

H.F. 861 – Transportation Finance Omnibus Conference Committee
House/Senate Comparison Summary

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House Article 1 / Senate Article 1 – Transportation Appropriations

R1	Sec. 1. Road and Bridge Act. Names the bill the “Road and Bridge Act.”	House only	No comparable provision
R1	Sec. 2. Summary of appropriations. Summarizes direct appropriations by fund for each year.	House only	No comparable provision
R1	Sec. 3. Transportation appropriations. Defines terms. Establishes that appropriations are from the trunk highway fund, unless another is named, for the agencies and purposes specified.	Similar	Sec. 1. Transportation appropriations. See House summary
R2	<p>Sec. 4. Department of Transportation. Establishes the biennial budget for MnDOT.</p> <p>Subd. 1. Total appropriations summary. Summarizes appropriations by fund.</p> <p>Subd. 2. Multimodal systems. Appropriates money for non-highway transportation modes including aeronautics (including specific airports projects), transit, and freight (including commercial vehicle operations and the Minnesota Rail Service Improvement program).</p> <p>Subd. 3. State roads. Appropriates money for the state trunk highway system, including for operations and maintenance; program planning and delivery; state road construction; highway debt service, and statewide radio communications.</p> <p>Subd. 4. Local roads. Appropriates money for state-aid roads and local road and bridge assistance. Allows for increases in the state-aid appropriations if there are additional funds and certain conditions are met.</p> <p>Subd. 5. Agency management. Appropriates money for agency services, buildings, and tort claims.</p> <p>Subd. 6. Transfers. Authorizes transfers of funds among the MnDOT appropriations in some circumstances, and sets this authority as</p>	Appropriations differences	<p>Sec. 2. Department of Transportation. Establishes the biennial budget for MnDOT.</p> <p>Subd. 1. Total appropriation. See House summary</p> <p>Subd. 2. Multimodal systems. Appropriates money for non-highway transportation modes including aeronautics (including specific airports projects), transit, and freight.</p> <p>Subd. 3. State roads. See House summary</p> <p>Subd. 4. Local roads. Appropriates money for county state-aid roads, municipal state-aid roads, and for small cities assistance.</p> <p>Subd. 5. Agency management. See House summary</p> <p>Subd. 6. Transfers. Allows the commissioner, with approval of the commissioner of management and budget, to transfer among the</p>

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	<p>superseding a general statutory transfer provision. Directs transfer of funds in the flexible highway account.</p> <p>Subd. 7. Previous state road construction appropriations. Allows MnDOT to use previous year trunk highway construction appropriations in the budget biennium if used for the original purpose, with required reporting.</p> <p>Subd. 8. Contingent appropriations. Allows additional trunk highway fund money to be appropriated to MnDOT in some circumstances, upon approval by a legislative group.</p> <p>Subd. 9. Requirements for certain legal activities. Prevents MnDOT from using the department’s staff attorneys for activities related to data practices requests and requires the work to be done under an agreement with the Office of the Attorney General.</p>		<p>appropriations for trunk highway fund and state airports fund contained in this article. Any such transfers may not be made between funds, and may not be made from the appropriations for state road construction or debt service. Transfers under this subdivision must be reported to the legislature.</p> <p>Subd. 7. Previous state road construction appropriations. See House summary</p> <p>Subd. 8. Contingent appropriation. See House summary</p> <p>No comparable provision</p>
R24	Sec. 5. Metropolitan Council. Establishes the biennial budget for state funding general fund for the Metropolitan Council’s transportation functions.	Appropriations differences	Sec. 3. Metropolitan Council. Appropriates money for metropolitan transit system operations, including financial assistance to replacement service providers for a transit demonstration project.
R25	<p>Sec. 6. Public Safety. Establishes the biennial budget for transportation as well as some division-wide functions of the Department of Public Safety.</p> <p>Subd. 1. Total appropriation. Summarizes appropriations by fund.</p> <p>Subd. 2. Administration and related services. Appropriates money for administrative activities, including communications and other division-wide administrative and technology services. Creates separate appropriations for programs administered through the commissioner’s office.</p> <p>Subd. 3. State Patrol. Appropriates money for the State Patrol.</p>	Appropriations differences	<p>Sec. 4. Department of Public Safety. Establishes the biennial budget for transportation as well as some division-wide functions of the Department of Public Safety.</p> <p>Subd. 1. Total appropriation. See House summary</p> <p>Subd. 2. Administration and related services. See House summary</p> <p>Subd. 3. State Patrol. See House summary</p>

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	<p>Subd. 4. Driver and vehicle services. Appropriates funds for driver and vehicle services. Makes a onetime appropriation for the Minnesota Licensing and Registration System (MNLARS).</p> <p>Subd. 5. Traffic safety. Appropriates funds for the traffic safety office.</p> <p>Subd. 6. Pipeline safety. Appropriates special revenue funds for the pipeline safety office.</p>		<p>Subd. 4. Driver and vehicle services. Appropriates funds for driver and vehicle services.</p> <p>Subd. 5. Traffic safety. See House summary</p> <p>Subd. 6. Pipeline safety. See House summary</p>
R31	Sec. 7. Transportation priorities fund transfers. Directs transfer of funds from the transportation priorities fund (using anticipated revenue from sales taxes reallocations in H.F. 4) to the highway user tax distribution fund for fiscal years 2018 and 2019. The funds are included in appropriations made in this article.	House only	No comparable provision
R31	Sec. 8. Appropriation cancellation. Cancels \$1.1 million in previous general fund appropriations for the Port Development Assistance program administered by MnDOT. MnDOT appropriations in the bill include similar funding under the program for Red Wing and Winona (as a rider in the freight budget activity).	Similar - technical difference	Sec. 5. Appropriation cancellation. See House summary
R32	Sec. 9. Appropriations budget. Requires MnDOT and the Department of Public Safety to produce budget narratives and proposals for the 2020-21 biennium that match the budget structure set in the bill.	House only	No comparable provision
R32	Sec. 10. Effect of Appropriations. Establishes that the same appropriation enacted in separate bills do not count more than once.	House only	No comparable provision
R32	Sec. 11. State Roads. Appropriates an additional \$105 million to MnDOT from the trunk highway fund for state road construction in fiscal year 2017. Sets a conditional effective date.	Similar <i>Similar provision enacted in Laws 2017, ch. 14</i>	Sec. 6. Department of Transportation; appropriation. Appropriates \$105 million in FY17 from the trunk highway fund to account for an equal amount of federal highway aid revenue to that fund. This appropriation is effective immediately following enactment.

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House Article 2 / Senate Article 2 – Bonding

R1	Sec. 1. Bond appropriations. Provides for bond proceeds appropriations.	Similar – technical difference	Sec. 2. See House summary
R1	Sec. 2. Department of Transportation. Appropriates \$1.3 billion over fiscal years 2018-21 to MnDOT from trunk highway bond proceeds. Subd. 1. Corridors of Commerce. Provides \$250 million in fiscal year 2018 for the Corridors of Commerce program, with project selection criteria identified. Subd. 2. State Road Construction. Provides \$250 million each year in fiscal years 2018 to 2021 for general state road construction. Subd. 3. State Road Construction. Provides \$50 million in fiscal year 2018 for general state road construction. Subd. 4. Cancellations. Provides for bond cancellation timing.	Appropriations difference	Sec. 3. Department of Transportation Corridors of Commerce. Paragraphs (a) & (b) – appropriates \$50 million in each of fiscal years 2018 through 2021 for the Corridors of Commerce program. No comparable provision No comparable provision Paragraph (c) – see House summary
R4	No comparable provision	Senate only	Sec. 4. U.S. Highway 14 projects. Appropriates \$15 million in FY18 for design, engineering, environmental analysis, right-of-way acquisition, construction and reconstruction of projects on marked U.S. Highway 12.
R4	No comparable provision	Senate only	Sec. 5. Marked Trunk Highway 212. Appropriates \$20 million in FY18 for right-of-way acquisition, construction and reconstruction of TH 212 as a four-lane divided highway in Carver County.
R4	No comparable provision	Senate only	Sec. 6. Marked Trunk Highway 14. Appropriates \$90 million in FY18 for right-of-way acquisition, construction and reconstruction of TH 14 as a four-lane divided highway from Owatonna to Dodge Center.
R5	Sec. 3. Bond sale expenses. Appropriates \$1.3 million to the Department of Management and Budget for expenses in selling the bonds.	Policy difference <ul style="list-style-type: none"> • House: effective through 2026 • Senate: specified amounts in each fiscal year 	Sec. 7. Bond sale expenses. Appropriates \$325,000 for bond sale expenses, of which \$175,000 is available in FY18 and \$50,000 is available in each of fiscal years 2019 through 2021.

