



395 John Ireland Boulevard
Saint Paul, Minnesota 55155

April 8, 2025

The Honorable Scott Dibble
Chair
Senate Transportation Committee
3107 Minnesota Senate Building
St. Paul, MN 55155

Re: Senate File 2082, the Omnibus Transportation Bill

Dear Chair Dibble,

Thank you for the opportunity to provide comments on Senate File 2082, the omnibus transportation bill. I appreciate the work you, other committee members, and staff have done over the course of this session to assemble this legislation. This bill provides important investments to help construct, operate and maintain Minnesota's transportation system in challenging times.

On behalf of the Minnesota Department of Transportation, I am grateful you included so many of MnDOT's initiatives in the omnibus bill. By including operating adjustments, MnDOT will be able to manage rising costs while maintaining the high level of services Minnesotans expect. Additional funding for state road construction and the Blatnik Bridge project will result in a greatly improved transportation system, better pavements and safer bridges. Investments in corridor planning will allow us to develop long-term visions for trunk highway corridors, while facilities support means truck stations around the state can continue providing critical maintenance activities. Authorizing a funding partnership with the Metropolitan Council on the F Line/Highway 65 project will allow MnDOT to make numerous safety improvements in that corridor. Not only would this approach minimize disruption to communities and the traveling public, but the project design, communication, and construction will be significantly more efficient than building two separate projects.

There are just a few items I would like to highlight as concerns.

- MnDOT appreciates the inclusion of \$100 million in Trunk Highway bonding for state road construction, in addition to the Governor's proposal to increase base state funding by \$60 million per year. MnDOT shares your commitment to increasing transparency in transportation funding. However, redirecting calculated efficiency savings to Corridors of Commerce effectively reduces the existing state road construction program by about \$90 million per year. It is also important to consider that about \$15 million per year of these efficiencies come from operations and maintenance, so this initiative would indirectly shift funding from operations and maintenance to state road construction. MnDOT looks forward to continued discussions about efficiency savings and how to maximize transparency.

Chair Scott Dibble

April 8, 2025

Page 2

- MnDOT is working with the Federal Railroad Administration and BNSF Railway on the Northern Lights Express passenger rail project, and we continue to implement the Corridor Identification and Development grant. We also have applied for the FRA's Federal-State Partnership for Intercity Passenger Rail grant program. This would provide the 80 percent federal funds needed to advance the NLX project to construction. We anticipate the FRA will announce funding decisions this spring.
- Thank you for significantly narrowing the number of policy advisory committees. Since this language and other provisions related to project development have changed significantly, I will provide comprehensive comments in a separate document.
- This legislation does not include any adjustments to aircraft registration rates. Along with a modification to the airline flight property tax, these investments would allow us to provide more airport development grants for Minnesota's 133 public airports. Excluding Metropolitan Airports Commission airports, which also have substantial funding needs, we estimate \$1.15 billion is needed by 2030 to maintain and expand our system of airports.

Again, thank you for allowing me to share this input on the omnibus transportation bill. I look forward to working with you so we can finalize a bill that helps maximize the health of people, the environment and our economy for Minnesota's multimodal transportation system.

Sincerely,

A handwritten signature in black ink that reads "Nancy Daubenberger". The signature is fluid and cursive, with the first name "Nancy" and last name "Daubenberger" clearly legible.

Nancy Daubenberger, P.E. (MN)
Commissioner

cc: The Honorable John Jasinski, Ranking Minority Member, Senate Transportation Committee

MINNESOTA DEPARTMENT OF PUBLIC SAFETY



Office of the Commissioner

445 Minnesota Street • Suite 1000 • Saint Paul, Minnesota 55101-5100
Phone: 651.201.7160 • Fax: 651.297.5728 • TTY: 651.282.6555
www.dps.mn.gov

April 9, 2025

Chair Dibble and Members of the Senate Transportation Committee,

The Department of Public Safety (DPS) works to serve all communities and build a safer Minnesota. This is a long-shared goal of this committee. The investments included in the Governor's and Lt. Governor's transportation budget bill and this committee's bill come amid a challenging budget outlook. Given these constraints, I recognize this bill has to contend with several difficult decisions.

