

2.21

ARTICLE 1

2.22

TRANSPORTATION APPROPRIATIONS

2.23 Section 1. TRANSPORTATION APPROPRIATIONS.

2.24 The sums shown in the columns marked "Appropriations" are added to the appropriations
2.25 in Laws 2023, chapter 68, article 1, to the agencies and for the purposes specified in this
2.26 article. The appropriations are from the trunk highway fund, or another named fund, and
2.27 are available for the fiscal years indicated for each purpose. Amounts for "Total
2.28 Appropriation" and sums shown in the corresponding columns marked "Appropriations by
2.29 Fund" are summary only and do not have legal effect. Unless specified otherwise, the
2.30 amounts in fiscal year 2025 under "Appropriations by Fund" are added to the base within
2.31 the meaning of Minnesota Statutes, section 16A.11, subdivision 3, by fund. The figures
2.32 "2024" and "2025" used in this article mean that the appropriations listed under them are
2.33 available for the fiscal year ending June 30, 2024, or June 30, 2025, respectively. "Each
2.34 year" is each of fiscal years 2024 and 2025.

2.35

APPROPRIATIONS

2.36

Available for the Year

2.37

Ending June 30

2.38

2024

2025

2.39 Sec. 2. DEPARTMENT OF

2.40 TRANSPORTATION

2.41 Subdivision 1. Total Appropriation \$ -0- \$ 91,500,000

3.1 Appropriations by Fund

3.2 2024 2025

3.3 General -0- 9,000,000

3.4 Trunk Highway -0- 78,750,000

3.5 Special Revenue -0- 3,750,000

3.6 The appropriations in this section are to the
3.7 commissioner of transportation.

2.41

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2.45 in Laws 2023, chapter 68, article 1, to the agencies and for the purposes specified in this
2.46 article. The appropriations are from the trunk highway fund, or another named fund, and
2.47 are available for the fiscal years indicated for each purpose. Amounts for "Total
2.48 Appropriation" and sums shown in the corresponding columns marked "Appropriations by
2.49 Fund" are summary only and do not have legal effect. The figures "2024" and "2025" used
3.1 in this article mean that the appropriations listed under them are available for the fiscal year
3.2 ending June 30, 2024, or June 30, 2025, respectively. "Each year" is each of fiscal years
3.3 2024 and 2025.

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3.6

3.7

3.8 Sec. 2. DEPARTMENT OF

3.9 TRANSPORTATION

3.10 Subdivision 1. Total Appropriation \$ -0- \$ 66,449,000

3.11 Appropriations by Fund

3.12 2024 2025

3.13 General -0- 1,694,000

3.14 Trunk Highway -0- 64,755,000

3.15 The appropriations in this section are to the
3.16 commissioner of transportation.

3.8 The amounts that may be spent for each
3.9 purpose are specified in the following
3.10 subdivisions.

3.17 The amounts that may be spent for each
3.18 purpose are specified in the following
3.19 subdivisions.

3.20 Subd. 2. Multimodal Systems

3.21 (a) Transit -0- 100,000

3.22 This appropriation is from the general fund
3.23 for the zero-emission transit bus transition
3.24 plan under Minnesota Statutes, section
3.25 174.249. This is a onetime appropriation.

3.26 (b) Freight -0- 250,000

3.27 This appropriation is from the general fund
3.28 for the commercial driver workforce study
3.29 established in article 2, section 129. With the
3.30 approval of the commissioner of
3.31 transportation, any portion of this
3.32 appropriation is available to the commissioner
3.33 of public safety. This is a onetime
4.1 appropriation and is available until June 30,
4.2 2026.

3.11 Subd. 2. State Roads

3.12 (a) Operations and Maintenance -0- 1,300,000

3.13 \$300,000 in fiscal year 2025 is for rumble
3.14 strips under Minnesota Statutes, section
3.15 161.1258.

3.16 \$1,000,000 in fiscal year 2025 is for
3.17 landscaping improvements under the
3.18 Department of Transportation's community
3.19 roadside landscape partnership program, with
3.20 prioritization of tree planting as feasible.

3.21 (b) Program Planning and Research -0- 3,800,000

3.22 \$3,000,000 in fiscal year 2025 is for
3.23 implementation and development of statewide

4.3 Subd. 3. State Road Construction

4.4 (a) Operations and Maintenance -0- 1,205,000

3.24 and regional travel demand modeling related
 3.25 to the requirements under Minnesota Statutes,
 3.26 section 161.178. This is a onetime
 3.27 appropriation and is available until June 30,
 3.28 2026.

3.29 \$800,000 in fiscal year 2025 is for one or more
 3.30 grants to metropolitan planning organizations
 3.31 outside the metropolitan area, as defined in
 3.32 Minnesota Statutes, section 473.121,
 3.33 subdivision 2, for modeling activities related
 3.34 to the requirements under Minnesota Statutes,
 4.1 section 161.178. This is a onetime
 4.2 appropriation.

4.5 \$1,000,000 is from the general fund for the
 4.6 traffic safety camera pilot program under
 4.7 Minnesota Statutes, section 169.147, and the
 4.8 evaluation and legislative report under article
 4.9 2, section 143. With the approval of the
 4.10 commissioner of transportation, any portion
 4.11 of this appropriation is available to the
 4.12 commissioner of public safety. This is a
 4.13 onetime appropriation and is available until
 4.14 June 30, 2029.

4.15 \$105,000 in fiscal year 2025 is for the cost of
 4.16 staff time to coordinate with the Public
 4.17 Utilities Commission relating to placement of
 4.18 high voltage transmission lines along trunk
 4.19 highways.

4.20 \$100,000 in fiscal year 2025 is from the
 4.21 general fund for the purchase of autonomous
 4.22 mowing equipment for industrial use. This is
 4.23 a onetime appropriation.

4.24 **(b) State Road Construction** -0- 37,750,000

5.1 \$20,000,000 in fiscal year 2025 is for the
 5.2 actual construction, reconstruction, and
 5.3 improvement of trunk highways, including
 5.4 design-build contracts, internal department
 5.5 costs associated with delivering the

4.10 Subd. 4. **Trunk Highway 65** -0- 1,000,000

4.11 \$1,000,000 in fiscal year 2025 is from the

4.12 trunk highway fund for one or more grants to

4.13 the city of Blaine, Anoka County, or both, for

4.14 predesign and design of intersection safety

4.15 improvements along marked Trunk Highway

4.16 65 from the interchange with marked U.S.

4.17 Highway 10 to 99th Avenue Northeast in the

4.18 city of Blaine. This is a onetime appropriation.

4.19 Subd. 5. **Mississippi Skyway Trail Bridge** -0- 3,750,000

4.20 Notwithstanding the requirements under

4.21 Minnesota Statutes, section 174.38,

4.22 subdivision 3, paragraph (a), this appropriation

4.23 is from the active transportation account in

4.24 the special revenue fund for a grant to the city

4.25 of Ramsey for design, environmental analysis,

4.26 site preparation, and construction of the

4.27 Mississippi Skyway Trail Bridge over marked

4.28 U.S. Highways 10 and 169 in Ramsey to

4.29 provide for a grade-separated crossing by

5.6 construction program, consultant usage to

5.7 support these activities, and the cost of actual

5.8 payments to landowners for lands acquired

5.9 for trunk highway rights-of-way, payment to

5.10 lessees, interest subsidies, and relocation

5.11 expenses. The base for this appropriation is

5.12 \$10,000,000 in each of fiscal years 2026 and

5.13 2027, and \$0 thereafter.

5.31 **(c) Corridors of Commerce** -0- 5,450,000

5.32 This appropriation is for the corridors of

5.33 commerce program under Minnesota Statutes,

5.34 section 161.088. The commissioner may use

5.35 up to 17 percent of the amount in each year

6.1 for program delivery. The base for this

6.2 appropriation is \$10,000,000 in fiscal year

6.3 2026 and \$60,000,000 in fiscal year 2027.

4.30 pedestrians and nonmotorized vehicles. This
4.31 is a onetime appropriation.

4.32 Subd. 6. **High-Priority Bridge** -0- 40,000,000

4.33 This appropriation is for the acquisition,
4.34 environmental analysis, predesign, design,
5.1 engineering, construction, reconstruction, and
5.2 improvement of trunk highway bridges,
5.3 including design-build contracts, program
5.4 delivery, consultant usage to support these
5.5 activities, and the cost of payments to
5.6 landowners for lands acquired for highway
5.7 rights-of-way. Projects under this
5.8 appropriation must follow eligible investment
5.9 priorities identified in the Minnesota state
5.10 highway investment plan under Minnesota
5.11 Statutes, section 174.03, subdivision 1c. The
5.12 commissioner may use up to 17 percent of this
5.13 appropriation for program delivery. This is a
5.14 onetime appropriation.

5.15 Subd. 7. **Drainage Asset Management Program** -0- 4,800,000

5.16 This appropriation is for predesign, design,
5.17 construction, and equipping of one or more
5.18 drainage asset management projects. Drainage
5.19 asset management projects may include but
5.20 are not limited to repairing and replacing
5.21 highway culverts, storm sewer system
5.22 rehabilitations, and flood resiliency
5.23 improvements. The commissioner may use up
5.24 to 17 percent of this appropriation for program
5.25 delivery. This is a onetime appropriation.