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R5	Sec. 4. Bond sale authorization. Authorizes sale of trunk highway bonds to fund the bond proceeds appropriations in this article.	Similar – technical difference	Sec. 1. Bond sale authorization. See House summary
R5	Sec. 5. Effective date. Makes the article effective July 1, 2017.	Same	Sec. 8. See House summary

House H.F. 4, Articles 13-14 / Senate Article 3 – Transportation-Related Taxes, Transportation Finance

R1	No comparable provision	Senate only	Sec. 1. Distribution of five percent. The distribution of the five percent set-aside of the highway user tax distribution fund is modified. Instead of 53.5 percent apportioned to the flexible highway account, 53.5 percent will be apportioned to the trunk highway fund. The other distributions to town roads and town bridges are unchanged.
R1	Sec. 1. Passenger automobile; hearse. Prevents an increase in total vehicle registration taxes due to the surcharge on electric vehicles being established for motor vehicles previously registered in Minnesota, regardless of prior ownership.	House only	No comparable provision
R3	Sec. 2. All-electric vehicle. Imposes a \$75 surcharge on electric vehicles as part of annual motor vehicle registration, with the revenue deposited in the highway user trust distribution fund.	House only	No comparable provision
R3	Sec. 3. All-electric vehicle. Defines an “all-electric vehicle” for the chapter of statutes on traffic regulations, as one that is exclusively powered by an electric motor.	House only	No comparable provision
R3	Sec. 2. Motor vehicle lease sales tax revenue. Allocates revenue from the sales tax collected on long-term motor vehicle leases, to a new transportation priorities fund being created. Currently \$32 million of the revenue from this tax went to the general revenue fund with the remainder split between the county state aid highway fund and the greater Minnesota transit account.	Policy difference <ul style="list-style-type: none"> • House: reallocation to new transportation priorities fund; Legacy amendment adjustment • Senate: amends distribution of total 	Sec. 2. Motor vehicle lease sales tax revenue. Removes the \$32 million general fund set aside from revenues from the sales tax on motor vehicle leases, and distributes total tax revenues as follows: 36 percent to the county state-aid highway fund; 36 percent to the greater Minnesota transit account (to be allocated to the counties of Anoka, Carver, Dakota, Scott and Washington); and the remainder to the highway user tax distribution fund. In 2018, \$10 million is transferred to the small cities assistance account; this is

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	Paragraph (c) provides that the portion of revenue from the motor vehicle lease sales tax that comes from the legacy constitutional amendment is allocated in accordance with the constitutional distribution. Effective beginning with the revenue transfer in fiscal year 2018.	amount of MVLST revenue	a onetime transfer. This section is effective for the estimate that must be completed before June 30 for a transfer to occur by July 15, 2018.
R4	Sec. 3. Deposit of revenues. Reallocates some revenue from state sales taxes to the transportation priorities fund, for fiscal year 2018 and after. The revenue currently goes to the general fund. Paragraph (g) directs revenue from the rental sales tax (at 9.2 percent tax rate) on short-term motor vehicle rentals to the transportation priorities fund. Paragraph (h) directs revenue from the state’s general sales tax (at 6.5 percent tax rate) attributed to short-term motor vehicle rentals to the transportation priorities fund. Paragraph (i) provides for transfer of a portion of general sales tax revenue representing the sale and purchase of motor vehicle repair parts, to go to the transportation priorities fund. Amounts are specified for fiscal years 2018 to 2021, with 4.293 percent of total revenue generated by the general sales tax to be transferred in fiscal year 2022 and thereafter.	Policy difference <ul style="list-style-type: none"> • House: reallocation to new transportation priorities fund; specified amounts & percentage for vehicle repair parts revenue • Senate: dedicates all revenue from two rental vehicle taxes and a portion of revenue from motor vehicle repair and replacement parts to HUTDF 	Sec. 3. Deposit of revenues. Dedicates the total revenues from two rental vehicle taxes to the highway user tax distribution fund: the rental motor vehicle tax (9.2 percent tax rate); and the revenue from the sales tax on the lease or rental for not more than 28 days of motor vehicles (6.5 percent tax rate). The commissioner must estimate the amount of the revenues from this tax based on the amount of revenue collected from the 9.2 percent rental motor vehicle tax. Further, a specified amount is dedicated from the sales tax revenue collected on the sale of motor vehicle repair and replacement parts to the highway user tax distribution fund. This section is effective July 1, 2017.
R7	No comparable provision	Senate only	Sec. 4. Authorization; rates. A county that is a member of the Counties Transit Improvement Board (CTIB) may impose an additional one-fifth of one percent transportation sales and use tax. The proceeds of the tax must be used for specified purposes related to transportation. Before imposing the tax, a majority of voters must approve the imposition of the tax at a general election.
R7	Sec. 4. Priority of fund uses. Directs the Counties Transit Improvement Board (CTIB) to fully fund operations and capital maintenance on existing light rail transit that the board has previously funded. The amount that must be provided by CTIB is reduced based on agreement with any counties that were part of CTIB but have withdrawn.	House only	No comparable provision

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R8	Sec. 5. Authorization; rates. Clarifies that some of the local sales transportation taxes will be subject to voter approval.	House only	No comparable provision
R8	Sec. 6. Certain counties; voter approval limitations. Requires a county that formerly belonged to CTIB to obtain voter approval in order to impose a local sales tax greater than one-quarter of one percent. Also requires these counties to get voter approval if they want to expand the use of the tax under this section to pay for a new transit project if the project will require an annual operating subsidy of at least \$10 million.	House only	No comparable provision
R8	Sec. 7. Allocation; termination. Makes a conforming change.	House only	No comparable provision
R9	Sec. 8. Allocation for certain transitways. Requires counties that were formerly a member of CTIB that are now imposing the one-half percent local transportation sales tax and that have a CTIB-funded light rail line located in the county to cover light rail transit operating and capital maintenance costs. The amount provided by each county, or counties in conjunction with CTIB if CTIB has not dissolved, must be determined by the entities involved so that 100 percent of the Metropolitan Council’s light rail transit operating costs are covered.	House only	No comparable provision
R9	Sec. 9. Application. Clarifies limitations on use of regional railroad authority levies for light rail transit and commuter rail that applies to counties that are members of CTIB, to include those counties even if they are no longer members of CTIB.	House only	No comparable provision
R10	Sec. 10. Definition. Expands the types of projects subject to limitations on use of regional railroad authority levies by CTIB counties for light rail transit and commuter rail, to include extensions of light rail transit or commuter rail lines. Currently extensions of these lines are not subject to the limit.	House only	No comparable provision
R10	Sec. 11. Motor vehicle parts sales taxes estimation. Directs the Department of Revenue to report on an estimate of general sales tax revenue that is attributable to the sale and purchase of motor vehicle repair and	House only	No comparable provision

