

Transportation Finance Conference Committee

Comparison Summary of House File 2887 / Senate File 3157

Side-by-Side		HOUSE		SENATE		Comparison	Summary
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HOUSE Art. 1 / SENATE Art. 1: Transportation Appropriations

A	R1	1	1	1	1	Identical	Transportation appropriations. Sets out the appropriations structure and defines terms.
A	R1	1	2	1	2	Appropriation difference	Department of Transportation. Establishes the FY 2024-25 biennial budget for MnDOT. Makes appropriations and provides for carryforward of funds, conditional appropriations, transfers, and legislative reporting.
A	R4	1	2, subd. 2(c)	1	8	Appropriation difference	Appropriations; transportation management organizations. Appropriates ongoing funds to transportation management organizations (TMOs) in the Twin Cities metro area. HOUSE: makes a general appropriation SENATE: specifies recipients; makes a onetime appropriation to establish a new TMO in SE Minnesota (Chatfield area)
A	R21	1	3	1	3	Appropriation difference	Metropolitan Council. Makes FY 2024-25 biennial appropriations for transportation functions of the Metropolitan Council.
A	R22	1	4	1	4	Appropriation difference	Department of Public Safety. Establishes the FY 2024-25 biennial budget for transportation-related and some division-wide functions of the Department of Public Safety.
A	R30	—	—	1	9	Senate only	Corridors of Commerce. Makes available any remaining 2018 trunk highway bonding appropriations for an additional project at Trunk Highways 9 and 23 in New London.

Comparison Summary of H.F. 2887 – House (4th Engrossment, H2887-4) / Senate (2nd Unofficial Engrossment, UEH2887-2)

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A	R30	1	5	—	—	House only	Legislative Coordinating Commission. Makes a FY 2024 appropriation from the General Fund to the Legislative Coordinating Commission for the costs of a Metropolitan Governance Task Force being established in the bill.
A	R30	1	6	—	—	House only	Minnesota Management and Budget. Makes appropriations from the General Fund to Minnesota Management and Budget for arbitration costs under a collective bargaining provision established in the bill as well as to establish staffing for a coordinator on federal funds. The FY 2023 appropriation is effective the day after enactment.
A	R30	—	—	1	9	Senate only	Corridors of Commerce. Makes available any remaining 2018 trunk highway bonding appropriations for an additional project at Trunk Highways 9 and 23 in New London.
A	R33	1	12	—	— <i>See Art. 1, sec. 5(b)</i>	House only	Multimodal systems (2022-2023 appropriations). Makes prior appropriations in FY 2022 available through FY 2025, for (1) the safe routes to school program; and (2) development of a statewide freight network optimization tool.
A	R37	1	13	1	10	Technical difference <i>Staff rec.: SENATE language</i>	Driver and Vehicle Services (2022-23 appropriations). Modifies prior appropriations to the Department of Public Safety for vehicle services operations. Both HOUSE and SENATE reduce a direct appropriation (to reflect a shift to use of statutory appropriation). HOUSE: no further differences SENATE: provides for cancellation to merged account
A	R38	1	7	—	—	House only	Appropriation; St. Cloud transit service analysis. Makes a FY 2023 appropriation from the General Fund to MnDOT for analysis and reporting on transit service within the corridor from Minneapolis and St. Paul to St. Cloud. Specifies plan elements. Requires a report by March 1, 2024. Effective the day after enactment.
A	R40	1	8	6	37	Appropriation, policy, and technical difference	Appropriation; Transit service intervention project. Makes a FY 2023 appropriation from the General Fund to the Metropolitan Council and establishes a temporary project to perform interventions on light rail transit lines that involves coordinated efforts between law enforcement and social service entities. HOUSE: makes a General Fund appropriation; specific county-based intervention teams SENATE: identifies police entities

Comparison Summary of H.F. 2887 – House (4th Engrossment, H2887-4) / Senate (2nd Unofficial Engrossment, UEH2887-2)

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A	R42	1	9	1	7	Technical difference	Appropriations; State Patrol operating deficiency. Makes appropriations from the Trunk Highway Fund and the highway user tax distribution fund in FY 2023 for State Patrol operating costs.
A	R42	—	—	1	5	Senate only	Appropriation cancellations. Cancels FY 2022-23 appropriations for MnDOT (safe routes to school and freight) and DEED for re-appropriation in FY 2024.
A	R42	—	— <i>See Art. 1, sec. 12</i>	1	11	Senate only	Appropriation; Department of Employment and Economic Development. Appropriates \$30,000 in FY 2024 for staff support of MnDOT development of a freight network optimization tool. A FY 2022-23 appropriation of the same amount is cancelled in the bill.
A	R42	—	—	1	12	Senate only	Appropriation; stop-signal arm camera systems. Appropriates \$2 million onetime for grants from DPS’s Office of Traffic Safety to school bus companies and school districts for school bus stop-signal arm camera systems. (\$14.8 million was appropriated for this purpose in FY 2022-23 budget.)
A	R43	1	10	1	13	Policy difference	Transfers; General Fund. Directs various transfers out of the General Fund. HOUSE: makes transfers to the Trunk Highway Fund and the small cities assistance account SENATE: makes transfers from the General Fund to the Trunk Highway Fund, active transportation account, disadvantaged communities carsharing grant account, and the full-service provider account. Transfers FY 2023 end-of-year remaining balance in separate DVS operating accounts to the new combined operating account.
A	R43	1	11	—	—	House only	Transfers; fee and surcharge foregone revenue. Makes transfers from the General Fund to various accounts (in amounts that reflect foregone revenue under a provision on reintegration licenses).