5.26 Subd. 8. **Truck Parking Safety Improvements** -0- 7,750,000

5.27 This appropriation is for land acquisition,
5.28 predesign, design, and construction of

NOTE: THIS RIDER IS FROM SUBDIVISION 3, PARAGRAPH (B)

5.14 \$10,000,000 in fiscal year 2025 is for the
5.15 acquisition, environmental analysis, predesign,
5.16 design, engineering, construction,
5.17 reconstruction, and improvement of trunk
5.18 highway bridges, including design-build
5.19 contracts, program delivery, consultant usage
5.20 to support these activities, and the cost of
5.21 payments to landowners for lands acquired
5.22 for trunk highway rights-of-way. Projects to
5.23 construct, reconstruct, or improve trunk
5.24 highway bridges from this appropriation must
5.25 follow eligible investment priorities identified
5.26 in the State Highway Investment Plan. The
5.27 commissioner may use up to 17 percent of this
5.28 appropriation for program delivery. This is a
5.29 onetime appropriation and is available until
5.30 June 30, 2028.

NOTE: THIS RIDER IS FROM SUBDIVISION 3, PARAGRAPH (B)

4.25 \$7,750,000 in fiscal year 2025 is for land
4.26 acquisition, predesign, design, and
4.27 construction of expanded truck parking at Big
4.28 Spunk in Avon and Enfield Rest Areas and
4.29 for the rehabilitation or replacement of truck

5.29 expanded truck parking at Big Spunk in Avon
 5.30 and Enfield Rest Areas and for the
 5.31 rehabilitation or replacement of truck parking
 5.32 information management system equipment
 5.33 at Department of Transportation-owned
 5.34 parking rest area locations. This is a onetime
 5.35 appropriation.

4.3 Subd. 3. **Small Cities** -0- 9,000,000

4.4 \$9,000,000 in fiscal year 2025 is from the
 4.5 general fund for the small cities assistance
 4.6 program under Minnesota Statutes, section
 4.7 162.145. This appropriation must be allocated
 4.8 and distributed in the July 2024 payment. This
 4.9 is a onetime appropriation.

6.1 Subd. 9. **Facilities Capital Program** -0- 20,100,000

6.2 This appropriation is for the transportation
 6.3 facilities capital program under Minnesota
 6.4 Statutes, section 174.595. This is a onetime
 6.5 appropriation.

6.6 Sec. 3. **METROPOLITAN COUNCIL** \$ -0- \$ 1,000,000

4.30 parking information management system
 4.31 equipment at Department of
 4.32 Transportation-owned parking rest area
 4.33 locations. This is a onetime appropriation and
 4.34 is available until June 30, 2028.

11.4 Sec. 14. **TRANSFERS.**

11.5 \$20,000,000 in fiscal year 2025 is transferred from the general fund to the small cities
 11.6 assistance account under Minnesota Statutes, section 162.145, subdivision 2. This is a
 11.7 onetime transfer. The amount transferred under this section must be allocated and distributed
 11.8 pursuant to Minnesota Statutes, section 162.145, in the July 2024 payment.

6.4 Subd. 4. **Agency Management**

6.12 **(b) Buildings** -0- 21,450,000

6.13 \$20,100,000 in fiscal year 2025 is for the
 6.14 transportation facilities capital improvement
 6.15 program under Minnesota Statutes, section
 6.16 174.595. This is a onetime appropriation and
 6.17 is available until June 30, 2028.

6.18 \$1,350,000 in fiscal year 2025 is for design,
 6.19 construction, and equipment required to
 6.20 upgrade the physical security elements and
 6.21 systems for the Department of Transportation
 6.22 building, attached tunnel systems, surrounding
 6.23 grounds, and parking facilities as identified in
 6.24 the 2017 Minnesota State Capitol complex
 6.25 physical security predesign and the updated
 6.26 assessment completed in 2022. This is a
 6.27 onetime appropriation and is available until
 6.28 June 30, 2028.

6.29 Sec. 3. **METROPOLITAN COUNCIL** \$ -0- \$ 10,000,000

6.7 The appropriation in this section is from the
 6.8 general fund to the Metropolitan Council.
 6.9 \$1,000,000 in fiscal year 2025 is for a grant
 6.10 to the Ramsey County Regional Railroad
 6.11 Authority for a portion of the costs of
 6.12 insurance coverage related to rail-related
 6.13 incidents occurring at Union Depot in the city
 6.14 of St. Paul. This is a onetime appropriation.

6.15 Sec. 4. DEPARTMENT OF PUBLIC SAFETY

6.16	<u>Subdivision 1. Total Appropriation</u>	\$	<u>-0-</u>	\$	<u>5,380,000</u>
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6.17 The appropriations in this section are from the
 6.18 driver and vehicle services operating account
 6.19 in the special revenue fund to the
 6.20 commissioner of public safety.
 6.21 The amounts that may be spent for each
 6.22 purpose are specified in the following
 6.23 subdivisions.

6.30 The appropriation in this section is from the
 6.31 general fund to the Metropolitan Council.

6.32 This appropriation is for a grant to Hennepin
 6.33 County to administer the Blue Line light rail
 7.1 transit extension antidisplacement community
 7.2 prosperity program under article 2, sections
 7.3 126 and 128. This is a onetime appropriation
 7.4 and is available until June 30, 2027.
 7.5 Notwithstanding Minnesota Statutes, section
 7.6 16B.98, subdivision 14, the council must not
 7.7 use any amount of this appropriation for
 7.8 administrative costs.

7.9 Sec. 4. DEPARTMENT OF PUBLIC SAFETY

7.10	<u>Subdivision 1. Total Appropriation</u>	\$	<u>-0-</u>	\$	<u>3,011,000</u>
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7.11	<u>Appropriations by Fund</u>			
7.12		<u>2024</u>	<u>2025</u>	
7.13	<u>General</u>	<u>-0-</u>	<u>500,000</u>	
7.14	<u>Special Revenue</u>	<u>-0-</u>	<u>2,511,000</u>	

7.15 The appropriations in this section are to the
 7.16 commissioner of public safety.

7.17 The amounts that may be spent for each
 7.18 purpose are specified in the following
 7.19 subdivisions.

6.24	Subd. 2. Driver Services	<u>-0-</u>	<u>4,180,000</u>
6.25	<u>\$1,211,000 in fiscal year 2025 is for staff and</u>		
6.26	<u>related operating costs for the intensive testing</u>		
6.27	<u>program under Minnesota Statutes, section</u>		
6.28	<u>171.307.</u>		
6.29	<u>\$2,969,000 in fiscal year 2025 is for staff and</u>		
6.30	<u>related operating costs to support testing at</u>		
6.31	<u>driver's license examination stations.</u>		
7.1	<u>The base from the driver and vehicle services</u>		
7.2	<u>operating account in the special revenue fund</u>		
7.3	<u>is increased by \$3,903,000 in fiscal year 2026</u>		
7.4	<u>and \$3,763,000 in fiscal year 2027.</u>		
7.5	Subd. 3. Traffic Safety	<u>-0-</u>	<u>1,200,000</u>
7.6	<u>\$1,200,000 in fiscal year 2025 is for the Lights</u>		
7.7	<u>On grant program under Minnesota Statutes,</u>		
7.8	<u>section 169.515. The commissioner, through</u>		
7.9	<u>the Office of Traffic Safety, must contract with</u>		
7.10	<u>the Lights On! microgrant program to</u>		
7.11	<u>administer and operate the grant program. This</u>		

7.20	Subd. 2. Driver and Vehicle Services	<u>-0-</u>	<u>2,311,000</u>
7.21	<u>\$2,039,000 in fiscal year 2025 is from the</u>		
7.22	<u>driver and vehicle services operating account</u>		
7.23	<u>in the special revenue fund for additional staff</u>		
7.24	<u>and related operating costs to support testing</u>		
7.25	<u>at driver's license examination stations.</u>		
7.26	<u>\$100,000 in fiscal year 2025 is from the driver</u>		
7.27	<u>and vehicle services operating account in the</u>		
7.28	<u>special revenue fund for costs related to the</u>		
7.29	<u>special license plate review committee study</u>		
7.30	<u>and report under article 2, section 141. This</u>		
7.31	<u>is a onetime appropriation and is available</u>		
7.32	<u>until June 30, 2026.</u>		
8.1	<u>\$172,000 in fiscal year 2025 is from the driver</u>		
8.2	<u>and vehicle services operating account in the</u>		
8.3	<u>special revenue fund for costs related to</u>		
8.4	<u>translating written materials and providing</u>		
8.5	<u>them to driver's license agents and deputy</u>		
8.6	<u>registrars as required under article 2, section</u>		
8.7	<u>131. This is a onetime appropriation.</u>		
8.8	Subd. 3. Traffic Safety	<u>-0-</u>	<u>700,000</u>
8.9	<u>\$500,000 in fiscal year 2025 is from the</u>		
8.10	<u>general fund for the Lights On grant program</u>		
8.11	<u>under Minnesota Statutes, section 169.515.</u>		
8.12	<u>The commissioner must contract with the</u>		
8.13	<u>Lights On! microgrant program to administer</u>		
8.14	<u>and operate the grant program.</u>		
8.15	<u>Notwithstanding Minnesota Statutes, section</u>		

7.12 is a onetime appropriation and is available
7.13 until June 30, 2026.

8.16 16B.98, subdivision 14, the commissioner may
8.17 use up to two percent of this appropriation for
8.18 administrative costs. This is a onetime
8.19 appropriation.

