



April 19, 2024

Chair Dibble and Members of the Senate Transportation Committee:

On behalf of the Association of Minnesota Counties (AMC), a voluntary association representing all of Minnesota's 87 counties, we appreciate the opportunity to share our comments on the A3 Amendment to SF5284, the Senate Transportation Supplemental Fiscal Omnibus Bill.

Traffic Safety Cameras

The Minnesota County Engineers Association (MCEA) supports the language from Sen. Mohamed's SF2026 and the A6 amendment that would establish a four-year pilot program for traffic safety cameras. Excessive speed on Minnesota roadways is a serious safety concern which has grown in recent years as law enforcement resources have been strained, and camera enforcement can help address this growing problem. To create a safer system for all road users, including cyclists and pedestrians, we need to increase the likelihood of penalties for dangerous driving behaviors.

Transportation Greenhouse Gas Emissions Impact Assessment

AMC and MCEA believe the language included in Sections 8-9 of the A3 regarding the Transportation Greenhouse Gas Emissions Impact Assessment builds off the Transportation GHG Impact Mitigation Working Group final report and recommendations and is a step in the right direction from where things left off last session. We support the language that moves the assessment from a project-by-project basis to a portfolio approach. Additionally, we support the creation of a Technical Advisory Committee, which would include one member from MCEA and one member from the City Engineers Association of Minnesota (CEAM). We also support the new language creating a transportation impact assessment and mitigation account in the special revenue fund. While we still have questions regarding the data reporting from local units of government included in the A3, we will continue to discuss with MnDOT and Sen. Morrison going forward.

Bus Rapid Transit Project Scope

AMC supports the language included in the A3 from Sen. Dibble's SF4267 that would require the Metropolitan Council to design, construct, and fully scope and fund aspects of bus rapid transit projects. AMC agrees with metro counties that regional success relies upon the planning and implementation of transit projects in a collaborative manner, including Metro Transit's engagement with local partners early in the development process to fully scope and fund these projects.

Traffic and Engineering Studies

MCEA supports the language included in the A3 from Sen. Carlson's SF4783, which would require the Commissioner of Transportation to adopt revisions to the Minnesota Manual on Uniform Traffic Control Devices (MnMUTCD) regarding the criteria for traffic and engineering studies and investigations for setting speed limits. With the recent changes to the federal guidelines that pertain to traffic engineering studies and investigations for establishing or reevaluating speed limits within speed zones, MCEA supports the goals of SF4783 that would require Minnesota to adopt the new federal standards in Section 2B.21 now instead of waiting for the next full revision of the MnMUTCD, required within two years.

We appreciate the opportunity to share our comments on the Senate Transportation Supplemental Fiscal Omnibus Bill and want to thank Chair Dibble and the committee for your work on the bill.

Sincerely,

Emily Murray
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Association of Minnesota Counties