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A	R44	1	14	8	61	Policy difference and technical difference	Federal transportation grants technical assistance. Sets requirements for MnDOT to provide technical assistance in application for federal discretionary (i.e., competitive) grants for transportation projects and activities. HOUSE: creates set-aside for small cities SENATE: specifies prior harm for disadvantaged communities; creates set-aside for townships
A	R45	1	15	1	6	Appropriation and policy difference	Small community partnerships. Provides for University of Minnesota implementation of infrastructure project development partnerships with local units of government. HOUSE: appropriates \$5 million over FY 2024-25 to MnDOT for an agreement SENATE: appropriates \$2 million over FY 2024-25 directly to U of MN
A	R46	1	16	—	— <i>See Art. 1, sec. 1, subd. 5(a)</i>	House only	Infrastructure Investment and Jobs Act (IIJA) discretionary match. Sets requirements for MnDOT to allocate funds that provide non-federal match funding for discretionary grants awarded under the Infrastructure Investment and Jobs Act (IIJA) or associated federal laws. Effective the day after enactment.
A	R47	1	17	—	—	House only	Rice Street Capitol Area redesign. Directs MnDOT to provide grants for a street redesign project on portions of Rice Street and connecting streets in the state capitol complex area. Specifies some project development and design requirements.
A	R48	1	18	8	67	Appropriation and technical difference	Traffic safety violations disposition analysis. Directs MnDOT to enter into an agreement with the Center for Transportation Studies to perform an evaluation of the disposition of citations for specified traffic violations. Identifies evaluation elements.
A	R48	1	19	—	—	House only	Account use for certain appropriations. Establishes that appropriations in other laws enacted during the 2023 legislative session are from the merged account being established in the bill, rather than from either of the currently separate accounts.
A	R48	1	20	—	—	House only	Appropriations and transfers given effect once. Establishes that duplicative appropriations or transfers in the 2023 legislative session only take effect once.

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HOUSE Art. 2 / SENATE Art. 2: Trunk Highway Bonds

B	R1	2	1	2	1	Technical difference	Bond appropriations. Provides for bond proceeds appropriations and a summary.
B	R1	2	2	2	2	Appropriation difference	Department of Transportation. Appropriates trunk highway bond proceeds. HOUSE: \$217.4 M total for Corridors of Commerce and MnDOT initiatives SENATE: \$550 M total for Corridors of Commerce and state road construction
B	R4	2	3	2	3	Appropriation difference	Bond sale expenses. Appropriates money to the Department of Management and Budget for expenses in selling the bonds.
B	R4	2	4	2	4	Appropriation difference	Bond sale authorization. Authorizes sale of trunk highway bonds to fund the appropriations in this article.

HOUSE Art. 3 / SENATE Art. 3: Transportation Finance and Taxes

C	R1	—	—	3	1-3	Senate only	Small Cities Assistance Account. Adds a statutory appropriation to MNDOT for the existing small cities assistance account. Makes conforming changes.
C	R2	—	—	3	4	Senate only	Larger Cities Assistance Account. Creates a new account in the special revenue fund, sets a statutory appropriation to MnDOT, and establishes a distribution formula to MSAS-eligible cities.
C	R2, R6, R9, R17	3	1-2, 6, 12-13, 21	—	—	House only	Veterans with disabilities tax and fee exemptions. Exempts a veteran with a 100 percent total and permanent disability rating from various transportation-related taxes (including the registration tax, MVST, and the county wheelage tax) as well as various fees for vehicles and driver's licenses.

Comparison Summary of H.F. 2887 – House (4th Engrossment, H2887-4) / Senate (2nd Unofficial Engrossment, UEH2887-2)