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	replacement parts, including tires, accessories, affixed equipment, and fluids. The report is due by January 15, 2019.		
R10	Sec. 12. Repealer. Repeals the requirement that any grant award by CTIB to the Metropolitan Council must supplement, not supplant, operating and capital assistance provided by the state.	House only	No comparable provision

House Article 3 / Senate Articles 4-6 – Finance, Policy, Transit, Public Safety

R1	Sec. 1. Metropolitan area transit account. Sets Metro Mobility as the first priority in using funds from motor vehicle sales tax revenue appropriated to the Metropolitan Council.	House only	No comparable provision
R1	Sec. 2. Cash sale price. Eliminates a provision setting a \$75 maximum document fee that motor vehicle dealers can charge as part of vehicle sales, which is substantially reproduced in another section in this article (with an increased maximum).	House only	No comparable provision
R2	No comparable provision	Senate only	Sec. 1. Bicycle trail program. Department of Natural Resources statute on the bicycle trail program is amended to correspond to changes made later in this article.
R2	Sec. 3. Deposit of revenue. Redirects revenue from a \$10 fee imposed on motor vehicle registration and title transfers, so that starting in fiscal year 2021 the funds go to the transportation priorities fund being established in this article instead of going to the environmental fund.	House only	No comparable provision
R2	No comparable provision	Senate only	Sec. 2. Clean air act settlement money. The Commissioner of Management and Budget must deposit Clean Air act settlement money into the Clean Air Act settlement account in the environment account. Clean Air Act settlement money must not be spent until specifically appropriated by law. Once all funds are expended, the commissioner must eliminate the account.
R2	Sec. 4. Public service corporation exceptions. Provides that taking of real property for construction or expansion of a light rail transit or bus rapid	Policy difference	Sec. 4. Public service corporation exceptions. See House summary except that Senate does not include the change to appraisal fees.

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	transit is subject, in addition to compensation for the taking, to eminent domain provisions for other forms of compensation. This includes attorneys' fees; appraisals; compensation for loss of going concern; minimum compensation; certain other limitations; and reestablishment and relocation benefits. Provides for LRT and BRT appraisal fee awards. Effective from January 1, 2017.	<ul style="list-style-type: none"> House: Sets amounts for LRT and BRT appraisal fee awards 	
R3	No comparable provision	Senate only	Sec. 3. Bikeway. Defines “bikeway” as a lane, path, route, regardless of whether designated for the exclusive use of bicycles or shared use.
R3	No comparable provision	Senate only	Sec. 4. Roadway; bicycle lane; bicycle route; bicycle path. Strikes a reference to the previous definition of “bikeway.”
R3	No comparable provision	Senate only	Sec. 5. Share use path. Defines “shared use path” as a bicycle facility that is physically separated from motorized traffic, located within highway right-of-way or independent right-of-way and available for use by other non-motorized users.
R4	Sec. 5. Trunk highway appeal process. Directs MnDOT to establish a process outside of administrative rulemaking that handles appeal of driveway access permit denial or revocation for owners or occupants of land that abuts a trunk highway. Establishes some features for the process.	House only	No comparable provision
R4	No comparable provision	Senate only	Sec. 6. Powers. Deletes an outdated requirement for the Commissioner of Transportation to adopt model requirements for establishment of recreational vehicle lanes along public highways. It specifies that the commissioner has the authority to plan, design, establish, and maintain bikeways on the right-of-way of trunk highways. Bikeway design guidelines designed by the commissioner must be consistent with state transportation goals as provided in statute. The commissioner must compile and maintain a map of state bikeways, which must be published every two years. The commissioner must maintain bikeways within limits of trunk highway rights-of-way unless a written agreement or limited use permit provides otherwise.

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R5	No comparable provision	Senate only	Sec. 7. Cooperation among agencies and governments. Removes the named agencies that must advise the commissioner on bikeway design guidelines (formerly “model standards”), and replaces them with the existing “nonmotorized transportation advisory committee.” This section also allows the commissioner to cooperate and enter into agreements with tribal governments regarding bikeway design guidelines.
R5	No comparable provision	Senate only	Sec. 8. Design-build bridges for nonmotorized vehicles. Replaces the terms “bicycle paths” and “bicycle trails” with “bikeways” in the section of statute on bids for nonmotorized vehicle bridges.
R6	No comparable provision	Senate only	Sec. 9. State bicycle route; definition. Defines “state bicycle route” as a series of one or more roads or bikeways designated for bicycle travel.
R6	No comparable provision	Senate only	Sec. 10. State bicycle routes. Requires the commissioner to identify state bicycle routes on existing right-of-way and trails, in cooperation with named entities.
R6	No comparable provision	Senate only	Sec. 11. Connections with other bikeways. Updates the section of statute regarding connections with other bikeways to replace “bikeway” with “state bicycle route.”
R6	No comparable provision	Senate only	Sec. 12. Cooperation with other entities. Authorizes the commissioner to enter into agreements and contracts with tribal governments in order to fulfill duties relating to state bicycle routes (which replaces the term “bikeway” in this section).
R7	No comparable provision	Senate only	Sec. 13. Funding. Updates the section on funding with the new terms “shared use path” and “state bicycle routes.”
R7	No comparable provision	Senate only	Sec. 14. Mississippi River trail. Moves the description of the Mississippi River Trail bikeway to a different section of the same statute.
R7	No comparable provision	Senate only	Sec. 15. North Star Bicycle Route. Establishes the North Star State Bicycle Route, starting in St. Paul and ending at the Canadian border. No trunk highway funds may be spent on constructing, making, or maintaining this route.

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R7	Sec. 6. Flexible highway account; turnback accounts. Amends a formula for allocating a portion of funds in the flexible highway account, to set a percentage instead of using a calculation of revenues. (The calculation is based on allocating “new” funds to transportation that had resulted from the MVST constitutional dedication and 2008 legislative changes increasing the gas tax and changing the motor vehicle registration tax; the percentage being set roughly matches the calculated amount in prior years.)	House only	No comparable provision
R9	Sec. 7. Project eligibility. Prevents MnDOT from requiring that projects proposed for the Corridors of Commerce program must be ready for commencing construction in less than three years.	Policy difference <ul style="list-style-type: none"> • House: amends project readiness eligibility • Senate: sets eligibility criteria by statute 	Sec. 16. Project eligibility. Removes language that directs the Commissioner of Transportation to establish the Corridors of Commerce program eligibility requirements. Eligibility requirements are listed in statute.
R10	Sec. 8. Project selection process; criteria. Clarifies that all candidate projects submitted by stakeholder groups for the Corridors of Commerce program must be evaluated if the project is eligible. Makes technical changes.	Policy difference <ul style="list-style-type: none"> • House: retains MnDOT criteria-setting flexibility • Senate: sets criteria in statute; projects must be scored and ranked; the list of projects must be public 	Sec. 17. Project selection process; criteria. The process for identifying, evaluating and selecting Corridors of Commerce projects, as established by the commissioner, must be consistent with requirements as listed in statute and must not include any additional selection criteria. The commissioner is directed to adopt a policy that assigns weights to program criteria and assigns each potential project a score based on these criteria. The list of prioritized projects must be made public.
R11	No comparable provision	Senate only	Sec. 18. Corridors of Commerce long-term plan. Directs the commissioner to create a Corridors of Commerce long-term plan that includes and prioritizes Corridors of Commerce eligible projects.
R12	Sec. 9. Legislative report; evaluation. Adds required information for the legislative report on the Corridors of Commerce program, including various project selection process details. Modifies the reporting cycle in some situations.	Policy difference <ul style="list-style-type: none"> • House: adds program design and criteria details • Senate: changes related to the ranking of projects required earlier in the bill 	Sec. 19. Legislative report; evaluation. Changes are made to the required annual legislative report on the Corridors of Commerce program. The report must include the policy required under Senate section 17 (page R10) of this bill, a list of all evaluated projects and their scores, and the eligibility determination for all candidate project recommendations.