8.20 \$200,000 in fiscal year 2025 is appropriated
8.21 from the motorcycle safety account in the
8.22 special revenue fund for the public education
8.23 campaign on motorcycle operation under
8.24 article 2, section 134. This is a onetime
8.25 appropriation.

7.14 Sec. 5. Laws 2021, First Special Session chapter 5, article 1, section 2, subdivision 2, is
7.15 amended to read:

7.16 Subd. 2. **Multimodal Systems**

7.17 **(a) Aeronautics**

7.18 **(1) Airport Development and Assistance** 24,198,000 18,598,000

7.19 Appropriations by Fund

7.20 2022 2023

7.21 **General** 5,600,000 -0-

7.22 **Airports** 18,598,000 18,598,000

7.23 This appropriation is from the state airports
7.24 fund and must be spent according to
7.25 Minnesota Statutes, section 360.305,
7.26 subdivision 4.

7.27 \$5,600,000 in fiscal year 2022 is from the
7.28 general fund for a grant to the city of Karlstad
7.29 for the acquisition of land, predesign, design,
7.30 engineering, and construction of a primary
7.31 airport runway. This appropriation is for Phase
7.32 1 of the project.

8.1 Notwithstanding Minnesota Statutes, section
8.2 16A.28, subdivision 6, this appropriation is
8.3 available for five years after the year of the
8.4 appropriation. If the appropriation for either

8.5 year is insufficient, the appropriation for the
 8.6 other year is available for it.

8.7 If the commissioner of transportation
 8.8 determines that a balance remains in the state
 8.9 airports fund following the appropriations
 8.10 made in this article and that the appropriations
 8.11 made are insufficient for advancing airport
 8.12 development and assistance projects, an
 8.13 amount necessary to advance the projects, not
 8.14 to exceed the balance in the state airports fund,
 8.15 is appropriated in each year to the
 8.16 commissioner and must be spent according to
 8.17 Minnesota Statutes, section 360.305,
 8.18 subdivision 4. Within two weeks of a
 8.19 determination under this contingent
 8.20 appropriation, the commissioner of
 8.21 transportation must notify the commissioner
 8.22 of management and budget and the chairs,
 8.23 ranking minority members, and staff of the
 8.24 legislative committees with jurisdiction over
 8.25 transportation finance concerning the funds
 8.26 appropriated. Funds appropriated under this
 8.27 contingent appropriation do not adjust the base
 8.28 for fiscal years 2024 and 2025.

8.29 **(2) Aviation Support Services** 8,332,000 8,340,000

8.30 Appropriations by Fund

8.31	2022	2023
8.32 General	1,650,000	1,650,000
8.33 Airports	6,682,000	6,690,000

8.34 \$28,000 in fiscal year 2022 and \$36,000 in
 8.35 fiscal year 2023 are from the state airports
 9.1 fund for costs related to regulating unmanned
 9.2 aircraft systems.

9.3 **(3) Civil Air Patrol** 80,000 80,000

9.4	This appropriation is from the state airports		
9.5	fund for the Civil Air Patrol.		
9.6	(b) Transit and Active Transportation	23,501,000	18,201,000
9.7	This appropriation is from the general fund.		
9.8	\$5,000,000 in fiscal year 2022 is for the active		
9.9	transportation program under Minnesota		
9.10	Statutes, section 174.38. This is a onetime		
9.11	appropriation and is available until June 30,		
9.12	2025.		
9.13	\$300,000 in fiscal year 2022 is for a grant to		
9.14	the 494 Corridor Commission. The		
9.15	commissioner must not retain any portion of		
9.16	the funds appropriated under this section. The		
9.17	commissioner must make grant payments in		
9.18	full by December 31, 2021. Funds under this		
9.19	grant are for programming and service		
9.20	expansion to assist companies and commuters		
9.21	in telecommuting efforts and promotion of		
9.22	best practices. A grant recipient must provide		
9.23	telework resources, assistance, information,		
9.24	and related activities on a statewide basis. This		
9.25	is a onetime appropriation.		
9.26	(c) Safe Routes to School	5,500,000	500,000
9.27	This appropriation is from the general fund		
9.28	for the safe routes to school program under		
9.29	Minnesota Statutes, section 174.40.		
9.30	If the appropriation for either year is		
9.31	insufficient, the appropriation for the other		
9.32	year is available for it.		
9.33	(d) Passenger Rail	10,500,000	500,000
10.1	This appropriation is from the general fund		
10.2	for passenger rail activities under Minnesota		
10.3	Statutes, sections 174.632 to 174.636.		
10.4	\$10,000,000 in fiscal year 2022 is for final		
10.5	design and construction to provide for a		

10.6 second daily Amtrak train service between
 10.7 Minneapolis and St. Paul and Chicago. The
 10.8 commissioner may expend funds for program
 10.9 delivery and administration from this amount.
 10.10 This is a onetime appropriation and is
 10.11 available until June 30, 2025.

10.12 (e) Freight 8,342,000 7,323,000

10.13 Appropriations by Fund

10.14 2022 2023

10.15 General 2,464,000 1,445,000

10.16 Trunk Highway 5,878,000 5,878,000

10.17 \$1,000,000 in fiscal year 2022 is from the
 10.18 general fund for procurement costs of a
 10.19 statewide freight network optimization tool.
 10.20 This is a onetime appropriation and is
 10.21 available until June 30, 2023.

10.22 \$350,000 in fiscal year 2022 and \$287,000 in
 10.23 fiscal year 2023 are from the general fund for
 10.24 two additional rail safety inspectors in the state
 10.25 rail safety inspection program under
 10.26 Minnesota Statutes, section 219.015. In each
 10.27 year, the commissioner must not increase the
 10.28 total assessment amount under Minnesota
 10.29 Statutes, section 219.015, subdivision 2, from
 10.30 the most recent assessment amount.

11.9 Sec. 15. Laws 2023, chapter 68, article 1, section 2, subdivision 4, is amended to read:

11.10 Subd. 4. Local Roads

11.11 (a) County State-Aid Highways 917,782,000 991,615,000

11.12 This appropriation is from the county state-aid
 11.13 highway fund under Minnesota Statutes,
 11.14 sections 161.081, 174.49, and 297A.815,

11.15 subdivision 3, and chapter 162, and is
 11.16 available until June 30, 2033.

11.17 If the commissioner of transportation
 11.18 determines that a balance remains in the
 11.19 county state-aid highway fund following the
 11.20 appropriations and transfers made in this
 11.21 paragraph and that the appropriations made
 11.22 are insufficient for advancing county state-aid
 11.23 highway projects, an amount necessary to
 11.24 advance the projects, not to exceed the balance
 11.25 in the county state-aid highway fund, is
 11.26 appropriated in each year to the commissioner.
 11.27 Within two weeks of a determination under
 11.28 this contingent appropriation, the
 11.29 commissioner of transportation must notify
 11.30 the commissioner of management and budget
 11.31 and the chairs, ranking minority members, and
 11.32 staff of the legislative committees with
 11.33 jurisdiction over transportation finance
 12.1 concerning funds appropriated. The governor
 12.2 must identify in the next budget submission
 12.3 to the legislature under Minnesota Statutes,
 12.4 section 16A.11, any amount that is
 12.5 appropriated under this paragraph.

12.6 **(b) Municipal State-Aid Streets** 236,360,000 251,748,000

12.7 This appropriation is from the municipal
 12.8 state-aid street fund under Minnesota Statutes,
 12.9 chapter 162, and is available until June 30,
 12.10 2033.

12.11 If the commissioner of transportation
 12.12 determines that a balance remains in the
 12.13 municipal state-aid street fund following the
 12.14 appropriations and transfers made in this
 12.15 paragraph and that the appropriations made
 12.16 are insufficient for advancing municipal
 12.17 state-aid street projects, an amount necessary
 12.18 to advance the projects, not to exceed the
 12.19 balance in the municipal state-aid street fund,
 12.20 is appropriated in each year to the
 12.21 commissioner. Within two weeks of a

12.22	determination under this contingent		
12.23	appropriation, the commissioner of		
12.24	transportation must notify the commissioner		
12.25	of management and budget and the chairs,		
12.26	ranking minority members, and staff of the		
12.27	legislative committees with jurisdiction over		
12.28	transportation finance concerning funds		
12.29	appropriated. The governor must identify in		
12.30	the next budget submission to the legislature		
12.31	under Minnesota Statutes, section 16A.11, any		
12.32	amount that is appropriated under this		
12.33	paragraph.		
12.34	(c) Other Local Roads		
12.35	(1) Local Bridges	18,013,000	-0-
13.1	This appropriation is from the general fund to		
13.2	replace or rehabilitate local deficient bridges		
13.3	under Minnesota Statutes, section 174.50. This		
13.4	is a onetime appropriation and is available		
13.5	until June 30, 2027.		
13.6	(2) Local Road Improvement	18,013,000	-0-
13.7	This appropriation is from the general fund		
13.8	for construction and reconstruction of local		
13.9	roads under Minnesota Statutes, section		
13.10	174.52. This is a onetime appropriation and		
13.11	is available until June 30, 2027.		
13.12	(3) Local Transportation Disaster Support	4,300,000	1,000,000
13.13	This appropriation is from the general fund to		
13.14	provide:		
13.15	(i) a cost-share for federal assistance from the		
13.16	Federal Highway Administration for the		
13.17	emergency relief program under United States		
13.18	Code, title 23, section 125.; and		
13.19	(ii) assistance for roadway damage on the		
13.20	state-aid or federal-aid system associated with		
13.21	state or federally declared disasters ineligible		