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C	R3	3	3	3	5	Policy difference	Passenger automobile; hearse. Modifies calculation of the motor vehicle registration tax. Both HOUSE and SENATE lower the minimum flat amount from \$25 to \$20 (which applies to vehicles that are 11 years old or older). HOUSE: increases the tax rate and adjusts the depreciation schedule SENATE: increases the tax rate and adjusts the depreciation schedule
C	R5	3	4	—	—	House only	Filing fee; allocations. Reallocates the portion of filing fee revenue from motor vehicle transactions, to go to the transportation advancement account instead of the General Fund.
C	R6	3	5	—	—	House only	Deposit of proceeds. Reallocates revenue from a motor vehicle title transfer fee, to go to the transportation advancement account instead of the General Fund.
C	R7, R11	3	7-11, 15-16	—	—	House only	Retail delivery fee. Imposes a retail delivery fee of \$0.75 on some retail delivery transactions. Provides for fee collection, fee statements, limitations, purchase and business exemptions, administration, and deposit of proceeds. Establishes an account for food delivery support.
C	R10	—	—	3	7	Senate only	Active transportation account. Establishes a statutory appropriation to MnDOT of any available funds in the existing active transportation account in the special revenue fund.
C	R10	3	14	—	—	House only	Transportation advancement account. Establishes a transportation advancement account in the special revenue fund. Allocates funds in the account.
C	R11	3	17	3	8	Policy difference	Deposit of revenues. Modifies the allocation of state general sales tax revenue attributed to automotive repair and replacement parts. HOUSE: phases-in over FY 2024-28; allocates entirety to HUTD Fund SENATE: phases in over FY 2024-33; allocates portions to various funds and accounts

Comparison Summary of H.F. 2887 – House (4th Engrossment, H2887-4) / Senate (2nd Unofficial Engrossment, UEH2887-2)

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Part	Page	Art.	Sections	Art.	Sections		
C	R15, R19	3	18-19, 23	3	9-10, 13	Policy difference	<p>Metropolitan region sales and use tax. Imposes a sales and use tax in the Twin Cities metropolitan area. Provides for collection and enforcement by the Department of Revenue. Deposits the proceeds into the metropolitan area transit account (with further direction provided elsewhere in this article). Authorizes revenue bonds for the council’s transit capital program. Provides for allocation and uses of the metropolitan region sales tax revenue. Sets requirements for public information.</p> <p>HOUSE: sets 0.75% rate; allocates a portion to the TAB for county highways; temporarily prohibits use for Southwest Light Rail Transit</p> <p>SENATE: sets 0.5% rate; allocates a portion to active transportation and by formula to counties</p>
C	R19	3	20, 22	3	11-12	Policy difference	<p>Motor vehicle sales tax (MVST). Increases the rate for the motor vehicle sales tax (MVST), from 6.5 percent to 6.875 percent. Modifies the allocation of revenue from MVST between transit in the Twin Cities metropolitan area and greater Minnesota.</p> <p>HOUSE: revises allocation percentages for transit portion</p> <p>SENATE: revises allocation percentages for transit portion</p>
C	R22	—	—	3	14	Senate only	<p>Operating and Capital Assistance; Greater Minnesota transit. Sets temporary local cost share percentages for Greater Minnesota public transit systems of 5 percent operating and 10 percent capital. Effective FYs 24 and 25.</p>

HOUSE Art. 4 / SENATE Arts. 3, 5-6, and 8: Transportation Finance, Policy, and Miscellaneous

D	R1	—	—	8	1	Senate only	<p>Data Security account. Statutorily appropriates the money in the existing data security account to the legislative auditor. Eliminates directives on uses of the funds.</p>
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D	R1	4	1	8	2	Policy difference	Advisory council on traffic safety. Establishes a Traffic Safety Advisory Council to address traffic safety issues. Specifies membership, specifies duties, and sets requirements. HOUSE: effective July 1, 2023 SENATE: specifies additional members; explicitly makes the council subject to the Open Meeting Law; effective Aug. 1, 2023
D	R4, R38	4	2, 26	8	3, 36	Policy difference	Race and ethnicity data. Adds an option to indicate race and ethnicity in driver’s license and identification card applications. Provides for data practices.
D	R5	4	3	—	—	House only	Compensation for law enforcement officers. Requires Minnesota Management and Budget to consider compensation data in negotiating increases to compensation for law enforcement officers.
D	R5, R51, R59	—	—	8	4-9, 47, 55	Senate only	Rail safety provisions. Creates a variety of emergency incident preparedness and training requirements for railroads carrying oil or hazardous substances. Establishes a response timeline to emergency responders. Assesses rail companies for additional safety inspectors and reinstates an assessment to pay for emergency preparedness activities.
D	R9, R65, R69, R75	4	4, 44-45, 49-51, 53-56	6	1, 3-4, 15-17, 26-29	Policy and technical differences	Transit safety and enforcement. Establishes and amends various provisions related to transit safety and enforcement, including to: set rider conduct and safety monitoring requirements; establish a transit rider investment program (TRIP) for transit passenger support, fare compliance inspection, and issuance of administrative citations; revise penalties related to fare payment and transit rider conduct activities; authorize the administration of opiate antagonists; reduce and allocates a court surcharge; and mandate an annual legislative report.
D	R9	4	5	8	10	Policy difference	Highways for Habitat program. Provides for creation of a Highways for Habitat program. Identifies program requirements and requires standards for roadside vegetation management. HOUSE: creates an account; directs consultation with biologists and ecologists; requires a report SENATE: identifies vegetative buffers; sets general requirements; directs consultation with agencies; effective Aug. 1, 2023

