

Proposal Number	Category	Subcom Ranking (High, Medium, Low)	ACTS Member Ranking	Recommended Lead agency	Initiative title:	Problem statement:	Does this initiative - Change or create statute, Request funding, Require or trigger rule making	What level(s) of government is affected (identify level of government and/or agencies)?	Expected supporters:	Expected opponents:	Has there been any previous activity on this issue?	Is there any known administrative position on this issue?
28	Funding	Super High		DPS/DOT	Keep base charter for ACTS with funding (\$20 million)	Include funding for ACTS activities in Governor's Budget request. Fund as a block grant or line items for activities described in	Request funding	All levels are eligible to use ACTS funding	TZD Partners, City/Cnty govt, LE	Funding hawks, small govt advocates	Continuation of current appropriation	Presumed support
29	Charter/ Enabling language	Super High		DPS/DOT	Retain ACTS enabling language and charter	Ensure ACTS is properly described and authorized in statute	Review/ Update statute	State	TZD Partners	Funding hawks, small govt advocates	Continuation of current charter	Presumed support
6	Information/D ata	High			Sustained Staffing for MNTrauma	Motor vehicle crash patients cannot be separated from trauma care for all injury causes. It is one and the same. MNTrauma is an established data tool housed in MDH collecting important data used to inform prevention, response, and safety decisions and programs. However, there is a need for sustained staffing to ensure data quality, analysis and reporting in order to provide high quality data and reporting to MDH, MNDoT, and DPS. 144.6071 subd 1-3 are the legal citations and descriptions of MNTrauma.	Change or create statute, Request funding	Seeking sustained position/funding for MDH; ability to continue to have this data will impact MNDoT, DPS, and others	EMS, trauma centers, first responders, hospitals, MDH, DPS, MNDoT, MN Safety Council	none	2023 session saw the establishment of sustained funding for the Trauma System; however, the data management and analysis piece is not explicitly funded and does not fit into the current budget.	GO supports the statewide trauma system and the collection of these important data to reduce death and disability from injury
1	Education	Medium			Continuing Drivers Education	Minnesota drivers should be required to complete continuing drivers education at specified intervals.	Change or create statute	Department of Public Safety	unknown	unknown	no	no
2	Vulnerable User Protection	Medium			Motorcycle Helmet Law - State, agencies, law enforcement		Change or create statute		Nurses, EMS, TS groups, etc.	Motorcyclists	The legalization of motorcycle lane splitting brought this issue to the forefront	

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23	Infrastructure / Design	Medium			Minnesota Resilient Safety Improvement Program (Minnesota RSIP), a state-funded counterpart to the Highway Safety Improvement Program.	<p>Agencies that build transportation projects are often limited to two approaches for safety capital improvements. A. Quick-build improvements implemented in the near-term: 1. These improvements are often made with affordable materials that are less resilient to damage and weather (e.g. a temporary curb extension made with flexible delineator posts). 2. They may provide less physical protection than permanent improvements.</p> <p>3. Funding these types of improvements can be limited. Administering federal funding sources may be impractical at this scale, and the capacity for local governments to self-fund these improvements varies widely by jurisdiction and economic circumstances. B. Permanent improvements coordinated with roadway reconstruction: 1. These improvements are costly but are more resilient (e.g., a concrete median) 2. It can be difficult to fund permanent improvements outside of a full reconstruction and/or federal project with budget capacity for resilient materials. There is a funding gap for safety capital projects that are resilient enough to last between an identified safety issue and a far-off reconstruction. Federal funding sources like the Highway Safety Improvement Program, Surface Transportation Block Grant program, and others can fund these types of improvements, but their limited capacity, high administrative costs, and lengthy programming window can limit timeliness and scale of response to present or predicted safety issues. An identified corridor may be decades away from a scheduled reconstruction, and these corridors could benefit from interim improvements that are more resilient than low-cost, quick-build improvements. A state-level funding source, either as a block or discretionary grant, to fund safety improvements falling in that gap could be beneficial to safety in Minnesota across MnDOT, county, and city roadways.</p>	Change or create statute, Request funding, Require or trigger rule making	State (primarily MnDOT and DPS), ATPs/MPOs, cities, counties	Agencies that implement roadway projects, Metropolitan Council		Unknown	Unknown