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R13	Sec. 10. Route No. 259. Makes a conforming change as part of a county turnback.	Similar – technical difference	Sec. 20. Route No. 259. See House summary
R13	Sec. 11. Chip A. Imker Memorial Highway. Designates a stretch of Trunk Highway 65 around Cambridge as the “Chip A. Imker Memorial Highway.” Directs MnDOT to develop a signage design.	House only	No comparable provision
R13	No comparable provision	Senate only	Sec. 21. Senator Jim Metzen Memorial Highway. Highway 52 in Dakota County is designated as the "Senator Jim Metzen Memorial Highway."
R14	Sec. 12. Medal of Honor recipient Kenneth L. Olson Highway. Designates a portion of Trunk Highway 23 in the city and surrounding town of Paynesville as the “Medal of Honor recipient Kenneth L. Olson Highway.” Directs MnDOT to develop a signage design.	House only	No comparable provision
R14	Sec. 13. Corporal Benjamin S. Kopp Bridge. Designates a bridge over U.S. Highway 52, which is Brandel Drive in the city of Coates, as the “Corporal Benjamin S. Kopp Bridge.” Directs MnDOT to develop a signage design.	House only	No comparable provision
R14	No comparable provision	Senate Only	Sec. 22. Location and design of highway. Updates the section of statute on location and design of highways with the new term “bikeway.”
R14	Sec. 14. Rules; eligibility. Eliminates a MnDOT bid preference eligibility cut-off after eight years that applies to veteran-owned small businesses as well as small targeted group businesses, so that there is no longer a time limit for eligible entities.	Same	Sec. 23. Rules; eligibility. See House summary
R15	Sec. 15. Spending on trunk highway system. Requires MnDOT fiscal tracking on local government spending for trunk highway system work.	House only	No comparable provision
R15	Sec. 16. Conveyance to highest bidder in certain cases. Amends an excess trunk highway land conveyance process used in some situations, by authorizing MnDOT to offer sale of land to the abutting landowners based on appraised market value instead of through bidding or auction procedures.	Similar	Sec. 24. Conveyance to highest bidder in certain cases. See House summary

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R15	Sec. 17. Services of licensed real estate broker. Amends a provision on MnDOT use of a real estate broker to sell lands, so that brokers are authorized once lands are withdrawn from sale.	Same	Sec. 25. Services of licensed real estate broker. See House summary
R16	Sec. 18. Unsold lands. Amends the excess trunk highway land conveyance process when real estate property remains unsold after an offer to the highest bidder, to permit MnDOT to make offers to anyone willing to pay at least the minimum public sale bid amount. Requires real estate that is for sale to be listed on an unsold property inventory.	Same	Sec. 26. Unsold lands. See House summary
R16	Sec. 19. Small cities assistance account. Moves the account for the Small Cities Assistance program to be within the transportation priorities fund.	House only	No comparable provision
R16	No comparable provision	Senate only	Sec. 1. Trailer. Only one filing fee may be charged for a three-year trailer registration. Current law requires the filing fee to be multiplied by three for a three-year trailer registration.
R17	Sec. 20. Disability plates; application. Adds motorized bicycles (commonly known as mopeds) as a type of vehicle for which a person can apply for disability plates. Effective January 1, 2018.	Policy difference <ul style="list-style-type: none"> • House: expands eligibility of parents 	Sec. 2. Disability plates; application. See House summary
R18	Sec. 21. Plate design; furnished by commissioner. Provides for a single disability plate on motorized bicycles. Effective January 1, 2018.	Same	Sec. 3. Plate design; furnished by commissioner. See House summary
R18	Sec. 22. Plate transfer. Makes a conforming change. Effective January 1, 2018.	Same	Sec. 4. Plate transfer. See House summary
R19	Sec. 23. [168.1256] Special retired law enforcement plates. Creates a new special plate for retired law enforcement. Sets eligibility and provides for plate design and transfers. The new plate would go into effect January 1, 2018.	House only	No comparable provision
R20	Sec. 24. [168.1257] Special law enforcement memorial plates. Creates a new law enforcement memorial special license plate. Sets eligibility, provides for plate design and transfers, requires an annual donation to the	Similar	Sec. 5. Law enforcement memorial plates. See House summary

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	Minnesota law enforcement memorial account, and appropriates donated funds. The new plate would go into effect January 1, 2018.		
R21	Sec. 25. [168.1294] Special “Start seeing motorcycles” plates. Creates a new “start seeing motorcycles” special plate. Sets eligibility, provides for plate design and transfers, and requires an annual donation to the motorcycle safety fund. The new plate would go into effect January 1, 2018.	Similar – technical difference	Sec. 6. “Start seeing motorcycles” plates. See House summary
R22	Sec. 26. Documentary fee. Substantially reproduces a provision (eliminated in another section) that sets a maximum document fee motor vehicle dealers can charge as part of vehicle sales and increases the maximum from \$75 to \$150.	House only	No comparable provision
R22	Sec. 27. Deputy registrars. Permits deputy registrars to store motor vehicle transaction records electronically after 60 days have passed, subject to a federal policy on secure storage and Department of Public Safety requirements as well as creation of an audit trail. Makes deputy registrars responsible for associated costs.	House only	No comparable provision
R24	Sec. 28. Application, issuance, form, bond, and notice. Permits deputy registrars to issue a duplicate certificate of title for a motor vehicle (which adds to the current authority to receive duplicate title applications). Directs the Department of Public Safety to allow duplicate title issuance by deputies, starting August 1, 2018. Makes technical changes.	Policy difference <ul style="list-style-type: none"> • House: effective Aug. 1, 2018; requires deputy registrar issuance by the effective date 	Sec. 7. Application, issuance, form, bond, and notice. See House summary, except Senate does not direct the Department of Public safety to allow for issuance of duplicate titles and there is no effective date specified.
R24	No comparable provision	Senate only	Sec. 8. Transfer-on-death (TOD) title to motor vehicle. Allows a transfer-on-death beneficiary designation to be entered on a motor vehicle certificate of title. This designation is subject to the rights of creditors. Provides for designation of the beneficiary. A beneficiary has no interest in the vehicle until after death of the owner.
R26	No comparable provision	Senate only	Sec. 9. Manufactured Home Affixed to Real Property. When a manufactured home is affixed to real property, the owner may surrender the manufacturer’s certificate of origin or certificate of title to the Department of Driver and Vehicle Services (DVS). This results in the home becoming an

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			improvement to real property and is no longer titled as personal property. DVS cannot accept the surrender of a manufacturer's certificate of origin or a certificate of title if there is a perfected security interest in the manufactured home.
R31	No comparable provision	Senate only	Sec. 10. Manufactured home unaffixed from realty. This section makes changes to the titling process for manufactured homes that are not affixed to real property. Modifies and clarifies the circumstances in which DVS must issue a certificate of title or reissue a previously surrendered certificate of title.
R36	No comparable provision	Senate only	Sec. 11. Manufactured homes; ownership at issue. Establishes a system for resolving situations where the ownership of a manufactured home is at issue. When an applicant cannot establish ownership because of the inability to locate past owners or applicable records, the applicant may submit specified documentation to DVS in order to obtain a certificate of title reissued. A perfected security interest may be canceled seven years from the date of perfection if the owner has paid the lien in full or the lien has been abandoned and the owner is unable to locate the lienholder to obtain a lien release. DVS may revoke a previously issued certificate of title issued under certain circumstances.
R38	Sec. 29. Head Start bus. Excludes Type III vehicles as a type of Head Start bus. Narrows a restriction that Head Start buses be painted a color that is not the standard school bus yellow.	House only	No comparable provision
R38	No comparable provision	Senate only	Sec. 27. St. Louis County Road 128. Lowers the speed limit from 45 to 40 miles per hour on St. Louis County Road 128 in Eagles Nest Township. This section of road is the "Senator Scott Newman Scenic Byway."
R39	Sec. 30. Driving left of roadway center; exception. Creates an exception from a limitation on passing in no-passing zones, which is provided for passing bicycles under some circumstances.	House only	No comparable provision