I am grateful for the inclusion of the DPS operating adjustment at the level recommended by the Governor. This measured operating adjustment will assist DPS in addressing cost pressures while still requiring us to make strategic decisions to ensure minimal impacts to the public safety work of our divisions.

Thank you for including the hiring and recruitment initiatives for the Minnesota State Patrol this will not only help ensure that open positions can be filled but also that the State Patrol can effectively prepare for future retirements. This funding is critical in maintaining our current Troopers and recruiting a quality workforce that is reflective of those served. These investments will also strengthen efforts of reducing deaths and injuries on Minnesota's roadways through enforcement and education aligning with the Minnesota State Patrol Strategic Plan.

There are several important items included for DPS's Driver and Vehicle Services Division (DVS). Thank you for incorporating the technical changes to name change documents and criminal vehicular operation provisions. Cleaning up these provisions will help DVS administer its services effectively and ensure consistent treatment for individuals who engage in criminal vehicular operation.

The inclusion of the No-Fee Transactions for deputy registrars and driver's license agents as recommended by the Governor will ensure that these important business partners are compensated for all the work that they do. I appreciate the inclusion of the rulemaking authority for the DVS Ignition Interlock Device Program (IIDP). While not funded at the Governor's recommended levels, adding this authority to DVS will improve public safety. IIDP Program Guidelines and Manufacturer Certification Standards that have been drafted and approved through the full rulemaking process will better serve Ignition Interlock participants

Alcohol
and Gambling
Enforcement

Bureau of
Criminal
Apprehension

Driver
and Vehicle
Services

Emergency
Communication
Networks

Homeland
Security and
Emergency
Management

Minnesota
State Patrol

Office of
Communications

Office of
Justice Programs

Office of
Pipeline Safety

Office of
Traffic Safety

State Fire
Marshal

and participating manufacturers, ensure transparency, and provide DVS the ability to update the standards in response to legislative changes.

I appreciate that the extension of the Commercial Learner's Permit from six months to twelve months to align Minnesota with federal commercial driver's license regulations. The language to require Minnesotans to change license plates at the time of transfer will benefit customers by requiring new owners to complete registration paperwork thereby preventing erroneous toll and parking charges to the previous owner. This provision will also result in additional revenue to deputy registrars as these transactions are completed in a deputy registrar office.

I also want to note that the funding for the DPS Office of Traffic Safety (OTS) planning and administration match will allow OTS to fully utilize available federal funding. This funding increase will ensure long-term stability for OTS and improve the ability of OTS to deliver on its mission to eliminate serious injury and fatal crashes. I also appreciate the updates and clarifications for the Advisory Council on Traffic Safety (ACTS). These changes will support traffic safety across the state for years to come.

I also want to point out a few items where this bill differs from the Governor's recommendations. I am concerned to see this bill does not include the provisions to give DPS agency wide grant administration authority to utilize up to a set percentage of grant appropriations to administer grants. The legislature set the allowable administrative percentages but did not cover existing grant programs. Providing DPS the authority for these administrative costs is vital to ensuring adequate resources for critical oversight functions for grants such as monitoring grantees and programs to ensure compliance with requirements, ensuring timely financial and progress reporting, and ensuring compliance with state and federal requirements. These functions are a critical component of preventing fraud or mismanagement, as well as ensuring grant dollars serve their intended purposes.

I would ask the committee to reconsider adding the funding for the new Minnesota State Patrol metro headquarters. As this committee has recognized, combining the six metro locations into one centralized space will assist with recruiting and retention, ensure compliance with CALEA standards, provide necessary storage space for vehicles and evidence, and allow the State Patrol to meet current and future demands to serve the public. I look forward to further conversations on how to fund this important state building.

This bill does not include the provisions recommended by the Governor to standardize penalties for excessive speeding. Drivers traveling through areas at more than 35 miles over the posted speed limit are as dangerous as those who travel at over 100 miles per hour and the penalties should be the same. I am hopeful the committee will reconsider inclusion of these important public safety initiatives.

I am hopeful you will add the authorization of online renewal for driver's licenses, changes to dealer plates, and the expansion of background checks for auto dealers. DVS is committed to providing customers with the services they need in the manner they want to receive them. Many customers would appreciate the option to go online to complete these transactions for every other renewal. Dealer plates in Minnesota lack guardrails such as a limitation on the number of plates a dealer can have, and Minnesota dealer plates have been found improperly used in other states. Adding reasonable limitations on dealer plates better serves dealers and the public. I would also like to see expanded background checks for auto dealers included in this bill to strengthen consumer protection.