3	Information/Data (research)	Medium			Impaired Driving Research and Demonstrations	MN State Statute 169.71 limits impaired driving research & demonstrations to the Highway Safety Center in St. Cloud. This proposal would add a subdivision to the existing statute giving the Commissioner of Public Safety authority to authorize impaired driving research and demonstrations anywhere in the state.	Change or create statute	State and potentially others.	MN State Patrol, researchers such as the HumanFirst lab, any entity involved in impaired driving research/demonstrations	The MN Highway and Safety Research Center has been the only location allowed for the last 25 years. This proposal would not eliminate them, but it would open up opportunities for other locations. They could potentially push back on losing their monopoly.	Doubtful	Unknown

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7	Enforcement/ Penalties	Medium			Speed Fine Increase	Speed continues to plague traffic fatality crash data. Typical fines under 169.14, range from \$40 - \$67. Work zones are \$300. These amounts exclude surcharges. An increase in the amount of the fine is being proposed.	Change or create statute	All	Dept of Public Safety	Hard to predict	Extensive work was done in the immediate past legislative session regarding speed camera enforcement for registered owners. This initiative is focusing on the amount of the fines levied against drivers.	Unknown
8	Enforcement/ Penalties	Lower			Enhanced penalty for 2nd or subsequent seat belt violations	Roughly 7% of Minnesota drivers refuse to wear a seat belt. This is sometimes despite multiple citations from law enforcement. The current fine is \$25, excluding surcharges. The proposal would increase the fine amount for multiple violations under 169.686.	Change or create statute	State	MN Department of Public Safety, child passenger safety advocates, law enforcement	Hard to predict	Child passenger safety law under 169.685 was overhauled in this immediate past legislative session. This proposal is narrowly focused on increased fines subsequent non-compliance of seat belts.	Unknown
9	Vulnerable User Protection	Lower			Class II ATV Seat Belt Initiative	The existing seat belt statute under 169.686 does not specifically list class II ATV's. The proposal would add class II ATV's under 169.686 Subd 1 to the definition of a motor vehicle.	Change or create statute	State	MN Dept of Public Safety, MN Dept of Natural Resources	Hard to predict, but I'm thinking focusing solely on class II ATV operation on roadways and leave trail regulation to the DNR.	Discussion of change last year, unknown why the proposal did not advance.	Would expect the position to be supportive. This just cleans up the language in 169.686.
10	Education	Lower			Court Ordered Behavioral Telematics Program for Serious Traffic Offenders	Driver Improvement and Youth-Oriented Driver Improvement clinics are limited to classroom instruction. Most major insurance companies offer behavioral telematics program that monitor driving behavior and provides input to the driver. Enrollment is free, though each company differs on whether or not rates will be based on data collected. This proposal seeks to add a subdivision to 169.971 to give judges additional latitude when sentencing serious traffic offenders.	Change or create statute	State Courts	MN Dept of Public Safety, Insurance industry	Anticipate concerns over privacy issues.	Unlikely	Unknown, this is a somewhat radical idea taking advantage of new technology
11	Education	Lower			Pathway to Valid Drivers License for Incarcerated Individuals	The lack of financial resources may hinder an individual's ability to pay a license reinstatement fee. This is especially true for incarcerated individuals. A valid license also increases opportunities for employment, and educational opportunities would be abundant. Driver license reinstatement fees would be waived for individuals agreeing to participate in an education program while they are in-custody.	Change or create statute, Require or trigger rule making	MN Driver & Vehicle Services	MN Dept of Corrections, Advocacy groups	DVS may be reluctant to waive the fees, though I'd anticipate the actual amount of monetary loss to be relatively low. This is simply because incarcerated individuals likely do not possess the financial resources to pay anyway.	Unknown	Unknown

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12	Infrastructure / Operational	Lower			Fire Contract Task Force Pertaining to Vehicle Extrication	Extrication of parties injured in a car crash may be delayed because of contractual fire/rescue service boundaries. This proposal seeks to examine whether or not this is a problem, and if so, to propose viable solutions.	Require or trigger rule making	Primarily county, city & townships	This proposal would need the support of the MN Emergency Medical Services Regulatory Board	Level of cooperation might vary widely between fire/rescue services	Unknown	Unknown
15	Infrastructure / Design	Lower			Ban transportation agencies (city, county, state) from utilizing "85th percentile" metrics for establishing speed limits	The concept of using existing driving behavior to determine and set speed limits is fundamentally flawed and leads to outcomes where speed limits are nearly always established higher than what is optimal for safety of all road users.	Change or create statute, Require or trigger rule making	Transportation departments at every level: city/municipal, county, and state.	Traffic safety advocates. Mobility justice advocates.	Some Drivers.	MNDOT has been having discussions internally and in district offices. I'm not aware of any state-level legislative actions	No.