13.22	<u>for assistance from existing state and federal</u>		
13.23	<u>disaster programs.</u>		
13.24	<u>Of the appropriation in fiscal year 2024,</u>		
13.25	<u>\$3,300,000 is onetime and is available until</u>		
13.26	<u>June 30, 2027.</u>		
13.27	(4) Metropolitan Counties	20,000,000	-0-
13.28	<u>This appropriation is from the general fund</u>		
13.29	<u>for distribution to metropolitan counties as</u>		
13.30	<u>provided under Minnesota Statutes, section</u>		
13.31	<u>174.49, subdivision 5, for use in conformance</u>		
13.32	<u>with the requirements under Minnesota</u>		
13.33	<u>Statutes, section 174.49, subdivision 6.</u>		
14.1	Sec. 16. <u>Laws 2023, chapter 68, article 1, section 3, subdivision 2, is amended to read:</u>		
14.2		85,654,000	
14.3	Subd. 2. Transit System Operations	75,654,000	32,654,000
14.4	<u>This appropriation is for transit system</u>		
14.5	<u>operations under Minnesota Statutes, sections</u>		
14.6	<u>473.371 to 473.449.</u>		
14.7	<u>\$50,000,000 \$40,000,000 in fiscal year 2024</u>		
14.8	<u>is for a grant to Hennepin County for the Blue</u>		
14.9	<u>Line light rail transit extension project,</u>		
14.10	<u>including but not limited to predesign, design,</u>		
14.11	<u>engineering, environmental analysis and</u>		
14.12	<u>mitigation, right-of-way acquisition,</u>		
14.13	<u>construction, and acquisition of rolling stock.</u>		
14.14	<u>Of this amount, \$40,000,000 \$30,000,000 is</u>		
14.15	<u>available only upon entering a full funding</u>		
14.16	<u>grant agreement with the Federal Transit</u>		
14.17	<u>Administration by June 30, 2027. This is a</u>		
14.18	<u>onetime appropriation and is available until</u>		
14.19	<u>June 30, 2030.</u>		
14.20	<u>\$3,000,000 in fiscal year 2024 is for highway</u>		
14.21	<u>bus rapid transit project development in the</u>		
14.22	<u>marked U.S. Highway 169 and marked Trunk</u>		
14.23	<u>Highway 55 corridors, including but not</u>		
14.24	<u>limited to feasibility study, predesign, design,</u>		

14.25 engineering, environmental analysis and
 14.26 remediation, and right-of-way acquisition.

14.27 **EFFECTIVE DATE.** This section is effective the day following final enactment.

14.28 Sec. 17. Laws 2023, chapter 68, article 1, section 17, subdivision 7, is amended to read:

14.29 Subd. 7. **U.S. Highway 52 box culvert underpass; Dakota County.** \$2,000,000 in
 14.30 fiscal year 2024 is appropriated from the general fund to the commissioner of transportation
 14.31 for preliminary and final design, planning, engineering, environmental analysis, acquisition
 14.32 of permanent easements and rights-of-way, and construction of a box culvert underpass ~~at~~
 14.33 or an alternative option near marked U.S. Highway 52 and Dakota County ~~Road 6~~ State-Aid
 15.1 Highway 66 near the Hmong American Farmers Association in the township of Vermillion.
 15.2 This is a onetime appropriation and is available until June 30, 2027.

15.3 **EFFECTIVE DATE.** This section is effective the day following final enactment.

15.22 Sec. 19. Laws 2023, chapter 68, article 2, section 2, subdivision 3, is amended to read:

15.23 Subd. 3. **Transportation Facilities Capital**
 15.24 **Improvements** 87,440,000

15.25 This appropriation is for capital improvements
 15.26 to Department of Transportation facilities. The
 15.27 improvements must: (1) support the
 15.28 programmatic mission of the department; (2)
 15.29 extend the useful life of existing buildings; or
 15.30 (3) renovate or construct facilities to meet the
 15.31 department's current and future operational
 15.32 needs the transportation facilities capital
 16.1 program under Minnesota Statutes, section
 16.2 174.595.

16.3 **EFFECTIVE DATE.** This section is effective the day following final enactment.

16.4 Sec. 20. Laws 2023, chapter 68, article 2, section 2, subdivision 4, is amended to read:

16.5 Subd. 4. **Trunk Highway 65; Anoka County** 68,750,000

16.6 This appropriation is for one or more grants
 16.7 to the city of Blaine, Anoka County, or both
 16.8 for the predesign, right-of-way acquisition,
 16.9 design, engineering, and construction of
 16.10 intersection improvements along Trunk
 16.11 Highway 65 at 99th Avenue Northeast; 105th
 16.12 Avenue Northeast; Anoka County State-Aid

- 16.13 Highway 12; 109th Avenue Northeast; 117th
 16.14 Avenue Northeast; and the associated frontage
 16.15 roads and backage roads within the trunk
 16.16 highway system.
- 16.17 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 16.18 Sec. 21. Laws 2023, chapter 68, article 2, section 2, subdivision 5, is amended to read:
- 16.19 Subd. 5. **U.S. Highway 10; Coon Rapids** 30,000,000
- 16.20 This appropriation is for a grant to Anoka
 16.21 County for preliminary engineering,
 16.22 environmental analysis, final design,
 16.23 right-of-way acquisition, construction, and
 16.24 construction administration of a third travel
 16.25 lane in each direction of marked U.S. Highway
 16.26 10 from east of the interchange with Hanson
 16.27 Boulevard to Round Lake Boulevard in the
 16.28 city of Coon Rapids.
- 16.29 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 17.1 Sec. 22. Laws 2023, chapter 68, article 2, section 2, subdivision 7, is amended to read:
- 17.2 Subd. 7. **U.S. Highway 169 Interchange; Scott**
 17.3 **County** 4,200,000
- 17.4 This appropriation is for a grant to Scott
 17.5 County to design and construct trunk highway
 17.6 improvements associated with an interchange
 17.7 at U.S. Highway 169, marked Trunk Highway
 17.8 282, and Scott County State-Aid Highway 9
 17.9 in the city of Jordan, including
 17.10 accommodations for bicycles and pedestrians
 17.11 and for bridge and road construction.
- 17.12 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 17.13 Sec. 23. Laws 2023, chapter 68, article 2, section 2, subdivision 9, is amended to read:
- 17.14 Subd. 9. **U.S. Highway 8; Chisago County** 42,000,000
- 17.15 This appropriation is for a grant to Chisago
 17.16 County for predesign, design, engineering,
 17.17 and reconstruction of marked U.S. Highway

17.18 8 from Karmel Avenue in Chisago City to
 17.19 marked Interstate Highway 35, including
 17.20 pedestrian and bike trails along and crossings
 17.21 of this segment of marked U.S. Highway 8.
 17.22 The reconstruction project may include
 17.23 expanding segments of marked U.S. Highway
 17.24 8 to four lanes, constructing or reconstructing
 17.25 frontage roads and backage roads, and
 17.26 realigning local roads to consolidate, remove,
 17.27 and relocate access onto and off of U.S.
 17.28 Highway 8. This appropriation is for the
 17.29 portion of the project that is eligible for use
 17.30 of proceeds of trunk highway bonds. ~~This~~
 17.31 ~~appropriation is not available until the~~
 17.32 ~~commissioner of management and budget~~
 17.33 ~~determines that sufficient resources have been~~
 18.1 ~~committed from nonstate sources to complete~~
 18.2 ~~the project.~~

18.3 **EFFECTIVE DATE.** This section is effective the day following final enactment.

8.26 Sec. 5. **APPROPRIATION; DEPARTMENT OF COMMERCE.**

8.27 \$46,000 in fiscal year 2025 is appropriated from the general fund to the commissioner
 8.28 of commerce for an environmental review conducted by the Department of Commerce
 8.29 Energy Environmental Review and Analysis unit, relating to the placement of high voltage
 8.30 transmission lines along trunk highway rights-of-way.

8.31 Sec. 6. **APPROPRIATION; DEPARTMENT OF TRANSPORTATION.**

8.32 \$15,560,000 in fiscal year 2024 is appropriated from the general fund to the commissioner
 8.33 of transportation for trunk highway and local road projects, which may include but are not
 9.1 limited to feasibility and corridor studies, project development, predesign, preliminary and
 9.2 final design, engineering, environmental analysis and mitigation, right-of-way acquisition,
 9.3 construction, and associated infrastructure improvements. This appropriation is available
 9.4 for grants to local units of government. The commissioner may establish that a grant under
 9.5 this section does not require a nonstate contribution. This is a onetime appropriation and is
 9.6 available until June 30, 2029.

9.7 **EFFECTIVE DATE.** This section is effective the day following final enactment.

- 10.31 **Sec. 6. APPROPRIATION CANCELLATION.**
- 10.32 \$8,000,000 of the appropriation in fiscal year 2024 from the general fund for
- 10.33 Infrastructure Investment and Jobs Act (IIJA) discretionary matches under Laws 2023,
- 11.1 chapter 68, article 1, section 2, subdivision 5, paragraph (a), is canceled to the general fund
- 11.2 on June 29, 2024.
- 11.3 **EFFECTIVE DATE.** This section is effective the day following final enactment.