This bill also leaves out the Governor's recommendation to require the use of seatbelts in Class II ATVs when the unit is factory equipped with a restraint system, and when the Class II ATV is operated on or

within the right -of -way of a public roadway. This requirement will reduce the number of serious injuries and deaths that result from an occupant being ejected during a crash event.

Finally, I want to make the committee aware that the inclusion of the changes to DVS online appointment scheduling raises several issues. The scheduling parameters set in this bill would require either a very expensive customization of MNDRIVE or the purchase of a separate product as MNDRIVE cannot currently determine which individuals live closest to which exam stations. Changing the way DVS releases and schedules appointments will almost assuredly result in fewer appointments available for customers and complaints. With the investments made by this committee into DVS examiners over the last few years, DVS is now fully staffed. Over the last three months, DVS has consistently had thousands of Class D appointments available statewide, including metro appointment availability, within the next 30 days. Making changes to this system now will not only be costly but will result in less service availability for customers. I urge you not to make changes to appointment requirements and risk returning DVS to the days of limited appointment availability.

The changes to the motorcycle lane filtering law included in this bill will provide additional safeguards for this activity that do not currently exist today. DPS has continued safety concerns with lane filtering, but these changes provide important restrictions that will minimize the risks to motorcyclists and vehicles.

We appreciate the opportunity to provide testimony on this bill. We look forward to continuing to work with the chair, committee members, and staff to ensure this bill has all the details right, can be effectively administered, and accomplishes the committee's goals. Thank you for your support of public safety.

Sincerely,

A handwritten signature in black ink, appearing to read "Bob Jacobson", written in a cursive style.

Bob Jacobson
Commissioner, Department of Public Safety



April 9, 2025

Chair Dibble, Lead Jasinski, and members of the Senate Transportation Committee,

I am writing in support of several provisions in the delete-everything amendment for SF 2082 (Dibble), the Senate's omnibus transportation bill.

I appreciate the inclusion of several Met Council priorities in the DE amendment:

- Authorization for the Met Council to loan the Minnesota Department of Transportation funds from the regional transportation sales tax to advance the F Line BRT project. No new funding is requested.
- Making fares for Metro Mobility riders permanently free on regular route transit. This would continue part of the pilot fare project that went into effect following legislative action in the 2023 legislative session.
- Language from SF 2038 (Pha) that would align statutory tools for the Metropolitan Council to procure goods and services with small businesses with the small and targeted business procurement authority already provided to Minnesota state agencies.
- Language from SF 2886 (Johnson Stewart) that would change required Metropolitan Council transportation reporting requirements to streamline reporting processes, reduce redundancies, and optimize transparency.

Again, thank you for including these Council initiatives in the omnibus bill. Please reach out to me or Judd Schetnan (judd.schetnan@metc.state.mn.us) with any questions or comments. We are available to meet at your convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles A. Zelle".

Charles A. Zelle
Chair



MINNESOTA SAFETY COUNCIL



Chapter of the National Safety Council

April 9, 2025

Honorable Scott Dibble
Minnesota Senate
95 University Avenue W.
Minnesota Senate Bldg., Room 3107
St. Paul, MN 55155

RE: SF2082

Dear Chair Dibble and the members of the Senate Transportation Committee,

The Minnesota Safety Council supports the traffic safety provisions of SF2082. While traffic fatalities have marginally decreased below recent levels, the potential for injury and death on our roadways remains one of the highest, preventable health risks for Minnesotans.

We specifically support the ongoing funding for the traffic safety activities and operations of the Advisory Council on Traffic Safety, the Traffic Safety Data Analytics Center and the drug evaluation and classification program. All three of these programs directly support traffic safety awareness, prevention and enforcement efforts across the state.

We would also like to recognize that many of the initiatives and programs supported by SF2082 contribute greatly to traffic safety. This includes everything from new roadway construction and pavement maintenance to efforts like Safe Routes to School, work zone education for new drivers and traffic calming. All of these efforts combine engineering with education backed by enforcement, and lead to safer roadways.