16	Vulnerable User Protection	Lower			No Right Turns against Red Traffic Signal	Drivers attempting to turn right at a red light frequently pull through the crosswalk area without yielding and fail to identify and yield appropriately to pedestrians attempting to cross.	Change or create statute	Law enforcement agencies at all levels.	Traffic safety advocates.	Some Drivers.	Prior to the gas crisis of the 1970's, turning against a red traffic signal was almost universally disallowed. Presently there are countless locations that implement this rule, but it's on an intersection-by-intersection basis.	No.
18	Infrastructure / Design	Lower			Reduce Standard Lane-Width Spacing	Wider lanes encourage faster travel speeds and require less attention from drivers, both of which contribute to greater safety risks	Change or create statute, Require or trigger rule making	MNDOT, MUTCD, transportation engineers	Traffic safety advocates, Mobility justice supporters, local-control proponents	unknown	This issue is probably not a statutory change, but rather an update to the MUTCD and/or MNDOT *guidance* on street design.	

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20	Vulnerable User Protection	Lower			Update crosswalk definitions to clarify parking setbacks for improved pedestrian safety	Current statutory language is not explicit about what should be considered a crosswalk for people who walk, bike, and roll, and therefore about what should/not be allowed in terms of vehicle parking in that context. A vehicle parked too close to a legal crosswalk obscures a driver's view of a person attempting to access the crosswalk, and prevents a person crossing from determining if they have a clear space to cross. Requiring that parking be restricted at each crosswalk creates a "daylighting" effect that substantially improves traffic safety for all users.	Change or create statute	Traffic and parking enforcement, at all levels	Traffic safety advocates, engineers who want clarity on optimizing street design	People concerned about a slightly-reduced availability of free on-street parking.		
21	Vulnerable User Protection	Lower			Enhance MN Driver's license requirements to include more regular & rigorous testing	Driver compliance with traffic law is sub-standard. After a driver has passed into licensure, there are no mechanisms for ensuring ongoing competence of updated traffic laws, nor physical/mental capacity to comply. MN has too many poorly qualified drivers on the roads, who present unacceptably elevated risks for damage and injury for other users. More rigorous testing would reduce the prevalence of high-danger drivers within our transportation systems.	Change or create statute, Request funding	DPS, DVS, LEOs	Traffic safety advocates, personal responsibility adherents	Government over-reach believers, DVS capacity to rapidly expand testing	In 2024 the Legislature updated the education requirements for drivers education, so this would complement that by adding accountability via testing	
22	Technology	Lower			Automated traffic enforcement	Enforcement of existing traffic law is extremely sporadic and labor-intensive, which results in severely reduced outcomes and driver compliance. Legislation that enables automated enforcement options to be deployed systematically is needed to provide those tasked with enforcement to effectively fulfill their responsibilities (virtually).	Change or create statute, Request funding, Require or trigger rule making	LEOs at all levels, DPS, MNDOT & transportation agencies	Jurisdictions who stand to benefit from increased revenue generation (municipalities, counties, DPS), personal responsibility advocates, LEOs	Data privacy supporters, anti-enforcement critics	Nationally there are many examples of successful implementation. Recently MN has approved a work-zone pilot and a localized pilot for Mpls and Mendota Hts.	Officially agnostic, but open

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27	Technology/ Enforcement /Penalties	Lower			Intelligent Speed Assistance Requirement for Repeat Offenders	Speeding is one of the top four contributing factors in deaths and serious injuries from traffic crashes on Minnesota roadways and is a core focus area in the state's current Strategic Highway Safety Plan. This program would require repeat speeding offenders to install Intelligent Speed Assistance technology in their vehicles to prevent drivers from significantly exceeding speed limits. Intelligent Speed Assistance uses either cameras or GPS to identify speed limits and can reduce engine power once a limit is exceeded. The Minnesota Department of Public Safety currently administers an Ignition Interlock Device Program that uses devices installed on vehicles to prevent the vehicle from starting if certain alcohol concentration levels are detected in a driver. This program would extend this concept by using a similar approach to addressing speeding through implementing technology to limit speeds in vehicles driven by offenders. Intelligent speed assistance in vehicles is supported by the National Transportation Safety Board and the Insurance Institute for