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R40	Sec. 31. Laned highway. Permits a school bus using its equipped stop-arm and eight-way lights system to stop in a bikeway in order to load and unload students.	House only	No comparable provision
R40	Sec. 32. Scope of privilege. Makes a conforming change.	Same	Sec. 12. Scope of privilege. See House summary
R41	Sec. 33. Identifying certificate. Makes a conforming change.	Same	Sec. 13. Identifying certificate. See House summary
R42	Sec. 34. White strobe amp on certain buses transporting children. Eliminates mounting location and usage requirements for flashing strobe lamps on school buses and Head Start buses.	House only	No comparable provision
R42	Sec. 35. Use of stop-signal arm. Sets conditions for when a school bus driver can stop to load or unload students in a designated right-turn lane.	House only	No comparable provision
R43	Sec. 36. Violations by drivers; penalties. Increases the minimum fine from \$300 to \$500 for failure to stop for a school bus that has activated its stop system (flashing red lights and a stop-arm) and for passing a school bus on the right when its warning light system is activated.	House only	No comparable provision
R43	Sec. 37. Rules. Eliminates a requirement that administrative rules on school bus operation must be included in contracts with private bus operators.	House only	No comparable provision
R44	Sec. 38. National standards adopted. Amends school bus vehicle and equipment standards developed by a national standards organization, so that the 2015 standards are used instead of the 2010 standards.	House only	No comparable provision
R44	Sec. 39. Applicability. Makes the 2015 school bus vehicle and equipment standards, along with most of the other bus equipment mandate changes being made, effective for buses manufactured after December 31, 2017.	House only	No comparable provision
R45	Sec. 40. Certification. Amends demonstration of school bus certification as meeting vehicle and equipment standards, so that it is required on request of the Department of Public Safety.	House only	No comparable provision
R45	Sec. 41. Floor construction. Amends and expands requirements for plywood covering on metal floors of school buses.	House only	No comparable provision

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R45	Sec. 42. Insulation. Eliminates some floor insulation requirements, which is substantially re-created in section 5 of the bill on floor construction.	House only	No comparable provision
R45	Sec. 43. Windows. Amends tinting and thermal glass requirements for windows at some locations on the bus.	House only	No comparable provision
R46	Sec. 44. Video or mobile surveillance systems. Expands the permitted width of some retrofitted video surveillance cameras, to be 3½ inches instead of three inches.	House only	No comparable provision
R46	Sec. 45. Strobe lamp. Eliminates mounting location and usage requirements for flashing strobe lamps on school buses and Head Start buses.	House only	No comparable provision
R47	No comparable provision	Senate only	Sec. 28. Limitations; misdemeanor. Makes a technical change to move an existing weight limit exemption for fire apparatus to a new subdivision. This section is effective the day following enactment.
R48	No comparable provision	Senate only	Sec. 29. Certain emergency vehicles. Establishes motor vehicle weight limit exemptions for police special response vehicles and ambulances. This section is effective the day following enactment.
R48	Sec. 46. [169.8295] Weight limits; vehicles transporting milk. Increases weight limits by ten percent in some circumstances for transporting fluid milk in straight trucks (that is, vehicles that are not truck tractor-semitrailer configurations), without a special permit required.	House only	No comparable provision
R49	Sec. 47. Requirements; restrictions. Allows commercial vehicles hauling fluid milk under a six- or a seven-axle overweight vehicle permit issued by MnDOT to be operated on the Interstate system, as permitted under federal law.	Same	Sec. 30. Requirements; restrictions. See House summary
R49	Sec. 48. [169.869] Special construction materials permit. Authorizes a special permit to exceed motor vehicle weight limits in order to haul construction materials on six- and seven-axle vehicles. Specifies permit fees, authorizes operation on all road systems under the permit, sets conditions, and allocates permit revenue. Effective January 1, 2018.	House only	No comparable provision

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R51	Sec. 49. Exception for type III vehicle drivers. Amends regulations governing operating a type III vehicle for pupil transportation without a commercial driver’s license, to require employer notification immediately following notice of a loss of driving privilege.	House only	No comparable provision
R54	Sec. 50. Two-wheeled vehicle endorsement fee. Increases the portion of fee revenue going to the motorcycle safety fund from two-wheeled vehicle endorsements on driver’s licenses.	Same	Sec. 14. Two-wheeled vehicle endorsement fee. See House summary
R54	Sec. 51. Application. Permits driver’s license agents to store motor vehicle transaction records electronically after 60 days, subject to a federal policy on secure storage and Department of Public Safety requirements as well as creation of an audit trail. Makes the agents responsible for associated costs.	House only	No comparable provision
R55	Sec. 52. Certain convictions not recorded. Amends a provision that keeps some speeding convictions from appearing on a person’s driving record, so that the exemption does not apply to commercial learner’s permit holders.	Policy difference <ul style="list-style-type: none"> • Senate: Speed limit violations for less than 10 m.p.h. over on 35E in St. Paul are not kept on a driver’s record 	Sec. 31. Certain convictions not recorded. See House summary, except that the Senate adds a provision that a speeding violation for less than 10 m.p.h. over the speed limit on 35E in St. Paul must not be kept on a driver’s record.
R56	Sec. 53. Abandoned and discontinued. Defines a term for the chapter on outdoor advertising next to trunk highways.	House only	No comparable provision
R56	Sec. 54. Conforming. Defines a term for the chapter on outdoor advertising next to trunk highways.	House only	No comparable provision
R56	Sec. 55. Commercial or industrial activity. Modifies the types of business activity that are not included as “commercial or industrial activity” in unzoned commercial or industrial areas, so that the activity category excludes vehicle-mounted advertising, businesses that no longer exist or are not operating, and businesses that are for installation of outdoor advertising. This has the effect of preventing, in some situations, local zoning and local permits regulating advertising for the excluded business activity categories.	House only	No comparable provision

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R57	Sec. 56. Nonconforming. Defines a term for the chapter on outdoor advertising next to trunk highways.	House only	No comparable provision
R57	Sec. 57. Off-premise. Defines a term for the chapter on outdoor advertising next to trunk highways.	House only	No comparable provision
R57	Sec. 58. Scenic area. Modifies a definition of scenic area to include federally designated scenic byways.	House only	No comparable provision
R57	Sec. 59. Scenic byways. Defines a term for the chapter on outdoor advertising next to trunk highways.	House only	No comparable provision
R57	Sec. 60. Authority. Amends the topics that MnDOT is directed to address in administrative rules related to outdoor advertising, to (1) permit rulemaking on legal nonconforming signs, and (2) eliminate required rulemaking on permits and permits renewals for installing advertising devices in scenic areas. Makes clarifying changes.	House only	No comparable provision
R58	Sec. 61. Forms; content. Modifies a requirement on outdoor advertising permit applications. Clarifies that a permit is necessary for accessing land under state jurisdiction to maintain advertising devices.	House only	No comparable provision
R58	Sec. 62. Seed sign exemption. Establishes an exemption from the general restriction on advertising devices next to trunk highways, so that crop varietal and seed corn signs are permitted under specified circumstances.	House only	No comparable provision
R58	Sec. 63. Violations; removal. Explicitly authorizes MnDOT to remove advertising devices that violate the general restriction on advertising devices next to trunk highways.	House only	No comparable provision
R58	Sec. 64. Removal of advertising device for noncompliance. Updates noncompliant advertising device removal authority, places liability for removal costs on the part of the advertising device owner, amends notice procedures, and sets a temporary storage requirement.	House only	No comparable provision
R59	Sec. 65. [173.155] Changeable electronic variable message signs. Establishes regulations governing changeable electronic message signs,	House only	No comparable provision