Thank you for your time and attention to roadway issues. The rough numbers are eye opening:

Every five days...

- 6 Minnesotans die on the roads (4 outside the metro area) and...
- 300 suffer injuries in...
- 900 crashes with an estimated \$28,000,000 of economic impact.

We can do better. We ask you to continue supporting the traffic safety efforts contained in SF2082.

Sincerely,

Paul W. Aasen and Lisa Kons
CEO Traffic Safety and Advocacy Manager

Cc: Beth Ethier



MINNESOTA PUBLIC TRANSIT ASSOCIATION

April 9, 2025

Dear Chair Dibble and Senate Transportation Committee Members:

I am writing as President of the Minnesota Public Transit Association (MPTA) on behalf of transit systems and industry partners to express our appreciation for your support of public transit in Minnesota.

The transportation funding package passed in 2023 provided historic new funding for transit throughout the state at a time when it was definitely needed. Transit systems are watching demand for transit service come back after the COVID pandemic. While transit rides are not quite back to where they were, local communities and residents continue to rely on transit service and are increasing the local commitment to maintaining transit operations. The funding for Greater Minnesota transit contained in SF2082 will allow local governments time to ramp up the local matching contribution while maintaining the current bus service that Minnesota residents need at a time when vehicle costs, fuel costs, labor costs and facility costs are all increasing significantly.

MPTA supports language in the omnibus funding bill that changes the reserved balance policy for the Transit Assistance Account to no more than five percent of the total. Prior to 2019 there was no budget reserve and there does not seem to be a policy in place that governs the use of the budget reserve. Every year since 2019, \$3.5 to \$5.4 million has been sitting in a fund, not being used for transit service. With the increased percentage of revenue from MVST for Greater Minnesota transit provided in 2023, a ten percent reserve policy means the budget reserve will continue to grow significantly as revenues grow. A five percent budget reserve would still leave adequate funds available to deal with any emergencies or shortfalls.

We also appreciate the lower funding cut contained in SF2082 for Metropolitan Area transit operations. The increased funding provided in the 2023 legislation was not intended to supplant the base-level appropriation for Metro Area transit.

Regarding the provision requiring a study of accessible on-demand rides provided by transportation network companies, we would like to request that the list of stakeholders involved in the study include at least one representative from a public transit system that provides on-demand service.

Thank you for your consideration and thank you again for your support of needed transit services throughout Minnesota.

Sincerely,

A handwritten signature in black ink that reads "Ryan I. Daniel". The signature is written in a cursive, flowing style.

Ryan Daniel
President



408 Saint Peter Street, Suite 350
Saint Paul, MN 55102

PHONE 651 225 0878
EMAIL info@fresh-energy.org
WEBSITE fresh-energy.org

April 9, 2025

The Honorable Scott Dibble
Chair, Transportation Committee
Minnesota Senate Building, Room 3107
95 University Avenue West
St. Paul, MN 55155

Dear Chair Dibble and Committee Members,

Fresh Energy is a non-partisan, non-profit organization with over 30 years of experience developing practical clean energy policies that benefit all Minnesotans and help us achieve an equitable net-zero carbon economy by 2050. Transportation represents the largest sectoral source of carbon emissions in Minnesota. With federal funding for many important decarbonization initiatives under threat, it is all the more important that the Minnesota legislature takes action to bolster the transition to a cleaner and more equitable transportation sector.

We thank the committee for the opportunity to weigh in on the Senate Transportation Omnibus Bill, and we appreciate the efforts made by committee members to improve transportation and encourage the adoption of more sustainable modalities. In particular, Fresh Energy supports the inclusion of the following proposals in the omnibus bill, Senate File 2082.

- S.F. 219 which aims to modify the electric-assisted bicycle rebate program to create a lottery system for rebate allocation, an income cap on accessing the rebate, and lowering the rebate amount to \$750.
- S.F. 817 as amended, which clarifies the role of policy advisory councils in assessing and advising transportation projects and expands opportunities for public comment and engagement

Electric-assisted bicycles have significant potential to help Minnesota achieve its carbon emissions reduction goals. Studies have shown that electric-assisted bicycles offset the emissions of their production by replacing just 100 miles driven in a conventional internal combustion engine automobile.¹ The 2024 rebate program unveiled strong demand for electric-assisted bicycles in Minnesota, but the policy design can be improved with the proposed lottery system, expansion to more individuals by lowering the rebate amount, and the income cap. These modifications will ensure that funds are disbursed broadly, equitably, and that the program maximizes its carbon emissions reduction potential.