Highway Safety. It is also identified as a strategy for behavior change in the National Highway Traffic Safety Administration's Countermeasures That Work that is likely to be effective based on the balance of evidence from high-quality evaluations. [https://www.nhtsa.gov/book/countermeasures-that-work/speeding-and-speed-management/countermeasures/other-strategies-behavior-change/intelligent] This program would address Safe Speeds, Safe Vehicles, and Safe Road Users within the Safe System Approach that is promoted by the US Department of Transportation and supported by MnDOT. To reduce deaths and serious injuries from traffic crashes, Minnesota must do things differently. Merely more of the same approaches will not help the state save lives on our roadways. Implementing this technology in these situations is a newer approach to addressing this contributing factor in our fatalities and serious injuries from crashes.	Change or create statute, Request funding, Require or trigger rule making	State, counties, cities	State agencies, local governments, insurance companies, victims and families of victims of speed-related crashes	Repeat offenders of speeding, policymakers who lack understanding of the technology and the issue	Unknown in Minnesota. In early 2024, Washington DC adopted legislation to begin a pilot to use intelligent speed assistance for repeat offenders in the city. New York State has introduced similar legislation in 2024 (NY Senate Bill S7621). Legislation was also introduced in California in 2024 that would require vehicles sold in the state to include intelligent speed assistance by 2027. [https://www.bloomberg.com/news/articles/2024-02-05/california-lawmaker-on-tech-to-stop-speeders-this-isn-t-crazy-town]	Unknown
4	Enforcement/ Penalties	Not Ranked			Enhanced Penalty Provision for Commercial Vehicles Operating in Violation of Wireless Communications Devices	MN State Statute 169.475 prohibits the use of wireless communications devices. However, the penalties are the same regardless of the type of vehicle being operated. This proposal would provide for enhanced penalties under the statute for commercial motor vehicles.	Change or create statute	State	MN Dept of Public Safety	Unknown if the trucking association would support this proposal since it would provide for safer roads, or oppose since commercial vehicle operators would be penalized.	Doubtful	Unknown
5	Enforcement/ Penalties	Not Ranked			Penalty Enhancement for 2nd Offense Glazing Material on Windowns	Anecdotally, we know that drivers are using glazing material (window tint) to hide cell phone use and non-seatbelt use. Drivers are often warned before any citation is issued. Even after a citation is issued, drivers do not remove the glazing material. This initiative would provide for enhanced penalties for two or more citations under 169.71 Subd. 4.	Change or create statute	State, County, Local	Law Enforcement	Negative media claims that officers use equipment violations, such as window tint, as a means to conduct pretextual traffic stops.	Unknown	Unknown

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13	Vulnerable User Protection	Not Ranked			Work Zone Safety Design	Currently, many construction projects do not include an "all encompassing" project-specific Traffic Control Plan as part of the overall design. While this design is the responsibility of the Agency / Road Authority, this responsibility is too frequently delegated to another entity (the contractor) post-award. This approach does not prioritize (and can compromise) the safety and/or mobility of the workers, pedestrians (especially those requiring accessibility accommodations), bicyclists, and vehicular traffic.	Change or create statute, Require or trigger rule making	MNDOT Commissioner / Division Office Directors, Local Agency Transportation Policy-makers (County / City Engineers)	All stakeholders advocating for Work Zone Safety	Agencies that "don't have the resources to perform this additional work" and/or don't understand the potential consequences / their responsibility. Those who appreciate being able to delegate the responsibility (& risk), and represent it as they are not wanting to prescribe means & methods, but aren't realizing that approach does not reconcile with "doing everything we can to make work zones and safe as possible and reduce deaths and injuries on Minnesota roadways"	Yes, with MnDOT (but still some significant work remains) and in the very beginning stage with the Locals.	Varies
14	Vulnerable User Protection	Not Ranked			De-criminalize Jay-walking	Laws that criminalize normal pedestrian behavior produce inequitable outcomes and disincentivize active transportation utilization.	Change or create statute	Dept of Public Safety, other law/traffic enforcement	Mobility advocates. LEOs who want to prioritize resources efficiently.	Car industry (who invented the concept of jaywalking as a way to elevate drivers over other road users). LEOs who oppose any oversight.	It's been adopted in many other places in the US. Was proposed in MN in 2024 session.	MNDOT's Office of Active Transportation - at least - was supportive.