- 9.8 **Sec. 7. APPROPRIATION CANCELLATIONS; DEPARTMENT OF**
- 9.9 **TRANSPORTATION.**
- 9.10 (a) \$24,800,000 of the appropriation in fiscal year 2024 from the general fund for
- 9.11 Infrastructure Investment and Jobs Act (IIJA) discretionary matches under Laws 2023,
- 9.12 chapter 68, article 1, section 2, subdivision 5, paragraph (a), is canceled to the general fund.
- 9.13 (b) \$15,560,000 of the appropriation in fiscal year 2022 for trunk highway corridor
- 9.14 studies and local road grants under Laws 2021, First Special Session chapter 5, article 1,
- 9.15 section 6, is canceled to the general fund.
- 9.16 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 9.17 **Sec. 8. APPROPRIATION; DYNAMIC TRANSPORTATION OPTIONS STUDY.**
- 9.18 \$300,000 in fiscal year 2025 is appropriated from the general fund to the commissioner
- 9.19 of transportation to conduct the dynamic transportation options study specified in article 2,
- 9.20 section 132. This is a onetime appropriation and is available until June 30, 2026.
- 9.21 **Sec. 9. APPROPRIATIONS; INTRA-AGENCY TRANSFER.**
- 9.22 (a) The commissioner of management and budget must consult with the commissioner
- 9.23 of transportation and the chair of the Metropolitan Council to identify the amounts of existing
- 9.24 appropriations to the Metropolitan Council from the general fund and other state sources
- 9.25 for the purposes of article 2, sections 83 and 108 to 115.
- 9.26 (b) The commissioner of management and budget must transfer the amounts identified
- 9.27 under paragraph (a) from the chair to the commissioner of transportation for the same
- 9.28 purposes.
- 9.29 (c) Within ten days of any transfers under paragraph (b), the commissioner of
- 9.30 management and budget must report the amounts to chairs and ranking minority members
- 9.31 of the legislative committees with jurisdiction over transportation policy and finance.
- 10.1 **Sec. 10. APPROPRIATION; OTHER ROADWAY SYSTEM.**
- 10.2 (a) \$4,000,000 in fiscal year 2025 is appropriated from the general fund to the
- 10.3 commissioner of transportation for a grant to a political subdivision that (1) has a directly
- 10.4 elected governing board, (2) is contained within a city of the first class, and (3) maintains
- 10.5 sole jurisdiction over a roadway system within the city. This appropriation is for the design,
- 10.6 engineering, construction, and reconstruction of roads on the roadway system. This is a
- 10.7 onetime appropriation and is available until June 30, 2027.
- 10.8 (b) Notwithstanding Minnesota Statutes, section 16B.98, subdivision 14, the
- 10.9 commissioner must not use any amount of this appropriation for administrative costs.

10.10 Sec. 11. **APPROPRIATION; TRUNK HIGHWAY 7 TRANSPORTATION**
10.11 **MANAGEMENT ORGANIZATION.**

10.12 \$200,000 in fiscal year 2025 is appropriated from the general fund to the commissioner
10.13 of transportation for a grant to the city of Shorewood to develop a transportation management
10.14 organization along the marked Trunk Highway 7 corridor from the western border of
10.15 Hennepin County to Interstate Highway 494. Money under this section is available for
10.16 developing a comprehensive study and financial plan for a transportation management
10.17 organization in the cities and school districts along this corridor and connecting roadways.
10.18 The study must assess how the transportation management organization can develop resources
10.19 to meet the corridor's growing and changing transportation needs and prioritize
10.20 transportation-related challenges that affect vehicle, pedestrian, and bicycle safety; the
10.21 region's workforce; access to health care and schools; and quality of life. This is a onetime
10.22 appropriation. Notwithstanding Minnesota Statutes, section 16B.98, subdivision 14, the
10.23 commissioner must not use any amount of this appropriation for administrative costs.

10.24 Sec. 12. **APPROPRIATION; TRUNK HIGHWAY 55.**

10.25 \$2,000,000 in fiscal year 2025 is appropriated from the trunk highway fund to the
10.26 commissioner of transportation for an updated environmental impact statement relating to
10.27 the reconstruction of marked Trunk Highway 55 from Hennepin County State-Aid Highway
10.28 19, north of the city of Loretto to Hennepin County Road 118 near the city of Medina. This
10.29 is a onetime appropriation and is available until June 30, 2026.

10.30 Sec. 13. **APPROPRIATION; UNIVERSITY OF MINNESOTA.**

10.31 \$350,000 in fiscal year 2025 is appropriated from the general fund to the Board of
10.32 Regents of the University of Minnesota for the Center for Transportation Studies to conduct
11.1 the study and produce the report on a clean transportation standard in Minnesota, as required
11.2 under article 2, section 137. This is a onetime appropriation and is available until June 30,
11.3 2026.

18.4 **ARTICLE 2**

18.5 **TRANSPORTATION FINANCE POLICY**

11.4 **ARTICLE 2**

11.5 **TRANSPORTATION FINANCE**

11.6 Section 1. Minnesota Statutes 2022, section 13.6905, is amended by adding a subdivision
11.7 to read:

11.8 Subd. 38. Intensive testing program data. Data on participants in the intensive testing
11.9 program are governed by section 171.307, subdivision 7.

11.10 EFFECTIVE DATE. This section is effective August 1, 2024.

- 18.6 Section 1. Minnesota Statutes 2022, section 13.6905, is amended by adding a subdivision
 18.7 to read:
- 18.8 Subd. 39. **Traffic safety camera data.** Data related to traffic safety cameras are governed
 18.9 by section 169.147, subdivisions 14 to 16.
- 18.10 Sec. 2. Minnesota Statutes 2022, section 13.824, subdivision 1, is amended to read:
- 18.11 Subdivision 1. **Definition Definitions.** As used in (a) For purposes of this section, the
 18.12 following terms have the meanings given.
- 18.13 (b) "Automated license plate reader" means an electronic device mounted on a law
 18.14 enforcement vehicle or positioned in a stationary location that is capable of recording data
 18.15 on, or taking a photograph of, a vehicle or its license plate and comparing the collected data
 18.16 and photographs to existing law enforcement databases for investigative purposes. Automated
 18.17 license plate reader includes a device that is owned or operated by a person who is not a
 18.18 government entity to the extent that data collected by the reader are shared with a law
 18.19 enforcement agency. Automated license plate reader does not include a traffic safety camera
 18.20 system.
- 18.21 (c) "Traffic safety camera system" has the meaning given in section 169.011, subdivision
 18.22 85a.
- 18.23 Sec. 3. Minnesota Statutes 2022, section 13.824, is amended by adding a subdivision to
 18.24 read:
- 18.25 Subd. 2a. **Limitations; certain camera systems.** A person must not use a traffic safety
 18.26 camera system for purposes of this section.
- 18.27 Sec. 4. Minnesota Statutes 2023 Supplement, section 123B.935, subdivision 1, is amended
 18.28 to read:
- 18.29 Subdivision 1. **Training required.** (a) Each district must provide public school pupils
 18.30 enrolled in kindergarten through grade 3 with age-appropriate active transportation safety
 19.1 training. At a minimum, the training must include pedestrian safety, including crossing
 19.2 roads.
- 19.3 (b) Each district must provide public school pupils enrolled in grades 4 through 8 with
 19.4 age-appropriate active transportation safety training. At a minimum, the training must
 19.5 include:
- 19.6 (1) pedestrian safety, including crossing roads safely using the searching left, right, left
 19.7 for vehicles in traffic technique; and
- 19.8 (2) bicycle safety, including relevant traffic laws, use and proper fit of protective
 19.9 headgear, bicycle parts and safety features, and safe biking techniques; and

- 19.10 (3) electric-assisted bicycle safety, including that a person under the age of 15 is not
19.11 allowed to operate an electric-assisted bicycle.
- 19.12 (c) A nonpublic school may provide nonpublic school pupils enrolled in kindergarten
19.13 through grade 8 with training as specified in paragraphs (a) and (b).
- 19.14 Sec. 5. Minnesota Statutes 2022, section 134A.09, subdivision 2a, is amended to read:
- 19.15 Subd. 2a. **Petty misdemeanor cases and criminal convictions; fee assessment.** (a) In
19.16 Hennepin County and Ramsey County, the district court administrator or a designee may,
19.17 upon the recommendation of the board of trustees and by standing order of the judges of
19.18 the district court, include in the costs or disbursements assessed against a defendant convicted
19.19 in the district court of the violation of a statute or municipal ordinance, a county law library
19.20 fee. This fee may be collected in all petty misdemeanor cases and criminal prosecutions in
19.21 which, upon conviction, the defendant may be subject to the payment of the costs or
19.22 disbursements in addition to a fine or other penalty. When a defendant is convicted of more
19.23 than one offense in a case, the county law library fee shall be imposed only once in that
19.24 case.
- 19.25 (b) The law library fee does not apply to a citation issued pursuant to sections 169.06,
19.26 subdivision 10, and 169.14, subdivision 13.
- 19.27 **EFFECTIVE DATE.** This section is effective August 1, 2025.
- 19.28 Sec. 6. Minnesota Statutes 2022, section 134A.10, subdivision 3, is amended to read:
- 19.29 Subd. 3. **Petty misdemeanor cases and criminal convictions; fee assessment.** (a) The
19.30 judge of district court may, upon the recommendation of the board of trustees and by standing
19.31 order, include in the costs or disbursements assessed against a defendant convicted in the
20.1 district court of the violation of any statute or municipal ordinance, in all petty misdemeanor
20.2 cases and criminal prosecutions in which, upon conviction, the defendant may be subject
20.3 to the payment of the costs or disbursements in addition to a fine or other penalty a county
20.4 law library fee. When a defendant is convicted of more than one offense in a case, the county
20.5 law library fee shall be imposed only once in that case. The item of costs or disbursements
20.6 may not be assessed for any offense committed prior to the establishment of the county law
20.7 library.
- 20.8 (b) The law library fee does not apply to citations issued pursuant to sections 169.06,
20.9 subdivision 10, and 169.14, subdivision 13.
- 20.10 **EFFECTIVE DATE.** This section is effective August 1, 2025.
- 20.11 Sec. 7. Minnesota Statutes 2022, section 161.089, is amended to read:
- 20.12 **161.089 REPORT ON DEDICATED FUND EXPENDITURES.**
- 20.13 By January 15 of each odd-numbered year, the commissioners of transportation and
20.14 public safety, in consultation with the commissioner of management and budget, must jointly