We also support language clarifying the role of policy advisory councils on major transportation projects and making public participation easier. As we strive to build a transportation system that meets the needs of all users while also contributing to achieving our state's climate goals, we will need robust engagement across agency staff, advisory councils, and the general public to find innovative, bold, and workable

¹ <https://www.gazellebikes.com/en-gb/blog/are-e-bikes-really-eco-friendly>

solutions. Fresh Energy appreciates that the legislature is proposing sensible policies that will help improve our transportation system and encourage more sustainable mobility in our state. We ask lawmakers to support the inclusion of these proposals in the transportation omnibus bill.

Sincerely,

Nick Haeg
Senior Associate, Electric Vehicles
Fresh Energy



April 9, 2025

RE: SF2082 Omnibus Transportation Budget bill

Dear Chair Dibble, Lead Jasinski and Members of the Senate Transportation Committee:

Thank you for the opportunity to comment on SF2082, the Omnibus Transportation Budget bill, on behalf of the member organizations that comprise the Minnesota Transportation Alliance.

We appreciate all of the work done this year and understand the challenge of putting this bill together with a significant negative budget target. Our goals for this legislative session are to maintain the funding progress made in 2023 with a major transportation funding package, secure additional bond funding for state and local roads, bridges, transit and other modes and support adjustments to transportation user fees in light of the serious funding challenges on the transportation system.

Alliance members strongly support the inclusion of the additional \$100 million in trunk highway bonding authorization to support the state road construction program. Trunk highway bonds allow projects that will last for decades to be done faster and provide important safety and mobility benefits sooner while avoiding inflationary cost increases. We also appreciate the policy that would redirect dollars saved through efficiency measures within MnDOT to the Corridors of Commerce program. We also support the \$2 million appropriation for planning grants through the Corridors of Commerce program.

Improving work zone safety has been a priority for Transportation Alliance members. We appreciate the inclusion of better education and testing of knowledge regarding work zone safety as people go through the testing process to receive a driver's license. Improving public awareness of the dangers to workers in work zones can save lives.

Our members are also committed to protecting dollars in the Highway User Tax Distribution Fund for the current statutorily authorized uses and appreciate the decision not to include construction funding for a State Patrol headquarters building from the trunk highway fund. Maximizing the gains made in 2023 to improve roads and bridges remains a top priority. We also appreciate the commitment to reducing or eliminating proposed cuts to transit operating funds.

While we understand the significant budget challenges projected in future years, we are hopeful that the proposed delay in the dedication of the sales tax on auto repair parts in FY28 and FY29 can be reduced or eliminated in the future. These dollars are important for all jurisdictions in meeting roadway maintenance needs.

Again, thank you for your work this year and your consideration of these points.

Sincerely,

Margaret Donahoe
Executive Director



DEDICATED TO A STRONG GREATER MINNESOTA

To: Chair Dibble and Members of the Senate Transportation Committee

Re: Comments on Provisions in Senate Omnibus Bill S.F. 2082

Date: April 9, 2025

Chair Dibble and Members:

The Coalition of Greater Minnesota Cities is an organization representing over 100 member cities both small and large, outside of the seven-county metro area. The CGMC has long advocated for transportation needs in Greater Minnesota. Thank you for the opportunity to offer testimony on the Senate Transportation Finance Bill being considered today. We would like to highlight some selected items in the A-2 amendment that we support followed by concerns with a few items.

Airport Development Assistance

The CGMC appreciates the increase from the state airports fund for airport development and assistance. Airports in Greater Minnesota communities contribute to the economies of their host cities and the state as a whole. These airports must be maintained and developed to meet the needs of local users. Revenues from the state airports fund (which comes from the aircraft property tax, the aviation fuel tax, and aircraft registration fees) are directed to airport maintenance, construction, and supportive services. Operational airports are critical to the access and economic success of Greater Minnesota and play a key role in economic growth.