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D	R11, R95	—	—	8	11, 70(a) ¹	Senate only	Limitations on spending. Removes the prohibitions on MnDOT using trunk highway funds or funds from the highway user distribution fund for rent and utility expenses at the department’s central office building. Repeals a statutory appropriation from the general fund.
D	R12	4	6-11	8	12-17	Policy difference	<p>Corridors of Commerce. Revises various requirements for the Corridors of Commerce program. Both HOUSE and SENATE revise funds explicitly available for scoring and project selection and set public information requirements.</p> <p>HOUSE: defines terms, broadens eligible highways, sets three regional funding categories, allows for funding initial project development, provides for initial screening by local entities, creates selection process phases</p> <p>SENATE: defines terms, modifies eligibility, sets project selection criteria in the metropolitan area and greater Minnesota, allows for legislative recommendations, creates selection process period</p>
D	R18	—	—	8	18	Senate only	Deputy Josh Owen Memorial Overpass. Designates the newly constructed overpass at the junction of TH 29 and TH 55 near Glenwood in Pope County as the Deputy Josh Owen Memorial Overpass.
D	R19, R46	4	12, 30-31	8	19, 41-42	Policy and technical difference	<p>Transportation greenhouse gas emissions. Sets requirements related to greenhouse gas emissions, including to require MnDOT to set emissions reductions targets, perform impact assessment for some trunk highway capacity expansion projects, and identify mitigation activities related to the projects.</p> <p>HOUSE: requires assessment before bidding</p> <p>SENATE: requires assessment before inclusion in STIP; allows assessment by project sponsor; allows for mitigation via natural systems</p>
D	R21, R55	4	13-15, 37	8	20-22, 50	Identical	Electric transmission lines in right-of-way. Amends regulation of electric transmission lines in highway right-of-way, including to limit MnDOT rules, provide for relocation contracting, revise payment of relocation costs, and broaden the authority of some utilities to use public road right-of-way.

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D	R23	—	—	8	23	Senate only	Research activities (U of MN CTS). Modifies the cap on the amount the commissioner of transportation may spend on research by the University of Minnesota’s Center for Transportation Studies.
D	R24	—	—	8	24	Senate only	Maximum dealer documentation fees. Increases the maximum documentary fees charged by dealers on motor vehicle sales and leases.
D	R23	4	16	3	6	Policy difference	Minnesota blackout special plates. Establishes Minnesota blackout special license plates, including to set requirements and a \$30 annual contribution. HOUSE: deposits proceeds from the annual contribution in the driver and vehicle services account SENATE: deposits proceeds from the annual contribution in the trunk highway fund.
D, E, F	D: R25, R42, R63, R95, R96 E: R14 F: R1	4	17, 28, 40, 68, 69(b)	4 5	18-20 1-22	Policy difference	Driver and vehicle services account. Merges the driver services operating account and the vehicle services operating account. Repeals duplicative provisions. Makes conforming changes. HOUSE: retains account in the Special Revenue Fund; requires additional reporting; revises account name SENATE: creates a new fund; shifts a technology account to the new fund; revises account name
D	R25, R56	—	—	8	25, 51	Senate only	E-bike tax credit. Permits a Minnesota taxpayer to claim a credit for up to 75 percent of the cost of an electric-assisted bicycle and sets forth certain criteria and restrictions on the credit.
D	R26	4	18-19	8	26-27	Policy difference	Safe road zones. Authorizes and establishes a process for designation of safe road zones. Authorizes speed limit setting.
D	R27	—	—	8	28	Senate only	Move over or slow down. Requires that drivers must slow down and move over for any vehicle with its emergency, flashing, or warning lights rather than specified authorized vehicles.

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D	R28	4	20	8	29	Policy difference	Definitions (disability parking). Broadens the qualifying categories for disability parking privileges. Both HOUSE and SENATE include individuals who are legally blind. HOUSE: no further differences SENATE: includes certain pregnant individuals
D	R29	4	21-22	8	30-31	Technical difference	Wireless device use while driving. Revises a prohibition on use of a wireless communications device (e.g., cell phone) to also prohibit holding a device in a hand while driving.
D	R30	4	23	—	—	House only	Forest products special permit. Creates a new special permit type for overdimensional loads, to allow for overweight and over-width transport of raw or unfinished forest products.
D	R32, R95	—	—	8	32, 70(b)	Senate only	Weight limit exemption for towing and recovery vehicles. Centralizes and creates new requirements for towing and recovery vehicle weight limits. Provides that seasonal load restrictions do not apply to a tow vehicle responding to a crash in the right-of-way, or has entered a body of water next to the road to recover a vehicle.
D	R33	4	24	—	—	House only	Definition (Farm products special permit). Adds conditioned or unconditioned grass seed to be specifically identified in the definition of qualifying agricultural products for a farm products special permit for overweight vehicles.
D	R34	—	—	8	33	Senate only	Driver's license for medical reason. Amends the statute authorizing a 15-year-old to hold a medical driver's license to expand eligibility to 15-year-olds with a disabled relative.
D	R34, R44, R95	—	—	8	34, 39-40, 70(c)	Senate only	Teleconference and online driver's education. Authorizes teleconference and online driver's education in Minnesota. Repeals rules authorizing teleconference driver's education and adult-only online driver's education. Teleconference driver's education programs must offer both classroom instruction and behind-the-wheel to be eligible for teleconference driver's education. The program must: (1) utilize live synchronous distance learning; (2) link locations with sound and video; (3) use identical curriculum to in-person instruction; (3) provide teleconference instruction to any student enrolled in the program; and (4) provide parental programming.