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	including prohibiting full motion or moving images, limiting message transition frequency, and regulating sign brightness levels.		
R60	Sec. 66. Stationary structure. Prohibits advertising devices that are mobile or mounted with wheels.	House only	No comparable provision
R60	Sec. 67. Permanent business. Requires businesses in unzoned commercial and industrial areas to be in existence for at least three months before an advertising device permit can be issued.	House only	No comparable provision
R60	Sec. 68. [173.265] Outdoor advertising devices; removal; maintenance. Governs maintenance and removal of advertising devices that are next to the National Highway System. Authorizes MnDOT to remove destroyed or abandoned advertising devices. Limits advertising device owners to maintenance as opposed to more substantial alterations or repairs to the device.	House only	No comparable provision
R61	Sec. 69. Revision of statewide multimodal transportation plan. Lengthens the revision cycle for the Statewide Multimodal Transportation Plan to be every five years instead of every four.	Same	Sec. 32. Revision of statewide multimodal transportation plan. See House summary
R62	Sec. 70. Statewide highway investment plan. Amends the revision cycle for the Minnesota State Highway Investment Plan to be within one year of each revision to the Statewide Multimodal Transportation Plan, rather than in conjunction with a revision to that plan. Makes technical changes.	Similar – technical difference	Sec. 33. Statewide highway investment plan. See House summary
R63	Sec. 71. Capacity and major highway projects; planning and programming. Directs MnDOT to develop a project selection process for capacity expansion projects and major projects that the agency has not already committed to undertake. Specifies elements that the process must cover.	House only	No comparable provision
R63	No comparable provision	Senate only	Sec. 34. Active transportation program. The commissioner must establish an active transportation program provide grants to local governments and tax exempt organizations to support bicycling, pedestrian activities, and other

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			forms of nonmotorized transportation. The program is funded by bond proceeds and National Highway Performance Program funds.
R66	Sec. 72. Certification and disbursement for project of political subdivision. Makes technical and clarifying changes.	House only	No comparable provision
R67	Sec. 73. Bridge costs in smaller cities. Makes technical and clarifying changes.	House only	No comparable provision
R67	Sec. 74. Fracture-critical bridges. Makes technical and clarifying changes.	House only	No comparable provision
R67	Sec. 75. Bridge grant program; rulemaking. Sets a \$7 million cap on grants for bridge projects under the Local Bridge Replacement and Rehabilitation program administered by MnDOT. Allows for grants at a higher amount under some circumstances.	House only	No comparable provision
R69	<p>Sec. 76. [174.54] Transportation priorities fund. Establishes a new transportation priorities fund for transportation finance, which handles distribution of anticipated revenue from sales taxes being reallocated to transportation purposes in H.F. 4. Sets a percentage-based distribution of the funds starting in fiscal year 2020 (funds are appropriated in somewhat similar proportions in House article 1).</p> <p>Subd. 1. Fund established. Creates the fund.</p> <p>Subd. 2. Financial reports. Sets financial reporting requirements.</p> <p>Subd. 3. Fund allocation; net funds. Sets percentages for allocating available funds on an ongoing basis starting in fiscal year 2020, including allocation to the highway user tax distribution fund; Small Cities Assistance program; the Local Bridge program; freight rail activities and programs for safety, grade crossings, and quiet zones; Twin Cities metropolitan area county roads (also see subdivision 5); and Greater Minnesota transit.</p> <p>Subd. 4. Fund allocation; debt service. Directs transfer of a portion of available funds in amounts that cover the debt service on some of</p>	House only	No comparable provision

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	<p>the trunk highway bonding authorized in House article 2. The transfer amount reflects debt service for \$1 billion in trunk highway bonding for state road construction. (Debt on the \$250 million trunk highway bonding for Corridors of Commerce, as well as \$50 million in bonding for state road construction, would come from the trunk highway fund without a corresponding transfer.)</p> <p>Subd. 5. Fund allocation; certain metropolitan area county roads. Establishes a proportional allocation formula based on county population, to distribute funds among Twin Cities metropolitan area counties excluding Hennepin and Ramsey. This essentially re-creates the formula in current law used for allocating a portion of motor vehicle lease sales tax revenue (that revenue is restructured in H.F. 4 to go entirely to the transportation priorities fund).</p>		
R70	Sec. 77. Report required. Modifies requirements and details for a MnDOT legislative report that primarily addresses large-scale trunk highway projects. Shortens the timeframe for projects to include in the report. Makes clarifying changes and technical changes.	House only	No comparable provision
R71	Sec. 78. Report contents; major highway projects. See the previous section.	House only	No comparable provision
R72	Sec. 79. Availability of information. Requires the information on major highway projects specified in the legislative report to also be available on the department’s website.	House only	No comparable provision
R72	Sec. 80. [174.57] Snow and ice control; appropriation. Creates a contingent statutory appropriation of up to 50 percent of the unappropriated balance in the trunk highway fund, for snow and ice expenditures when costs of this activity exceed 110 percent of the biennial expenditure level set by MnDOT. Requires legislative reporting.	House only	No comparable provision
R73	Sec. 81. Metropolitan area transit investment. Expands the required information for a legislative report on transit in the Twin Cities metropolitan	House only	No comparable provision

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	area to make it more comprehensive, changes the lead agency to be the Metropolitan Council, and makes it required annually.		
R76	<p>Sec. 101. Transportation project selection process.</p> <p>Subd. 1. Adoption of best practices. Directs MnDOT to develop best practices for highway project selection processes, for both the standard highway program and specialty programs (such as Corridors of Commerce). Sets requirements for best practices development. The best practices must start being implemented by January 1, 2018, and</p> <p>Subd. 2. Report to legislature. Requires a legislative report required by March 1, 2018.</p>	<p>Policy difference</p> <ul style="list-style-type: none"> • House: requires adoption of best practices by Jan. 1, 2018; includes special programs • Senate: requires adoption of project selection policy by Oct. 1, 2018; projects must be ranked, scored, and completed in the ranked order 	<p>Sec. 35. Project selection requirements. Directs the Commissioner of Transportation to develop and implement a transportation project evaluation and selection policy by October 1, 2018. In developing the policy, and also in making any future updates to the policy, the commissioner must consult with named entities. The department must publicize the policy. After adoption of the policy, the state transportation improvement program must include project ranking scores and projects must be executed in ranked order.</p> <p>Sec. 44. Report to legislature on project selection policy. Requires the Commissioner of Transportation to submit a report to the legislature by February 15, 2018, on the project selection policy.</p>
R78	<p>Sec. 82. [219.016] Oil and other hazardous materials rail safety. Establishes a hazardous materials rail safety program, identifying: uses of funds under the program (including limiting to capital costs of improvements); counties, cities, and towns as the eligible recipients of grants; and grantmaking criteria. The program is funded in the MnDOT freight area of the appropriations in House article 1.</p>	House only	No comparable provision
R79	<p>Sec. 83. Establishment of quiet zones. Establishes a public highway-rail grade crossing quiet zone program, identifying: uses of funds under the program (including limiting to capital costs of improvements); counties, cities, and towns as the eligible recipients of grants; and grantmaking criteria. The program is funded in the MnDOT freight area of the appropriations in House article 1.</p>	House only	No comparable provision
R80	<p>Sec. 84. When installation required; procedure. Establishes that rail companies must install yield signs in addition to crossbuck railroad warning</p>	House only	No comparable provision