Corridors of Commerce Base Increase and Efficiencies Directed to Program

CGMC supports long-term funding of the Corridors of Commerce program or a program with similar objectives which funds projects that will enhance safety and build capacity on the state's highway system. CGMC supports maintaining regional balance within the program. Thank you, Chair Dibble, for including an increase of \$5 million a to the base for this program in the A-2 amendment. Funding for this program is one of the CGMC's highest transportation priorities. We strongly urge the committee to support this funding which can be used for non-bondable project needs, such as right-of-way acquisition, environmental work, and design. Additionally, we support the inclusion of policy language on page 81, line 3 which directs MnDot efficiencies savings to the Corridors of Commerce program.

Highway Construction Bonds

CGMC supports authorization of additional trunk highway bonds to expand and enhance Greater Minnesota roads. Minnesota has one of the largest trunk highway networks in the country and trunk highway bonds appropriated by the legislature support Greater Minnesota projects. We support the \$100 million in trunk highway bonds in article two for state road

construction and are thankful for its inclusion in the bill.

Driver testing staggered release of appointments and fine for no shows and short notice cancellations

In recent years, lack of availability of both CDL and standard drivers testing has disproportionately impacted Greater Minnesota, leading to inconvenience for residents and barriers for businesses seeking adequate workforce. The CGMC supports efforts to provide adequate driver testing services throughout the state, provide additional DVS services online, and other efforts to ensure Greater Minnesota communities are served equitably.

It is our hope that the creative approach of releasing appointments on a staggered basis included in the bill on page 75 and making them available to applicants who reside in the county or adjacent county combined with increased fees for missed appointments will create more availability of appointments for local residents.

HUTDF Reduction

The CGMC is disappointed to see the reductions to the HUTDF in FY28 and FY29. Municipal state aid and the trunk highway fund is allocated from the HUTDF. It is our hope that as budget negotiations continue that the committee will find a solution that avoids having to make these reductions.

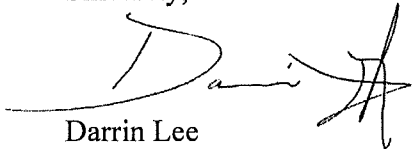
Additional Policy Items

Article 3, section 7, Purpose and Need Statement Contextual Development Requirements: Scoping Process Required. We are working to understand the full impact of this language on project development and investment. Some of the requirements outlined appear similar to what is undertaken through the National Environmental Policy Act and environmental review process. Our concern is that this section could pose an administrative burden on MnDot that could create a challenge when developing the state transportation improvement program and delivering transportation projects.

Article 3, Section 49, Multidisciplinary Project Development Required. We are working to understand the full impact of this language and how it interacts with the above provision as well as section 161.178. We fear that additional requirements for capacity expansion or grade separation projects layered upon the greenhouse gas emissions requirements in 161.178 will add complexity and difficulty in the delivery of these projects.

Thank you again Chair Dibble and members for your work this session and considering our thoughts on the bill.

Sincerely,

A handwritten signature in black ink, appearing to read 'Darrin Lee', with a stylized flourish at the end.

Darrin Lee
Government Relations, Flaherty & Hood. P.A.
On behalf of the Coalition of Greater Minnesota Cities



April 9, 2025

Dear Chair Dibble and Members of the Transportation Committee:

Metro Cities, representing the collective interests of cities in the metropolitan area, appreciates the opportunity to provide comments on SF 2082 (Dibble), as amended by the A2 amendment.

State Road Construction

Metro Cities supports the appropriation increase for state highway improvements which enables the department to spend additional federal funds. Metro Cities further supports the \$100 million trunk highway bond authorization in Article 2 for the construction, reconstruction, and improvement of trunk highways.

Corridors of Commerce

Metro Cities supports increasing base funding for the corridors of commerce program by \$5 million per year, appropriating \$2 million for corridors of commerce project readiness funding, and reallocating efficiency savings generated by the department back into the corridors of commerce program.

State Patrol Aviation

Metro Cities supports appropriations for the State Patrol to purchase and equip a helicopter and a replacement single-engine airplane. The use of air support has been successful in the metropolitan region in responding to crimes such as carjacking and street racing.

Deputy Registrars

Metro Cities supports compensating deputy registrars and driver's license agents for no-fee transactions. Metro Cities' policies support provisions like these so that local deputy registrars can sufficiently function and meet evolving service needs.