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							Online driver's education authorizes licensed driver's education programs to offer online instruction. The programming standards must include (1) a means to measure student outcomes; (2) a rotating pool of quiz questions; (3) accountability features; (4) time tracking; (5) 24/7 technical support; (6) a Minnesota driver's education instructor monitoring progress and available for questions in a timely manner; (7) secure storage of course content; (8) security measures for data protection; (9) update features for curriculum updates; and (10) an interactive parent supplement. Must meet same standards as in-person instruction.
D	R36	4	25	8	35	Technical difference	Fees. Raises the fee on issuance and renewal of driver's license and identification cards, by \$6 or \$6.75 depending on the credential. Makes technical changes and removes obsolete language.
D	R39	4	27	—	—	House only	Remote application. Eliminates eligibility restrictions in a provision on remote (e.g., online or mailed) applications for a driver's license or identification card. Modifies requirements. Provides for remote renewal by some incarcerated individuals.
D	R41	—	—	8	37	Senate only	Veteran designation. Modifies veteran designation requirements, including the discharge paperwork eligible for proving service and expanding eligibility to retired members of the National Guard or reserve component of the US military.
D	R42	4	29	8	38	Identical	Reintegration license. Authorizes issuance of a reintegration driver's license under some circumstances. Sets requirements, including on eligibility and limitations, fee elimination, license cancellation and expiration, and regular license issuance.
D	R48, R57	—	—	8	43, 52-53	Senate only	Carsharing grants for disadvantaged communities. Provides grants to nonprofit organizations offering carsharing services in disadvantaged communities, which may be used for capital and operational costs. Exempts carsharing services offered by a nonprofit carsharing organization from the rental car sales tax.

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D	R48	4	32	8	44	Policy difference	Electric vehicle infrastructure program. Directs MnDOT to create a statewide electric vehicle infrastructure program and establishes program requirements. HOUSE: no further differences SENATE: requires legislative report
D	R49	—	—	8	45	Senate only	Operation costs for MnDOT central office building. Provides that the cost of operating and maintaining the MnDOT central office building must be split 50-50 between the trunk highway fund and the general fund. Effective July 1, 2027.
D	R50	4	33	—	—	House only	Passenger rail; funding. Establishes a passenger rail account in the Special Revenue Fund. Starting in FY 2028, requires an annual transfer from the General Fund into the account, in an amount that equals half of the railroad property tax levy in the prior year. Creates a statutory appropriation.
D	R50	4	34	8	46	Technical difference	Railroad company assessment; account; appropriation. Increases the complement of positions in the state rail safety inspection program administered by MnDOT, from four to six. HOUSE: no further differences SENATE: revises rail carrier terminology
D	R54	4	35	8	48	Identical	Grade crossing safety account. Broadens the explicitly permitted uses of funds in the grade crossing safety account to include program administration and delivery.
D	R54	—	—	8	49	Senate only	Minimum crew size. Requires that Class I railroads, Class II railroads, or railroads operating in a shared corridor must not be operated with fewer than two people.
D	R54	4	36	—	—	House only	Intrastate transportation; heating fuel. Creates motor carrier hours of service exemptions for in-state heating fuel transportation in some emergency circumstances.
D	R58	4	38	—	—	House only	Guideway uses; reporting. Directs counties in the Twin Cities metropolitan area that have imposed a local option sales tax for transportation purposes to submit a legislative report every other year.

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D	R59	4	39	8	54	Technical difference	Traffic safety report. Requires an annual legislative report on the safety of roads and the transportation system. Specific report contents.
D	R64	4	41	—	—	House only	Traffic fines and forfeited bail money. Reallocates additional revenue from State Patrol citations to the Minnesota grade crossing safety account instead of the Trunk Highway Fund.
D	R64	4	42-43	—	—	House only	Civil penalties. Revises the maximum civil penalty for violations of pipeline safety regulations or failure to report a pipeline release, to use the maximums established in federal law.
D	R67	—	—	8	56, 70(a)	Senate only	Meteorological tower registration fee repeal. Removes existing \$50 fee for owners to register meteorological towers with MNDOT.
D	R67, R75, R92	4	46-47, 52, 66	6	5, 24-25	Policy difference	Climate response, comprehensive planning, and land use. Sets requirements on climate-related planning by the Metropolitan Council and local units of government. HOUSE: requires a Metropolitan Council policy plan for climate action; requires forecasting on greenhouse gas emissions; requires a land use study SENATE: requires local comprehensive plans to include greenhouse gas emissions and vehicle miles traveled forecasts
D	R69	4	48	—	—	House only	Obligations. Authorizes the Metropolitan Council to issue up to an additional \$104.5 million in “regional transit capital” bonds or similar forms of debt, in authorizations for FY 2024-25.
D	R78	4	57	6	30	Identical	Study on post-COVID pandemic public transportation. Amends the funding source, lead entity, and due date for a study on post-COVID pandemic public transportation.
D	R79	4	58	6	31	Policy difference	Southwest Light Rail Transit; expenditures and schedule. Broadens reporting requirements in a 2022 session law on the Southwest Light Rail Transit project, to require additional expenditure information.
D	R78	—	—	8	57	Senate only	North Minneapolis Service Center. Allows the North Minneapolis Service Center to offer deputy registrar services and become a full-service provider.