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	signs at highway-rail crossings that are not equipped with flashing lights (or lights and gates). Requires yield sign installation before the end of 2019.		
R81	Sec. 85. Exemptions for pipeline welding trucks. Creates an exemption from motor carrier regulations for pipeline welding trucks, drivers, and employers. (Under a federal definition, these are pickup trucks that weigh 15,000 pounds or less, are owned by a welder, and are equipped with a pipeline construction or maintenance welding rig.) The exemption covers various regulatory provisions for intrastate commerce.	Same	Sec. 85. Exemptions for pipeline welding trucks. See House summary
R81	Sec. 86. Rail service improvement account; appropriation. Permits MnDOT administrative costs to come out of the Minnesota rail service improvement (MRSI) account. Moves the account to the transportation priorities fund. Makes technical changes.	House only	No comparable provision
R82	Sec. 87. Grants. Broadens grantmaking authority under the MRSI program to provide for improvements that support economic development. Eliminates reference to a federal program that no longer exists.	House only	No comparable provision
R82	Sec. 88. Grants; freight railroad preservation and improvement. Creates a new category of freight railroad rehabilitation and infrastructure improvement grants under the MRSI program. Sets requirements for the grants.	House only	No comparable provision
R83	No comparable provision	Senate only	Sec. 15. Estates subject to claims. Adds transfer-on-death titles or deeds to the list of assets to be considered as a part of the decedent’s estate to determine medical assistance claims by the state.
R84	No comparable provision	Senate only	Sec. 16. Sale, sells, selling, purchase, purchased, or acquired. Excludes a vehicle transferred by transfer-on-death title from the definition of “sales, sells, selling, purchase, purchased or acquired” in the chapter of statute regarding sales tax on motor vehicles. This allows a motor vehicle to transfer to a beneficiary without paying the sales tax.

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R85	Sec. 89. Training program. Modifies a salary provision for State Patrol trainees so that the salary must be at least 70 percent of the basic salary for State Patrol troopers, which replaces the current law cap of 70 percent.	House only	No comparable provision
R86	Sec. 90. Legislative approval of light rail projects. Prevents a regional railroad authority from spending any funds for study, planning, project development, or construction of a light rail transit project, unless the project is specifically authorized by the legislature. Effective the day after enactment.	House only	No comparable provision
R86	Sec. 91. Legislative approval of light rail projects. Prevents a county or city in the Twin Cities metropolitan area from spending any funds for study, planning, project development, or construction of a light rail transit project, unless the project is specifically authorized by the legislature. Effective the day after enactment.	House only	No comparable provision
R86	Sec. 92. Budget. Amends requirements for budgets created by the Metropolitan Council, including mandating that the budget must identify state general fund appropriations that reflect base appropriations.	House only	No comparable provision
R87	Sec. 93. Development guide; transportation. Directs the Metropolitan Council to set a farebox recovery objective of 40 percent by 2022. The recovery ratio is calculated as the average across all regular route bus, bus rapid transit, light rail transit, and commuter rail lines of the council (so it excludes dial-a-ride and Metro Mobility service). Effective the day after enactment.	House only	No comparable provision
R89	No comparable provision	Senate only	Sec. 2. Replacement service; eligibility. Allows cities and towns to apply to the Metropolitan Council for financial assistance for replacement bus service if specified criteria are met. The application must be made between July 1, 2017, and December 31, 2017.
R90	Sec. 94. Financial assistance. Amends a formula that is used by the Metropolitan Council to allocate a portion of revenue from the motor vehicle sales tax (MVST) to suburban transit providers (opt-outs) and to distribute	House only	No comparable provision

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	the revenue among the providers. It increases the percent share of MVST used in the calculation, which has the effect of increasing the minimum amount required to be allocated to and among the opt-outs.		
R90	Sec. 95. Limitation on certain debt obligations. Prevents the Metropolitan Council from using certificates of participation or other obligations that are backed by MVST revenue.	House only	No comparable provision
R91	Sec. 96. [473.3985] Legislative approval of light rail projects. Prevents the Metropolitan Council from spending any funds for study, planning, project development, or construction of a light rail transit project, unless the project is specifically authorized by the legislature. Effective the day after enactment.	House only	No comparable provision
R91	Sec. 97. Project development requirements; co-location. Requires the council to establish standards and criteria for co-location of freight rail and light rail transit. Lists criteria and standards that must be included. Effective the day after enactment.	House only	No comparable provision
R92	Sec. 98. Project development requirements; alternatives and benefits analysis. Requires the responsible authority for a light rail transit project to perform an alternatives and benefits analysis before beginning an environmental analysis or preliminary engineering. Lists topics to be included. Effective the day after enactment.		
R92	<i>See Sec. 124 repealer; also see H.F. 4, art. 14, secs. 4 & 8</i>	Policy difference <ul style="list-style-type: none"> • House: repeals statute; in H.F. 4, requires LRT operating costs to be covered by CTIB/counties • Senate: limits state share for LRT operating costs to lines as they exist now 	Sec. 3. Operating costs. Under current law, 50 percent of light rail transit (LRT) net operating costs (after federal and fare revenues are used) must be paid from state sources. This bill limits that requirement to light rail lines that (1) are in operation at the time of the bill’s enactment, or (2) after this bill’s enactment, have a specific appropriation from state funds for the capital costs of the LRT project. LRT lines that do not meet either of these criteria must have operating and capital maintenance costs paid from nonstate funds. This bill considers a light rail transit extension to be a separate project.

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R93	Sec. 99. Capital costs. Prevents the Metropolitan Council and local units of government from planning on a state share for the capital costs of a light rail transit project, unless funds are specifically made available through a law.	House only	No comparable provision
R93	Sec. 100. [473.4052] Right-of-way use; contracts. Provides explicit authority for the Metropolitan Council or a county in the seven-county metropolitan area to contract with a railroad for joint or shared use of the right-of-way. Limits the liability of railroads when operating under a joint or shared use contract under some circumstances involving incidents within the shared corridor that include both freight rail and light rail. The liability of railroads is limited to the damage caps for local units of government, with the limited increased to match the level of insurance carried by the railroad.	House only	No comparable provision
R94	Sec. 102. Corridors of Commerce project selection. Identifies a segment of U.S. Highway 212, from Chaska to Montevideo, as eligible to be evaluated in the next round of project selection in the Corridors of Commerce program.	House only	No comparable provision
R94	Sec. 103. Driver’s license agent in New Brighton. Expands the driver’s license agent authority for the city of New Brighton, so that its office at city hall can provide the full range of driver licensing services in addition to the current limited service offerings.	Similar – technical difference	Sec. 17. Driver’s license agent in New Brighton. See House summary
R95	Sec. 104. Transportation policy plan update. Requires the council to revise the transportation policy plan by December 31, 2017 (which has the effect of adding in a farebox recovery requirement that is being established in the bill). Effective the day after enactment.	House only	No comparable provision
R95	Sec. 105. Requirements for certain light rail transit projects. Subject to a specific law authorizing the project, makes light rail transit project development requirements being established in the bill apply to light rail transit projects currently in development (i.e., Southwest and Bottineau). Effective the day after enactment.	House only	No comparable provision