Regional Transit Funding

Metro Cities supports a mix of state and regional funding sources to support our regional transit system. The A2 amendment cuts \$16.2 million in annual general fund appropriations for metropolitan transit systems operations. Metro Cities supports maintaining existing state funding levels for transit systems operations in the metropolitan region.

Auto Parts Sales Tax

While the changes in Article 2, Section 54 regarding the allocation of auto parts sales tax revenue results in a temporary reduction in the HUTDF and Municipal State Aid Streets funding, Metro Cities appreciates the bill maintaining the phased dedication of these dollars to the Transportation Advancement Account (TAA), so that it continues to provide transportation funding to cities of all sizes.

State-Aid Design Standards

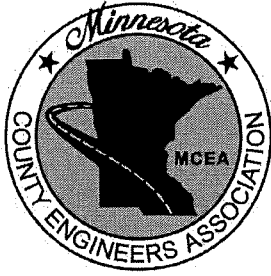
Metro Cities supports giving cities greater flexibility within state design guidelines for local streets to safely accommodate all modes of travel, lower traveling speeds on local streets, address infrastructure needs and ensure livability within a context appropriate for the city's needs. Increasing options available to cities and improving the variance request process for state aid road plans help cities design their local system in a context-sensitive manner.

Thank you for the opportunity to comment. Please contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Lund". The signature is fluid and cursive, with the first name "Mike" and last name "Lund" clearly distinguishable.

Mike Lund
Government Relations Specialist
Metro Cities



April 9, 2025

Scott Dibble, Chair
Senate Transportation Committee

Chair Dibble and Members of the Senate Transportation Committee:

On behalf of the 87 counties in the Minnesota County Engineers Association (MCEA) and the 156 State Aid cities of the City Engineers Association of Minnesota (CEAM), we appreciate the opportunity to share comments on SF2082 Article 3, Sections 8-15 and Section 81 regarding design standards for State Aid roads.

The safety of all roadway users is central to the mission of Minnesota's county and city engineers and is paramount when designing our state aid routes and local roads. Counties and cities want to share our support for the State Aid rules, which provide a consistent, statewide approach to design standards that is key to ensuring a safe system across jurisdictions and throughout the state.

While we continue to support the use of the State Aid rules and the value that the State Aid team brings to our transportation system, we agree that the rules are due for an update and going forward should be updated according to a more regular schedule. With recent updates to MnDOT's Facility Design Guide now complete, the timeline for the rulemaking process for the State Aid rules is being discussed and MCEA and CEAM members will be part of these efforts. We believe the rules should be updated to be more reflective of certain design elements, specifically related to ten-foot lanes. Additionally, we agree that the current variance process should allow for an appeals process to be available to local agencies that have been denied a variance instead of requiring a contested case hearing in these situations.

We want to thank Chair Dibble and Representative Jones for hearing our perspectives on the State Aid rules and for continuing to discuss this language with county and city engineers. We appreciate the opportunity to work together to find a solution this session.

Sincerely,

Ryan Thilges
Vice President, MCEA

Debra Heiser
President, CEAM



525 Park Street, Suite #110
Saint Paul, MN 55103

651.632.8929

April 8, 2025

Senate Transportation Committee
95 University Avenue West
Minnesota Senate Building
St. Paul, MN 55155

Dear Chair Dibble and committee members,

Associated General Contractors of MN supports several provisions in the omnibus transportation bill (Senate File 2082), particularly for its provisions to include trunk highway bonds and work zone safety education. We also appreciate the proposal guarding the Highway User Distribution Tax Fund from non-transportation related uses. These critical measures are essential to ensure that Minnesota's transportation infrastructure remains strong, safe, and sustainable.

The inclusion of trunk highway bonds is vital for funding necessary projects that will benefit communities across the state. By investing in these bonds, we can improve the safety and efficiency of our transportation system, support economic growth, and create jobs. The continued funding of work zone safety education is also of utmost importance. As we all know, work zones are hazardous for both workers and motorists, and proactive education efforts can help reduce risks and enhance safety for all involved. Additionally, shielding the Highway User Distribution Tax Fund from other non-transportation uses is a key action that is recognized by AGC.