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D	R80	—	—	8	58	Senate only	Ramsey County Deputy Registrar. Directs DPS to create a deputy registrar at or near the Hmong Village shopping mall in east St. Paul notwithstanding the Rules governing office locations.
D	R80	—	—	8	59	Senate only	Clean Transportation Standard and Sustainable Aviation Fuel Working Group. Establishes working group to develop a clean transportation standard to achieve an aggregate carbon reduction in transportation fuels used in Minnesota and requires the group to analyze and propose legislation establishing a sustainable aviation fuel production program in Minnesota.
D	R81	—	—	8	60	Senate only	Electric vehicle tax and registration study required. Requires study on equalization of vehicle registration fees between electric vehicles and gas-powered vehicles to address shortcomings in gas tax revenue.
D	R81	—	—	8	64	Senate only	Midtown Greenway Extension Trail planning. Directs the Metropolitan Council to plan continuous and dedicated bicycle and pedestrian trails from the Midtown Greenway in Minneapolis to Allianz Field in St. Paul via the Short Line bridge over the Mississippi River. Establishes route and development plan analysis requirements.
D	R83	4	59	8	65	Identical	Retroactive driver's license reinstatement. Establishes eligibility for driver's license reinstatement for individuals whose license was suspended for various violations that, due to a 2021 change, are no longer grounds for suspension.
D	R84	4	60	—	—	House only	Microtransit service. Directs the Metropolitan Council to provide specified grants to suburban transit providers for demand response microtransit service.
D	R84	4	61	8	62	Policy difference	Grant recipients financial review. Sets requirements for review and award of grants.
D	R86	4	62	—	—	House only	Transit signal priority system planning. Directs the Metropolitan Council to create a working group that undertakes planning on traffic signal prioritization for transit. Sets requirements.
D	R87	4	63	—	—	House only	Transit fare elimination pilot program. Directs the Metropolitan Council to create a pilot program for free transit service. Sets requirements and requires a legislative report.

Comparison Summary of H.F. 2887 – House (4th Engrossment, H2887-4) / Senate (2nd Unofficial Engrossment, UEH2887-2)

Side-by-Side		HOUSE		SENATE		Comparison	Summary
Part	Page	Art.	Sections	Art.	Sections		
D	R88	4	64	6	36	Policy difference	Metro Mobility enhancement pilot program. Directs the Metropolitan Council to create a pilot program on enhancing hours of service for Metro Mobility. Requires a legislative report.
D	R90	4	65	6	34	Policy difference	Metropolitan Council Governance. Relates to modification to governance of the Metropolitan Council. HOUSE: creates a task force SENATE: creates a charter commission
D	R94	4	67	8	63	Policy difference	Legislative report; speed safety cameras. Require a legislative report on speed safety camera policies, which is due by January 3, 2024. Specifies report contents.
D	R95	—	—	8	66	Senate only	Sen. Scott J. Newman Scenic Boulevard. Designates Whiskey Road in St. Louis County as the Sen. Scott J. Newman Scenic Boulevard.
D	R95	—	—	8	68	Senate only	Vehicle registration rates study required. Requires study into factors behind Minnesota’s declining vehicle registration rates, including where rates fall in comparison to other states and whether enforcement of vehicle registration laws affect registration rates.
D	R95	4	69(a)	8	70(a) ¹	Technical difference	Repealer. Repeals a \$50 fee for notices to MnDOT regarding stand-alone meteorological towers.

HOUSE Art. 5 / SENATE Art. 4: Independent Expert Review Provisions

E	R1, R8	5	1, 9	4	1, 10	Identical	Full-service provider. Defines “full-service provider” in the chapters of state statutes on motor vehicle registration and driver’s licenses.
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Comparison Summary of H.F. 2887 – House (4th Engrossment, H2887-4) / Senate (2nd Unofficial Engrossment, UEH2887-2)