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R95	Sec. 106. Electronic storage standards. Directs the Department of Public Safety to develop standards by August 1, 2017, on secure electronic storage of data as well as paper destruction procedures for deputy registrars and driver’s license agents. The authority to develop or modify the standards expires August 1, 2018.	House only	No comparable provision
R95	Sec. 107. Rule change on school bus operation. Directs the Department of Public Safety to amend its administrative rules on school bus operation to align with the statutory changes made regarding school bus stops. The rulemaking is under a streamlined process of the good cause exemption.	House only	No comparable provision
R96	Sec. 108. Conveyance of land; Town of Wilma. Directs MnDOT to convey a parcel of state land for \$100 to the Pine County town of Wilma, for use by the Duxbury Volunteer Fire Department.	House only	No comparable provision
R96	Sec. 109. Conveyance for historical purposes; McKinstry surplus lands. Permits MnDOT to convey to the Minnesota Historical Society, without payment, portions of McKinstry Mounds and McKinstry Village land in Koochiching County.	Same	Sec. 38. Conveyance for historical purposes; McKinstry surplus lands. See House summary
R96	Sec. 110. Department of Transportation contract cancellation and loan forgiveness. Eliminates required repayment to MnDOT of \$4.3 million from a loan that was under an agreement with the Minnesota Valley Regional Rail Authority in 2002.	House only	No comparable provision
R97	Sec. 111. Department of Transportation efficiencies. Directs MnDOT to implement agency efficiencies that amount to at least 15 percent of the increased trunk highway fund appropriations in the budget. Specifies that resulting funds are for trunk highway construction and maintenance.	House only	No comparable provision
R97	Sec. 112. Marked Trunk Highway 316 safety in Hastings; moratorium and report. Establishes a moratorium on MnDOT changing the speed limit on a short segment of Trunk Highway 316 in Hastings. Directs MnDOT to provide a legislative report on safety in the segment, which is due by March 1, 2018.	Similar <ul style="list-style-type: none"> • House: requires reporting on safety issues • Senate: requires reporting on speed limits only; 	Sec. 112. Marked Trunk Highway 316 speed limit in Hastings; moratorium and report. See House summary

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		specifies use of existing funds	
R98	Sec. 43. Marked Interstate Highway 35 weigh station; moratorium and report. Establishes a moratorium until February 1, 2018, on MnDOT designing or constructing a weigh station for southbound traffic on I-35 near the I-35W/I-35E split in the northern Twin Cities metropolitan area. Directs MnDOT to provide a legislative report on traffic safety at the proposed weigh station site, which is due by February 1, 2018.	House only	No comparable provision
R98	Sec. 114. Deficient bridge weight limits; study and analysis. Directs MnDOT to complete a study and analysis by November 15, 2017, on deficient bridges in areas of the state where fluid milk is transported. Specifies details for the study.	House only	No comparable provision
R99	Sec. 115. Trunk Highway 65 improvement study. Requires MnDOT to study congestion and safety on a segment of Trunk Highway 65 north of County Highway 10 in Blaine and Ham Lake.	House only	No comparable provision
R99	Sec. 116. Interstate 94/494/694 interchange improvement study. Directs MnDOT to conduct a study of the Interstate 94/494/694 interchange in Woodbury and Oakdale and report back to the legislature. The report is due within 180 days of bill enactment.	Similar – technical difference	Sec. 40. Interstate 94/494/694 interchange improvement study. See House summary
R99	Sec. 117. Highway construction costs and cost inflation study. Requires MnDOT to contract for a study of highway construction costs, inflation, and cost estimating, with a legislative report due by February 15, 2018.	Similar <ul style="list-style-type: none"> • House: specifies study details for benchmarks and state comparison • Senate: requires additional report on estimated versus actual construction costs 	Sec. 39. Highway construction costs study. Requires the commissioner of transportation to contract with an outside entity for a study of highway construction costs, with a legislative report due by February 15, 2018. The commissioner must also report to the legislature on a comparison of estimated versus actual costs of projects.
R101	Sec. 118. Vibration susceptibility study on Calhoun Isles property. Directs the Metropolitan Council to contract with an engineering group, as	Similar – technical differences	Sec. 5. Vibration susceptibility study on Calhoun Isles property. See House summary

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	identified by a condominium association, for a vibration study of Calhoun Isles property (in conjunction with the Southwest Light Rail Transit project).		
R101	Sec. 119. Report on dedicated fund expenditures. Directs MnDOT and the Department of Public Safety to produce an updated legislative report on expenditures and transfers out of the trunk highway fund and the highway user tax distribution fund, which is due by February 15, 2018.	House only	No comparable provision
R101	Sec. 120. Legislative Route No. 123 removed. Provides county turnback of Trunk Highway 112 (running from Le Sueur to Le Center) following agreement between MnDOT and Le Sueur County.	Same	Sec. 41. Legislative Route No. 123 removed. See House summary
R102	Sec. 121. Legislative Route No. 225 removed. Provides a county turnback of Trunk Highway 225 (running from Ponsford to Trunk Highway 34 near Osage in Becker County) following agreement between MnDOT and Becker County.	Same	Sec. 42. Legislative Route No. 225 removed. See House summary
R102	No comparable provision	Senate only	Sec. 37. Active transportation program recommendations. By October 1, 2017, the Advisory Committee on Nonmotorized Transportation must develop and submit recommendations to the commissioner regarding the project evaluation and selection process. The Committee must consult with specified entities. In its next annual report, the Committee must include a summary of its recommendations. This report must be submitted to the legislature.
R103	No comparable provision	Senate only	Sec. 45. Report by Commissioner of Transportation on MnPASS lanes. Requires the Commissioner of Transportation to report to the legislature on MnPASS lanes. The report must be submitted on or before January 2, 2018. This section is effective the day following final enactment.
R104	No comparable provision	Senate only	Sec. 46. Report by Commissioner of Transportation on tolling. Requires the Commissioner of Transportation to report to the legislature on the use of tolling in the state. The report must be submitted on or before January 2, 2018. This section is effective the day following final enactment.

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R105	No comparable provision	Senate only	Sec. 47. Report by Commissioner of Transportation on turnbacks. By February 15, 2018, the Commissioner of Transportation must report to the legislature on turnback projects completed in the past five years and anticipated projects for the next two years. Annually thereafter, the commissioner must report on projects completed in the past year and anticipated projects for the next two years. This section is effective the day following final enactment.
R106	No comparable provision	Senate only	Sec. 48. Safety improvement project at the intersection of Highway 55 and Wilkin County Road 19. Requires the commissioner to study safety improvements at the intersection of Highway 55 and Wilkin County Road 19. The commissioner must consult with interested parties. After the report is submitted, the commissioner must convene a working group of interested parties to consider the options identified in the report. If the working group cannot come to a consensus on a project by January 1, 2018, the commissioner must construct a turn lane or install a stoplight at the intersection. The project must be paid for from the district budget and must be started in the 2018 construction season.
R107	No comparable provision	Senate only	Sec. 4. Metro Mobility Enhancement Task Force. This section establishes a Metro Mobility Enhancement Task Force. The task force must examine options to enhance the Metro Mobility program. The goal of the task force is to partner with transportation network companies or taxi services to increase program service levels and efficiency. (A transportation network company is a ridesharing service like Uber or Lyft.) The task force must evaluate the Metro Mobility program and analyze approaches to improve program services by partnering with transportation network companies or taxi services. The task force must also review proposals and models to incorporate transportation network companies and taxi services into the transit system in other service areas. The Met Council must provide data, information, meeting space, and administrative services to the task force. Members serve without compensation. By February 15, 2018, the task force

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			must submit a report to the legislature that summarizes its work and findings. This section is effective the day following final enactment.
R110	Sec. 122. Revisor’s instruction. Changes codification of: (1) a motor vehicle registration and title fee, to move it to the chapter of statutes on vehicle registration and plates; and (2) a transit legislative report, to move it to the chapter of statutes that governs the Metropolitan Council.	House only	No comparable provision
R110	Sec. 123. Legislative Route No. 101 removed; repealer. Repeals a duplicative statutory route.	Similar – technical difference	Sec. 49. Repealer. Paragraph (a) repeals the same statute.
R110	Sec. 124. Repealer. Paragraph (a) repeals: (1) statutory standards on school bus battery capacity, mounting, and storage; and (2) a provision establishing that 50 percent of net light rail transit operating costs come from state sources. Paragraph (b) eliminates administrative rules that: (1) regulate advertising in scenic areas; and (2) establish application and expiration dates for advertising permits.	Policy difference <ul style="list-style-type: none"> • House: repeals school bus standards, LRT operating costs provision, outdoor advertising rules • Senate: repeals statutes and rules relating to bicycle and nonmotorized vehicles 	Sec. 49. Repealer. Repeals statutes and rules relating to bicycle and nonmotorized vehicle lanes and shared uses.