- 11.11 Sec. 2. **[161.1258] RUMBLE STRIPS.**
- 11.12 (a) The commissioner must maintain transverse rumble strips in association with each
- 11.13 stop sign that is located (1) on a trunk highway segment with a speed limit of at least 55
- 11.14 miles per hour, and (2) outside the limits of a statutory or home rule charter city.
- 11.15 (b) The commissioner must meet the requirements under paragraph (a) at each applicable
- 11.16 location by the earlier of August 1, 2034, or the date of substantial completion of any
- 11.17 construction, resurfacing, or reconditioning at the location.
- 11.18 Sec. 3. Minnesota Statutes 2022, section 161.14, is amended by adding a subdivision to
- 11.19 read:
- 11.20 Subd. 105. **Mayor Dave Smiglewski Memorial Bridge.** The bridge on marked U.S.
- 11.21 Highway 212 over the Minnesota River in the city of Granite Falls is designated as "Mayor
- 11.22 Dave Smiglewski Memorial Bridge." Subject to section 161.139, the commissioner must
- 11.23 adopt a suitable design to mark the bridge and erect appropriate signs.
- 11.24 Sec. 4. Minnesota Statutes 2022, section 161.14, is amended by adding a subdivision to
- 11.25 read:
- 11.26 Subd. 106. **Gopher Gunners Memorial Bridge.** (a) The bridge on marked Trunk
- 11.27 Highway 55 and marked Trunk Highway 62 over the Minnesota River, commonly known
- 11.28 as the Mendota Bridge, is designated as "Gopher Gunners Memorial Bridge."
- 11.29 Notwithstanding section 161.139, the commissioner must adopt a suitable design to mark
- 11.30 this bridge and erect appropriate signs.
- 12.1 (b) The adjutant general of the Department of Military Affairs must reimburse the
- 12.2 commissioner of transportation for costs incurred under this subdivision.

- 20.15 submit a report to the chairs and ranking minority members of the legislative committees
- 20.16 with jurisdiction over transportation finance. The report must:
- 20.17 (1) list detailed expenditures and transfers from the trunk highway fund and highway
- 20.18 user tax distribution fund for the previous two fiscal years and must include information on
- 20.19 the purpose of each expenditure. The report must:
- 20.20 (2) include a separate section that lists detailed expenditures and transfers from the trunk
- 20.21 highway fund and highway user tax distribution fund for cybersecurity; and
- 20.22 (3) include for each expenditure from the trunk highway fund an estimate of the
- 20.23 percentage of activities performed or purchases made with that expenditure that are not for
- 20.24 trunk highway purposes.

12.3 Sec. 5. Minnesota Statutes 2023 Supplement, section 161.178, is amended to read:

12.4 **161.178 TRANSPORTATION GREENHOUSE GAS EMISSIONS IMPACT**

12.5 **ASSESSMENT.**

12.6 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have

12.7 the meanings given.

12.8 (b) "Applicable entity" means the commissioner with respect to a ~~capacity expansion~~

12.9 project or portfolio for inclusion in the state transportation improvement program or a

12.10 metropolitan planning organization with respect to a ~~capacity expansion~~ project or portfolio

12.11 for inclusion in the appropriate metropolitan transportation improvement program.

12.12 (c) "Assessment" means the ~~capacity expansion~~ impact assessment under this section.

12.13 (d) "Capacity expansion project" means a project for trunk highway construction or

12.14 reconstruction that:

12.15 (1) is a major highway project, as defined in section 174.56, subdivision 1, paragraph

12.16 (b); and

12.17 (2) adds highway traffic capacity or provides for grade separation of motor vehicle traffic

12.18 at an intersection, excluding auxiliary lanes with a length of less than 2,500 feet.

12.19 (e) "Greenhouse gas emissions" includes those emissions described in section 216H.01,

12.20 subdivision 2.

12.21 Subd. 2. **Project or portfolio assessment.** (a) Prior to inclusion of a ~~capacity expansion~~

12.22 project or portfolio in the state transportation improvement program or in a metropolitan

12.23 transportation improvement program, the applicable entity must perform a ~~capacity expansion~~

12.24 an impact assessment of the project or portfolio. Following the assessment, the applicable

12.25 entity must determine if the project ~~conforms~~ or portfolio is proportionally in conformance

12.26 with:

12.27 (1) the greenhouse gas emissions reduction targets under section 174.01, subdivision 3;

12.28 and

12.29 (2) the vehicle miles traveled reduction targets established in the statewide multimodal

12.30 transportation plan under section 174.03, subdivision 1a.

13.1 (b) If the applicable entity determines that the ~~capacity expansion~~ project or portfolio is

13.2 not in conformance with paragraph (a), the applicable entity must:

13.3 (1) alter the scope or design of the project or any number of projects, remove one or

13.4 more projects from the portfolio, or undertake a combination, and subsequently perform a

13.5 revised assessment that meets the requirements under this section;

13.6 (2) interlink sufficient impact mitigation as provided in subdivision 4; or

20.25 Sec. 8. Minnesota Statutes 2023 Supplement, section 161.178, is amended to read:

20.26 **161.178 TRANSPORTATION GREENHOUSE GAS EMISSIONS IMPACT**

20.27 **ASSESSMENT.**

20.28 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have

20.29 the meanings given.

20.30 (b) "Applicable entity" means the commissioner with respect to a ~~capacity expansion~~

20.31 project or portfolio for inclusion in the state transportation improvement program or a

21.1 metropolitan planning organization with respect to a ~~capacity expansion~~ project or portfolio

21.2 for inclusion in the appropriate metropolitan transportation improvement program.

21.3 (c) "Assessment" means the ~~capacity expansion~~ impact assessment under this section.

21.4 (d) "Capacity expansion project" means a project for trunk highway construction or

21.5 reconstruction that:

21.6 (1) is a major highway project, as defined in section 174.56, subdivision 1, paragraph

21.7 (b); and

21.8 (2) adds highway traffic capacity or provides for grade separation of motor vehicle traffic

21.9 at an intersection, excluding auxiliary lanes with a length of less than 2,500 feet.

21.10 (e) "Greenhouse gas emissions" includes those emissions described in section 216H.01,

21.11 subdivision 2.

21.12 Subd. 2. **Project or portfolio assessment.** (a) Prior to inclusion of a ~~capacity expansion~~

21.13 project or portfolio in the state transportation improvement program or in a metropolitan

21.14 transportation improvement program, the applicable entity must perform a ~~capacity expansion~~

21.15 an impact assessment of the project or portfolio. Following the assessment, the applicable

21.16 entity must determine if the project ~~conforms~~ or portfolio is proportionally in conformance

21.17 with:

21.18 (1) the greenhouse gas emissions reduction targets under section 174.01, subdivision 3;

21.19 and

21.20 (2) the vehicle miles traveled reduction targets established in the statewide multimodal

21.21 transportation plan under section 174.03, subdivision 1a.

21.22 (b) If the applicable entity determines that the ~~capacity expansion~~ project or portfolio is

21.23 not in conformance with paragraph (a), the applicable entity must:

21.24 (1) alter the scope or design of the project or any number of projects, add or remove one

21.25 or more projects from the portfolio, or undertake a combination, and subsequently perform

21.26 a revised assessment that meets the requirements under this section;

21.27 (2) interlink sufficient impact mitigation as provided in subdivision 4; or

13.7 (3) halt project development and disallow inclusion of the project or portfolio in the
 13.8 appropriate transportation improvement program.

13.9 **Subd. 2a. Applicable projects.** (a) For purposes of this section:

13.10 (1) prior to the date established under paragraph (b), a project or portfolio is a capacity
 13.11 expansion project; and

13.12 (2) on and after the date established under paragraph (b), a project or portfolio is a
 13.13 capacity expansion project or a collection of trunk highway and multimodal projects for a
 13.14 fiscal year and specific region.