Side-by-Side		HOUSE		SENATE		Comparison	Summary
Part	Page	Art.	Sections	Art.	Sections		
E	R1	5	2	4	2	Policy and technical difference	Records and fees. Directs full-service providers to issue copies of motor vehicle and driver’s license records to eligible applicants. Provides for fee revenue allocation. Makes conforming changes. HOUSE: effective July 1, 2023, with substantive change effective Jan. 1, 2024 SENATE: effective January 1, 2024
E	R2	5	3-4	4	3-4	Technical difference	Requests for information; surcharge on fee. Directs full-service providers to impose a surcharge on requests for public information on motor vehicle registrations or driver’s licenses and identification cards. Provides for fee revenue allocation.
E	R3	5	5	4	5	Identical	Monitoring and auditing. Directs the Department of Public Safety to audit full-service providers for compliance with motor vehicle records issuance and data practices requirements.
E	R3	—	—	4	6	Senate only <i>(Same section as H2887-4, art. 3, sec. 4)</i>	Filing fees and surcharge; allocations. Establishes new surcharges: <ul style="list-style-type: none"> • \$7.50 surcharge on all filing fees for registration renewal and deposits revenue (split equally) in small cities assistance account, larger cities assistance account, and town road account. • \$1 surcharge on all online vehicle transactions; revenue deposited in full-service provider account for distribution to FSPs. Effective FY 26.
E	R5	5	6	4	7	Policy and technical difference	Lessees; information. Authorizes release of vehicle information to that vehicle’s owners and lessees under some circumstances. HOUSE: effective July 1, 2023, with substantive change effective Jan. 1, 2024 SENATE: effective January 1, 2024
E	R7	5	7	4	8	Identical	Reports confidential; evidence, fee, penalty, appropriation. Permits full-service providers to release crash reports to authorized recipients. Provides for fee revenue allocation. Makes technical and conforming changes.
E	R7	5	8	4	9	Identical	Monitoring and auditing. Directs the Department of Public Safety to audit full-service providers for compliance with crash report issuance and data practices requirements.

Comparison Summary of H.F. 2887 – House (4th Engrossment, H2887-4) / Senate (2nd Unofficial Engrossment, UEH2887-2)

Side-by-Side		HOUSE		SENATE		Comparison	Summary
Part	Page	Art.	Sections	Art.	Sections		
E	R8	5	10	4	11	Policy difference	<p>Preapplication. Directs the Department of Public Safety to establish a system for online preapplication for a driver’s license or identification card.</p> <p>HOUSE: no further differences</p> <p>SENATE: requires the preapplicant to appear in-person to submit completed application.</p>
E	R8	5	11	4	12	Policy difference	<p>Fee; equipment. Modifies the filing fee imposed by a driver’s license agent for a driver’s license transaction, to increase it from \$8 to either \$11 (for new applications) or \$16 (for renewals).</p> <p>HOUSE: retains current requirements on equipment costs</p> <p>SENATE: broadens Department of Public Safety requirements to provide for photo and vision equipment costs</p>
E	R9	5	12	4	13	Technical difference	<p>Manual and study material availability. Directs the Department of Public Safety to publish study and support materials for driver’s examinations.</p>
E	R9	—	—	4	14	Senate only	<p>Security and auditing provisions; retroactive appeal. Prohibits the commissioner from suspending or revoking access to MnDRIVE when the person properly accessed the data, regardless of whether a transaction was complete. Requires the commissioner to establish an appeals process. Permits an individual whose access to MnDRIVE was permanently revoked to appeal the decision of the commissioner under certain circumstances.</p>
E	R11	5	13	4	15	Policy difference	<p>Examination subjects and locations; provisions for color blindness, disabled veterans. Requires real-time information on driver’s exam appointment availability. Effective January 1, 2024.</p> <p>HOUSE: retains current requirements on exam location and scheduling timeline</p> <p>SENATE: sets minimum exam station counts; revises requirements on exam location and when open; requires posted exam station schedules; requires real-time information without login</p>
E	R14	5	14	4	16	<p>Technical difference</p> <p><i>Staff rec: HOUSE provision</i></p>	<p>Waiver when license issued by another jurisdiction. Exempts some applicants from both a knowledge test and a road exam when the applicant already has a license (or endorsement) from another jurisdiction where similar testing is required.</p>

Comparison Summary of H.F. 2887 – House (4th Engrossment, H2887-4) / Senate (2nd Unofficial Engrossment, UEH2887-2)

Side-by-Side		HOUSE		SENATE		Comparison	Summary
Part	Page	Art.	Sections	Art.	Sections		
E	R13	5	15	4	17	Policy difference	Student pass rate. Directs the Department of Public Safety to collect and publish information on student pass rates for driver’s education programs. HOUSE: effective Aug. 1, 2023 SENATE: effective Jan. 1, 2024, with provision on list submissions effective July 1, 2024
E	R14	—	—	4	21	Senate only	Full-service provider account. Creates a new account in the new DVS Fund. Money in account is distributed quarterly to full-service providers and deputy registrars (DR distribution is reduced to 20% of eligible transactions).
E	R14	—	—	4	22	Senate only	Deputy registrar and Driver’s license agent financial sustainability. Requires report from DPS on a performance evaluation of deputy registrars and driver’s license agents in the DVS ecosystem, detail the amount of financial assistance needed for deputy registrars and driver’s license agents to achieve financial sustainability, and provide an analysis about the long-term role of private deputy registrars and driver’s license agents.
E	R15	—	—	4	23	Senate only	Driver and Vehicle Services recommendations. Requires DPS to report to the legislature on the implementation of the provisions in the bill, including a timeline for implementation, and analyze the feasibility and provide recommendations on remaining provisions in the Independent Expert Review report not contained in the bill.
E	R18	5	16	—	—	House only	Repealer. Repeals a limitation on providing vehicle registration information over the phone.
E	R18	5	17	—	—	House only	Effective date. Makes the article effective August 1, 2023, unless specified otherwise.