17	Infrastructure / Design	Not Ranked			Tying registration costs to vehicle size.	Large vehicles are disproportionately responsible for roadway wear, as well as increased damage and injury in crashes. This policy proposes to assess additional fees and/or taxes to help assign those costs to the users who create them.	Change or create statute	DVS, Dept of Rev.	Traffic safety advocates, Environmentalists, Fiscal conservatives, supporters of "personal responsibility", Urbanists,	Auto industry, fossil fuel interests	There's different ways to accomplish this, including gas taxes or registration fees. Both are established and have been adjusted over time.	No.

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19	Vulnerable User Protection	Not Ranked			Update Safe-passing Distance requirement for Vulnerable Road Users	Unsafe passing of VRUs is a persistent systemic safety risk and barrier to participation for those walking, biking, and rolling. Existing legislation requiring 36" passing distance is unenforceable in practice, due to technical/logistical challenges in providing trial evidence of an infraction. Specifically, even LEO dash camera footage of an illegal pass is inadequate to clearly "prove" a violation has occurred to justify any penalties, so nothing short of physical contact - less than 0" of passing distance - can be ticketed. The proposal to clarify the language - and in many cases increase the minimum clearance distance - would unbind the enforcement tools that law enforcement is supposed to already have.	Change or create statute	The proposed legislation would land in Chapter 169 which is mndot's area. Implementation would be done by LEOs at all levels - municipality/county/state	Mobility justice supporters, LEOs, prosecutors, safety advocates	unknown	There's multitudes of locales that have implemented different requirements around passing distance, here's a sampling: https://www.ncsl.org/transportation/safely-passing-bicyclists-chart In 2023, there was a specific proposal that did not make it to the final bill version.	
24	Enforcement/ Penalties	Not Ranked			Increased penalties for moving violations (points system?)	Sharing our common roadway spaces is a privilege that entails many responsibilities. Our current lax enforcement with only minor penalties applied extremely infrequently does not provide sufficient accountability nor motivation to improve driver behavior to comply with existing laws. Increasing penalties including the possibility of revoking ones driving privileges should add an increased deterrence for illegal and unsafe driving behaviors.	Change or create statute	DPS, LEOs at all levels	Supporters of Law and Order, personal responsibility advocates, traffic safety groups	Drivers	Yes. The state has previously increased penalties for selective violations as an attempt at added deterrence.	
25	Enforcement/ Penalties	Not Ranked			Sliding scale for moving violation penalties	Having a fixed penalty for a given infraction is not equitable nor effective. For some community members, a \$200 citation could be an unmanageable burden with major repercussions (eg lead to loss of housing or food scarcity), while that same fine for a much wealthier person might be nothing more than a minor inconvenience. The intention and purpose of penalties is to dissuade certain actions, but a fixed penalty cannot	Change or create statute	DPS, LEOs at all levels, Dept of Revenue, judicial system	Mobility justice advocates, personal responsibility believers	Some Drivers.	Not locally, but it's been done in other places: https://ryanbeasleylaw.com/2018/03/a-sliding-scale-for-criminal-fines-and-traffic-tickets/	
26	Vulnerable User Protection	Not Ranked			Clarify position on lane-splitting	actively moving or temporarily not-moving) is unpredictable and dangerous for all road users. MN statute Chapter 169 subd.4(c) says "Persons riding bicycles upon a roadway or shoulder shall not ride more than two abreast and shall not impede the normal and reasonable movement of traffic and, on a road roadway, shall ride within a	Change or create statute	DPS	Safety advocates, drivers groups, LEOs	Motorcyclists	Well, this past session MN legalized lane-splitting and "filtering" (HF 5247) for motorcyclists, which is also concerning.	See above (HF 5247)
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