Although we fully support these measures, we want to note the delay in the dedication of the auto parts sales tax. While we understand that financial constraints outside of your control have pushed this provision to a different phased approach, we hope that the committee will continue to explore ways to reduce or eliminate this delay in the future.

Thank you for your leadership and for considering these important initiatives in SF 2082. AGC of MN and its 400+ members statewide appreciate your advocacy for comprehensive solutions to ensure the long-term success of our transportation system.

Sincerely,

Laura Ziegler
Director of Highway/Heavy and Government Affairs



**Minnesota Asphalt
Pavement Association**

1601 Utica Ave S Suite 213,
Minneapolis, MN 55416

Phone: 651-636-4666

Email: info@mnapa.org

Website: www.asphaltisbest.com

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Brandon Brever, P.E.
Technical Director

April 9, 2025

Dear Senator Dibble and Members of the Senate Transportation Committee,

On behalf of the Minnesota Asphalt Pavement Association (MAPA), thank you for your strong commitment to Minnesota's transportation system reflected in the FY 2026–27 omnibus transportation appropriations bill.

We are especially grateful for the inclusion of trunk highway bonding and for the investment in work zone safety education. As our top priority this session, we are pleased to see funding for incorporating work zone safety into the driver's education curriculum for high school students. Educating young drivers about the risks and responsibilities of driving through work zones is a meaningful and proactive step toward reducing crashes and protecting both road workers and the traveling public.

MAPA also appreciates the Committee's commitment to protecting the Highway User Tax Distribution (HUTD) Fund. Preserving these constitutionally dedicated revenues ensures long-term, stable funding for construction and maintenance across the state. This consistency supports local contracting businesses, allows for better project planning, and keeps Minnesotans employed in high-quality infrastructure jobs.

Thank you again for your leadership and thoughtful work on this bill. We look forward to continuing our partnership to build and maintain a transportation system that benefits all Minnesotans.

Sincerely,

Abbey Bryduck

Executive Director

Minnesota Asphalt Pavement Association

Good morning, my name is Leif Jonasson. I am writing today to voice my support the Northern Lights Express.

I don't think people who vote on these things really understand the actual struggle of someone who relies on these projects (or they wouldn't constantly water down proposals and embrace the status quo over reducing vehicle miles traveled) so that is why I'm writing.

I am one that chooses to depend on these projects by choice. I don't have to tell you we are in a major environmental crisis, I believe as do many that our number one goal in transportation should be an overall reduction in vehicle miles driven.

So I choose alternate transportation when it's available. But frequently it is just not there.

I-35W has a monopoly on transportation between the twin cities and the north shore. I'm aware of greyhound I'm aware of bus alternatives. If buses attracted people out of their cars then the last 70 years would have been the golden age of public transportation, I'm not officially a historian but I can tell you, it wasn't. Here in the twin cities we saw some 500 miles of street car tracks destroyed. As people shifted from active public transportation options to their expensive, constantly depreciating, and getting more expensive every year automobiles.

In a world with a major environmental disaster looming, all major highways should have a heavy rail line as an alternative option. It's the bare minimum. So here we are with an alternative to 35W. This is one way we can reduce vehicle miles driven.

Rail travel is rare in America, so few have rode a train between two cities. I have. It's lovely. It's ride qualities, space for passengers, reduction of personal car usage, decreasing a persons need for gasoline, environmental impact of potentially taking thousands of cars off the road and so many other qualities cannot and should not be ignored.

Look at the success of the second train to Chicago, the Borealis has been sold out every time I've rode it. Breaking its own forecast. As has the Empire Builder. The people want and need alternatives. Give it to them. Don't cave to the feds. Lead the way.

Thank you,

Leif Jonasson

Hello Senators and thank you for allowing me to testify.

My name is Owen Young and I am testifying against the provision in Amendment A2 to cut funding for the Northern Lights Express. I believe what this shows from our State is that this project isn't very important, and I believe it is important. Building out a passenger rail network is something I believe would benefit Minnesota greatly, and cutting funding delays progress even more than it already has. Projects like this don't come around every day, and slashing funding could mean this project never comes back. It already missed the last federal funding cycle, and my understanding is that we already applied for funding this cycle. Why cancel the funds if we don't even know if we'll qualify? I believe a more detailed explanation is in order on this matter. Thank you for your time.