SENATE Art. 6: Metropolitan Council Governance and Operations

G	R1	—	—	6	2, 7-14	Senate only	Designation of responsible authority. Requires MnDOT to construct bus rapid transit facilities and infrastructure if the BRT’s estimated project costs exceed \$100,000,000 or operates substantially within a separated right-of-way. Sections 7-14 make conforming changes to designating MnDOT as the responsible authority.
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Comparison Summary of H.F. 2887 – House (4th Engrossment, H2887-4) / Senate (2nd Unofficial Engrossment, UEH2887-2)

Side-by-Side		HOUSE		SENATE		Comparison	Summary
Part	Page	Art.	Sections	Art.	Sections		
G	R1	—	—	6	6	Senate only	Metropolitan Area Active Transportation program. Requires the Metropolitan Council to establish an active transportation program in the metropolitan area funded by proceeds from the metropolitan area sales tax.
G	R5	—	—	6	18-23	Senate only	Transit project bidding process reforms. Establishes various provisions relating to the Metropolitan Council or a responsible authority’s design, contract, or construction of a transit project, including: requiring legislative notification if project bids are incomplete; requiring a formal contingency plan for temporarily halting or stopping work on a transit project if the project is delayed or overbudget; institutes contract schedule requirements for the Met Council and any contractor involved in the construction of a transit project; requiring peer review for certain project elements; requiring annual status updates on transit projects be submitted to the legislature; and requiring the submission of any settlement agreement and expenses to the legislature.
G	R11	—	—	6	32-33	Senate only	Blue Line LRT Extension; community engagement; route alignment. Requires the Blue Line light rail extension project participate in community engagement with groups located along the Blue Line extension alignment route. Provides that MnDOT, the City of Minneapolis, the Metropolitan Council, Hennepin County, and cities along the Blue Line extension route consult about a possible redesign and reconfiguration of the Blue Line extension across Interstate 94 and into North Minneapolis.
G	R12	—	—	6	35	Senate only	Mass Transit Reports; ridership; crime. Requires the Metropolitan Council to post on their website monthly ridership statistics.

SENATE Art. 7: Nonmotorized and Active Transportation

H	R1	—	—	7	1	Senate only	Student training. Strikes permissive language allowing schools to teach bicycle and pedestrian safety to pupils. Replaced by Article 7, section 2.
H	R2	—	—	7	2	Senate only	Active transportation safety training. Requires public school districts to provide appropriate active transportation safety training for grades K-8. Requires MnDOT maintain materials.

Comparison Summary of H.F. 2887 – House (4th Engrossment, H2887-4) / Senate (2nd Unofficial Engrossment, UEH2887-2)

Side-by-Side		HOUSE		SENATE		Comparison	Summary
Part	Page	Art.	Sections	Art.	Sections		
H	R3	—	—	7	3	Senate only	Cooperation among agencies and governments. Requires active transportation advisory committee to provide information on bikeway designation guidelines and MnDOT technical assistance to local governments.
H	R4	—	—	7	4	Senate only	State bicycle routes. Requires MnDOT to consult the active transportation advisory committee when identifying state bicycle routes.
H	R4	—	—	7	5	Senate only	Mississippi River Trail. Designates the Mississippi River Trail as a state bicycle route.
H	R4	—	—	7	6	Senate only	Jim Oberstar Bikeway. Designates the Jim Oberstar Bikeway as a state bicycle route. The route begins in St. Paul and concludes at Minnesota’s boundary with Canada.
H	R4	—	—	7	7	Senate only	Passing. Requires that a driver of a vehicle passing a bicycle on a road must maintain a distance of at least three feet or half the width of a vehicle or completely enter another lane of the roadway.
H	R5	—	—	7	8	Senate only	Riding rules. Institutes riding rules for a bicyclist on a road to ride as close to the right-hand curb or edge of the road as the bicyclist deems safe. Gives exceptions. Requires cyclist to provide audible signal before passing. Allows bicyclist to turn right from left side of dedicated right hand turn lane.
H	R6	—	—	7	9	Senate only	Stopping requirements. Institutes what is known as the “Idaho” stop.
H	R7	—	—	7	10	Senate only	Active transportation advisory committee. Requires MnDOT to establish an active transportation advisory committee made up of public members, various commissioners, and others. The advisory committee must make recommendations on safe routes to school program, bicycling, pedestrian activities, and other forms of nonmotorized transportation.
H	R8	—	—	7	11	Senate only	Use of funds. requires that \$500,000 of the active transportation grants are for active transportation safety curriculum.

Notes

¹ Some repealer provisions are outlined separately.