

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, line 9, delete "\$10,500,000" and insert "\$10,800,000"

1.4 Page 7, after line 15, insert:

1.5 "Sec. 7. APPROPRIATION; DYNAMIC TRANSPORTATION OPTIONS STUDY.

1.6 \$300,000 in fiscal year 2025 is appropriated from the general fund to the commissioner
1.7 of transportation to conduct the dynamic transportation options study specified in article 2,
1.8 section 129. This 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 Subdivision 1. Definitions. (a) For purposes of this section, the following terms have
1.12 the meanings given:

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

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

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

1.20 (4) "stakeholders" includes at least one representative from each of the following:

1.21 (i) the Minnesota Council on Disability;

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

1.23 (iii) the Minnesota DeafBlind Association;

1.24 (iv) the National Federation for the Blind;

1.25 (v) transportation network companies and taxicabs, with at least one representative
1.26 familiar with dispatching services and having route connection expertise;

1.27 (vi) the Transportation Accessibility Advisory Committee under Minnesota Statutes,
1.28 section 473.475, subdivision 9a;

1.29 (vii) private transportation companies offering services in a nonmetropolitan county;

(viii) providers of mobility services for persons with disabilities;

(ix) local government authorities, with at least one representative being a county commissioner; and

(x) 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 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 proposal for instituting a dynamic transportation pilot program in two nonmetropolitan counties by April 1, 2025."

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;

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

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

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

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

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

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

4.1 Renumber the sections in sequence and correct the internal references