29 commissioner must solicit input from stakeholders on the report's findings and
3.30 recommendations to ensure comprehensive and actionable insights are presented.

3.31 (d) Counties that receive a grant for a pilot program under this section must submit an
3.32 annual report to the commissioner of transportation. The first report to the commissioner

is due January 15, 2026. The report must include a description of the pilot program, how the funds are used, and a description of how the pilot program has met or is meeting the goals described in paragraph (a). By February 1, 2026, and each year thereafter until the pilot program expires, the commissioner must compile the county reports into a single report and submit the report to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance.

(e) Pilot programs established under this section expire on February 15, 2029."

Page 117, after line 28, insert:

"Sec. 134. **REPORT; METRO MOBILITY ENHANCEMENTS.**

(a) The commissioner of transportation must, in consultation with the chair of the Metropolitan Council, perform a Metro Mobility enhancement and service study and develop recommendations to improve the efficiency, effectiveness, reliability, dignity, and experience of riders of the special transportation service under Minnesota Statutes, section 473.386, and report the recommendations to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance. The commissioner must evaluate the Metro Mobility program, which must include but is not limited to analysis of customer service, program costs and expenditures, service coverage area and hours, reservation and scheduling, and buses and equipment.

(b) The study must include:

(1) a fiscal review that identifies uses of funds, including an identification for reducing program costs;

(2) an identification and analysis of options to improve Metro Mobility program service, limit costs, and improve efficiency;

(3) an analysis of improvements to service and customer experience, including the creation of a state-operated digital application to utilize special transportation services;

(4) an evaluation of accessibility impacts and constraints for riders who use a wheelchair or otherwise require specialized equipment or service;

(5) a consideration of service models, technologies, partnership models, and anticipated industry changes;

(6) an analysis of integration impacts with regional transit service;

5.1 (7) an evaluation of whether the Metro Mobility enhancement pilot program instituted
5.2 under Laws 2023, chapter 68, article 4, section 121, should be made permanent or expanded
5.3 to other nonmetropolitan service areas;

5.4 (8) an evaluation and assessment of the use of transportation network companies or taxi
5.5 services to provide an enhanced service option in which riders pay a higher fare than other
5.6 users of Metro Mobility services;

5.7 (9) an evaluation of the feasibility of nonsubsidized, subsidized, and tiered ride services
5.8 handled by a dispatching service provider; and

5.9 (10) an analysis of and recommendations for comprehensive improvements in dispatching,
5.10 route coordination, call sequencing and customer service, integration with transportation
5.11 network company applications, and cataloging rides for maximum efficiency and driver
5.12 compensation.

5.13 (c) The Metropolitan Council must cooperate with the Department of Transportation
5.14 and provide information requested in a timely fashion to implement and conduct the study.

5.15 (d) By February 15, 2025, the commissioner must submit the report and findings to the
5.16 chairs, ranking minority members, and staff of the legislative committees with jurisdiction
5.17 over transportation policy and finance."

5.18 Renumber the sections in sequence and correct the internal references