13.15 (b) The commissioner must establish a date to implement impact assessments on the
 13.16 basis of assessing a portfolio or program of projects instead of on a project-by-project basis.
 13.17 The date must be:

13.18 (1) August 1, 2027, which applies to projects that first enter the appropriate transportation
 13.19 improvement program for fiscal year 2031 or a subsequent year; or

13.20 (2) as established by the commissioner, if the commissioner:

13.21 (i) consults with metropolitan planning organizations;

13.22 (ii) prioritizes and makes reasonable efforts to meet the date under clause (1) or an earlier
 13.23 date;

13.24 (iii) determines that the date established under this clause is the earliest practicable in
 13.25 which the necessary models and tools are sufficient for analysis under this section; and

13.26 (iv) submits a notice to the chairs and ranking minority members of the legislative
 13.27 committees and divisions with jurisdiction over transportation finance and policy, which
 13.28 must identify the date established and summarize the efforts under item (ii) and the
 13.29 determination under item (iii).

13.30 **Subd. 3. Assessment requirements.** (a) The commissioner must establish a process to
 13.31 ~~perform capacity expansion impact assessments. An assessment must provide for the~~
 14.1 ~~determination under subdivision 2; implement the requirements under this section, which~~
 14.2 ~~includes:~~

14.3 (1) any necessary policies, procedures, manuals, and technical specifications;

14.4 (2) procedures to perform an impact assessment that provide for the determination under
 14.5 subdivision 2;

14.6 (3) in consultation with the technical advisory committee under section 161.1782, criteria
 14.7 for identification of a capacity expansion project; and

21.28 (3) halt project development and disallow inclusion of the project or portfolio in the
 21.29 appropriate transportation improvement program.

21.30 **Subd. 2a. Applicable projects.** (a) For purposes of this section:

22.1 (1) prior to the date established under paragraph (b), a project or portfolio is a capacity
 22.2 expansion project; and

22.3 (2) on and after the date established under paragraph (b), a project or portfolio is a
 22.4 capacity expansion project or a collection of trunk highway and multimodal projects for a
 22.5 fiscal year and specific region.

22.6 (b) The commissioner must establish a date to implement impact assessments on the
 22.7 basis of assessing a portfolio or program of projects instead of on a project-by-project basis.
 22.8 The date must be:

22.9 (1) August 1, 2027, which applies to projects that first enter the appropriate transportation
 22.10 improvement program for fiscal year 2031 or a subsequent year; or

22.11 (2) as established by the commissioner, if the commissioner:

22.12 (i) consults with metropolitan planning organizations;

22.13 (ii) prioritizes and makes reasonable efforts to meet the date under clause (1) or an earlier
 22.14 date;

22.15 (iii) determines that the date established under this clause is the earliest practicable in
 22.16 which the necessary models and tools are sufficient for analysis under this section; and

22.17 (iv) submits a notice to the chairs and ranking minority members of the legislative
 22.18 committees and divisions with jurisdiction over transportation finance and policy that must
 22.19 identify the date established and summarize the efforts under item (ii) and the determination
 22.20 under item (iii).

22.21 **Subd. 3. Assessment requirements.** (a) The commissioner must establish a process to
 22.22 ~~perform capacity expansion impact assessments. An assessment must provide for the~~
 22.23 ~~determination under subdivision 2; implement the requirements under this section that~~
 22.24 ~~includes:~~

22.25 (1) any necessary policies, procedures, manuals, and technical specifications;

22.26 (2) procedures to perform an impact assessment that provide for the determination under
 22.27 subdivision 2;

22.28 (3) in consultation with the technical advisory committee under section 161.1782, criteria
 22.29 for identification of a capacity expansion project; and

- 14.8 (4) related data reporting from local units of government on local multimodal
 14.9 transportation systems and local project impacts on greenhouse gas emissions and vehicle
 14.10 miles traveled.
- 14.11 (b) Analysis under an assessment must include but is not limited to estimates resulting
 14.12 from ~~the~~ a project or portfolio for the following:
- 14.13 (1) greenhouse gas emissions over a period of 20 years; ~~and~~
 14.14 (2) a net change in vehicle miles traveled for the affected network; ~~and~~
 14.15 (3) impacts to trunk highways and related impacts to local road systems, on a local,
 14.16 regional, or statewide basis, as appropriate.
- 14.17 Subd. 4. **Impact mitigation; interlinking.** (a) To provide for impact mitigation, the
 14.18 applicable entity must interlink the ~~capacity expansion~~ project or portfolio as provided in
 14.19 this subdivision.
- 14.20 (b) Impact mitigation is sufficient under subdivision 2, paragraph (b), if the ~~capacity~~
 14.21 ~~expansion~~ project or portfolio is interlinked to ~~mitigation~~ offset actions such that the total
 14.22 greenhouse gas emissions reduction from the ~~mitigation~~ offset actions, after accounting for
 14.23 the greenhouse gas emissions otherwise resulting from the ~~capacity expansion~~ project or
 14.24 portfolio, is consistent with meeting the targets specified under subdivision 2, paragraph
 14.25 (a). Each comparison under this paragraph must be performed over equal comparison periods.
- 14.26 (c) ~~A mitigation~~ An offset action consists of a project, program, ~~or~~ operations
 14.27 modification, or mitigation plan in one or more of the following areas:
- 14.28 (1) transit expansion, including but not limited to regular route bus, arterial bus rapid
 14.29 transit, highway bus rapid transit, rail transit, and intercity passenger rail;
- 14.30 (2) transit service improvements, including but not limited to increased service level,
 14.31 transit fare reduction, and transit priority treatments;
- 15.1 (3) active transportation infrastructure;
- 15.2 (4) micromobility infrastructure and service, including but not limited to shared vehicle
 15.3 services;
- 15.4 (5) transportation demand management, including but not limited to vanpool and shared
 15.5 vehicle programs, remote work, and broadband access expansion;
- 15.6 (6) parking management, including but not limited to parking requirements reduction
 15.7 or elimination and parking cost adjustments;
- 15.8 (7) land use, including but not limited to residential and other density increases, mixed-use
 15.9 development, and transit-oriented development;

- 22.30 (4) related data reporting from local units of government on local multimodal
 22.31 transportation systems and local project impacts on greenhouse gas emissions and vehicle
 22.32 miles traveled.
- 23.1 (b) Analysis under an assessment must include but is not limited to estimates resulting
 23.2 from ~~the~~ a project or portfolio for the following:
- 23.3 (1) greenhouse gas emissions over a period of 20 years; ~~and~~
 23.4 (2) a net change in vehicle miles traveled for the affected network; ~~and~~
 23.5 (3) impacts to trunk highways and related impacts to local road systems, on a local,
 23.6 regional, or statewide basis, as appropriate.
- 23.7 Subd. 4. **Impact mitigation; interlinking.** (a) To provide for impact mitigation, the
 23.8 applicable entity must interlink the ~~capacity expansion~~ project or portfolio as provided in
 23.9 this subdivision.
- 23.10 (b) Impact mitigation is sufficient under subdivision 2, paragraph (b), if the ~~capacity~~
 23.11 ~~expansion~~ project or portfolio is interlinked to ~~mitigation~~ offset actions such that the total
 23.12 greenhouse gas emissions reduction from the ~~mitigation~~ offset actions, after accounting for
 23.13 the greenhouse gas emissions otherwise resulting from the ~~capacity expansion~~ project or
 23.14 portfolio, is consistent with meeting the targets specified under subdivision 2, paragraph
 23.15 (a). Each comparison under this paragraph must be performed over equal comparison periods.
- 23.16 (c) ~~A mitigation~~ An offset action consists of a project, program, ~~or~~ operations
 23.17 modification, or mitigation plan in one or more of the following areas:
- 23.18 (1) transit expansion, including but not limited to regular route bus, arterial bus rapid
 23.19 transit, highway bus rapid transit, rail transit, and intercity passenger rail;
- 23.20 (2) transit service improvements, including but not limited to increased service level,
 23.21 transit fare reduction, and transit priority treatments;
- 23.22 (3) active transportation infrastructure;
- 23.23 (4) micromobility infrastructure and service, including but not limited to shared vehicle
 23.24 services;
- 23.25 (5) transportation demand management, including but not limited to vanpool and shared
 23.26 vehicle programs, remote work, and broadband access expansion;
- 23.27 (6) parking management, including but not limited to parking requirements reduction
 23.28 or elimination and parking cost adjustments;
- 23.29 (7) land use, including but not limited to residential and other density increases, mixed-use
 23.30 development, and transit-oriented development;

- 15.10 (8) infrastructure improvements related to traffic operations, including but not limited
 15.11 to roundabouts and reduced conflict intersections; ~~and~~
- 15.12 (9) natural systems, including but not limited to prairie restoration, reforestation, and
 15.13 urban green space; and
- 15.14 (10) as specified by the commissioner in the manner provided under paragraph (c).
- 15.15 (d) ~~A mitigation~~ An offset action may be identified as interlinked to the ~~capacity~~
 15.16 ~~expansion~~ project or portfolio if:
- 15.17 (1) there is a specified project, program, ~~or~~ modification, or mitigation plan;
- 15.18 (2) the necessary funding sources are identified and sufficient amounts are committed;
- 15.19 (3) the mitigation is localized as provided in subdivision 5; and
- 15.20 (4) procedures are established to ensure that the mitigation action remains in substantially
 15.21 the same form or a revised form that continues to meet the calculation under paragraph (b).
- 15.22 (e) The commissioner may authorize additional offset actions under paragraph (c) if:
- 15.23 (1) the offset action is reviewed and recommended by the technical advisory committee
 15.24 under section 161.1782; and
- 15.25 (2) the commissioner determines that the offset action is directly related to reduction in
 15.26 the transportation sector of greenhouse gas emissions or vehicle miles traveled.
- 15.27 Subd. 5. **Impact mitigation; localization.** (a) ~~A mitigation~~ An offset action under
 15.28 subdivision 4 must be localized in the following priority order:
- 15.29 (1) if the offset action is for one project, within or associated with at least one of the
 15.30 communities impacted by the ~~capacity expansion~~ project;
- 16.1 (2) if clause (1) does not apply or there is not a reasonably feasible location under clause
 16.2 (1), in areas of persistent poverty or historically disadvantaged communities, as measured
 16.3 and defined in federal law, guidance, and notices of funding opportunity;
- 16.4 (3) if there is not a reasonably feasible location under clauses (1) and (2), in the region
 16.5 of the ~~capacity expansion~~ project or portfolio; or
- 16.6 (4) if there is not a reasonably feasible location under clauses (1) to (3), on a statewide
 16.7 basis.
- 16.8 (b) The applicable entity must include an explanation regarding the feasibility and
 16.9 rationale for each mitigation action located under paragraph (a), clauses (2) to (4).
- 16.10 Subd. 6. **Public information.** The commissioner must publish information regarding
 16.11 ~~capacity expansion~~ impact assessments on the department's website. The information must
 16.12 include:

- 24.1 (8) infrastructure improvements related to traffic operations, including but not limited
 24.2 to roundabouts and reduced conflict intersections; ~~and~~
- 24.3 (9) natural systems, including but not limited to prairie restoration, reforestation, and
 24.4 urban green space; and
- 24.5 (10) as specified by the commissioner in the manner provided under paragraph (c).
- 24.6 (d) ~~A mitigation~~ An offset action may be identified as interlinked to the ~~capacity~~
 24.7 ~~expansion~~ project or portfolio if:
- 24.8 (1) there is a specified project, program, ~~or~~ modification, or mitigation plan;
- 24.9 (2) the necessary funding sources are identified and sufficient amounts are committed;
- 24.10 (3) the mitigation is localized as provided in subdivision 5; and
- 24.11 (4) procedures are established to ensure that the mitigation action remains in substantially
 24.12 the same form or a revised form that continues to meet the calculation under paragraph (b).
- 24.13 (e) The commissioner may authorize additional offset actions under paragraph (c) if:
- 24.14 (1) the offset action is reviewed and recommended by the technical advisory committee
 24.15 under section 161.1782; and
- 24.16 (2) the commissioner determines that the offset action is directly related to reduction in
 24.17 the transportation sector of greenhouse gas emissions or vehicle miles traveled.
- 24.18 Subd. 5. **Impact mitigation; localization.** (a) ~~A mitigation~~ An offset action under
 24.19 subdivision 4 must be localized in the following priority order:
- 24.20 (1) if the offset action is for one project, within or associated with at least one of the
 24.21 communities impacted by the ~~capacity expansion~~ project;
- 24.22 (2) if clause (1) does not apply or there is not a reasonably feasible location under clause
 24.23 (1), in areas of persistent poverty or historically disadvantaged communities, as measured
 24.24 and defined in federal law, guidance, and notices of funding opportunity;
- 24.25 (3) if there is not a reasonably feasible location under clauses (1) and (2), in the region
 24.26 of the ~~capacity expansion~~ project or portfolio; or
- 24.27 (4) if there is not a reasonably feasible location under clauses (1) to (3), on a statewide
 24.28 basis.
- 24.29 (b) The applicable entity must include an explanation regarding the feasibility and
 24.30 rationale for each mitigation action located under paragraph (a), clauses (2) to (4).
- 25.1 Subd. 6. **Public information.** The commissioner must publish information regarding
 25.2 ~~capacity expansion~~ impact assessments on the department's website. The information must
 25.3 include:

16.13 (1) for each project evaluated separately under this section, identification of ~~capacity~~
 16.14 ~~expansion projects the project; and~~

16.15 (2) for each project evaluated separately, a summary that includes an overview of the
 16.16 ~~expansion impact~~ assessment, the impact determination by the commissioner, and project
 16.17 disposition, including a review of any ~~mitigation~~ offset actions-;

16.18 (3) for each portfolio of projects, an overview of the projects, the impact determination
 16.19 by the commissioner, and a summary of any offset actions;

16.20 (4) a review of any interpretation of or additions to offset actions under subdivision 4;

16.21 (5) identification of the date established by the commissioner under subdivision 2a,
 16.22 paragraph (b); and

16.23 (6) a summary of the activities of the technical advisory committee under section
 16.24 161.1782, including but not limited to any findings or recommendations made by the advisory
 16.25 committee.

16.26 Subd. 7. **Safety and well-being.** The requirements of this section are in addition to and
 16.27 must not supplant the safety and well-being goals established under section 174.01,
 16.28 subdivision 2, clauses (1) and (2).

25.4 (1) for each project evaluated separately under this section, identification of ~~capacity~~
 25.5 ~~expansion projects the project; and~~

25.6 (2) for each project evaluated separately, a summary that includes an overview of the
 25.7 ~~expansion impact~~ assessment, the impact determination by the commissioner, and project
 25.8 disposition, including a review of any ~~mitigation~~ offset actions-;

25.9 (3) for each portfolio of projects, an overview of the projects, the impact determination
 25.10 by the commissioner, and a summary of any offset actions;

25.11 (4) a review of any interpretation of or additions to offset actions under subdivision 4;

25.12 (5) identification of the date established by the commissioner under subdivision 2a,
 25.13 paragraph (b);

25.14 (6) identification of any exemptions provided under subdivision 7, paragraph (b); and

25.15 (7) a summary of the activities of the technical advisory committee under section
 25.16 161.1782, including but not limited to any findings or recommendations made by the advisory
 25.17 committee.

25.18 Subd. 7. **Safety and well-being.** (a) The requirements of this section are in addition to
 25.19 and must not supplant the safety and well-being goals established under section 174.01,
 25.20 subdivision 2, clauses (1) and (2).

25.21 (b) The commissioner may exempt a project from the requirements under this section
 25.22 if the commissioner determines the project will result in a reduction in fatal and serious
 25.23 injuries and:

25.24 (1) the project is at an intersection or segment with a fatal and serious injury critical
 25.25 crash index rate of 1.5 or greater over the last five years; or

25.26 (2) the project is identified as a traffic safety priority with a high number of fatalities or
 25.27 serious injuries by the Metropolitan Council and Department of Transportation's principal
 25.28 arterial intersection conversion study or similar study.

25.29 (c) If the commissioner exempts a project under the conditions specified in paragraph
 25.30 (b), the reasons must be submitted to the chairs and ranking minority members of the
 25.31 legislative committees with jurisdiction over transportation within 90 days of the
 25.32 commissioner's decision.

26.1 Subd. 8. **Transportation impact assessment and mitigation account.** A transportation
 26.2 impact assessment and mitigation account is established in the special revenue fund. The
 26.3 account consists of funds provided by law and any other money donated, allotted, transferred,
 26.4 or otherwise provided to the account. Money in the account is annually appropriated to the
 26.5 commissioner and must only be expended on activities described or required under this
 26.6 section.

16.29 **EFFECTIVE DATE.** This section is effective February 1, 2025. This section does not
 16.30 apply to a capacity expansion project that was either included in the state transportation
 16.31 improvement program or has been submitted for approval of the geometric layout before
 16.32 February 1, 2025.

17.1 Sec. 6. **[161.1782] TRANSPORTATION IMPACT ASSESSMENT; TECHNICAL**
 17.2 **ADVISORY COMMITTEE.**

17.3 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
 17.4 the meanings given.

17.5 (b) "Advisory committee" means the technical advisory committee established in this
 17.6 section.

17.7 (c) "Project or portfolio" is as provided in section 161.178.

17.8 Subd. 2. **Establishment.** The commissioner must establish a technical advisory committee
 17.9 to assist in implementation review related to the requirements under section 161.178.

17.10 Subd. 3. **Membership; appointments.** The advisory committee is composed of the
 17.11 following members:

17.12 (1) one member from the Department of Transportation, appointed by the commissioner
 17.13 of transportation;

17.14 (2) one member from the Pollution Control Agency, appointed by the commissioner of
 17.15 the Pollution Control Agency;

17.16 (3) one member from the Metropolitan Council, appointed by the chair of the
 17.17 Metropolitan Council;

17.18 (4) one member from the Center for Transportation Studies, appointed by the president
 17.19 of the University of Minnesota;

17.20 (5) one member representing metropolitan planning organizations outside the metropolitan
 17.21 area, as defined in section 473.121, subdivision 2, appointed by the Association of
 17.22 Metropolitan Planning Organizations; and

17.23 (6) up to four members who are not employees of the state, with no more than two who
 17.24 are employees of a political subdivision, appointed by the commissioner of transportation.

17.25 Subd. 4. **Membership; requirements.** (a) To be eligible for appointment to the advisory
 17.26 committee, an individual must have experience or expertise sufficient to provide assistance

26.7 **EFFECTIVE DATE.** This section is effective February 1, 2025, except that subdivision
 26.8 8 is effective July 1, 2024. This section does not apply to a capacity expansion project that
 26.9 was either included in the state transportation improvement program or has been submitted
 26.10 for approval of the geometric layout before February 1, 2025.

26.11 Sec. 9. **[161.1782] TRANSPORTATION IMPACT ASSESSMENT; TECHNICAL**
 26.12 **ADVISORY COMMITTEE.**

26.13 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
 26.14 the meanings given.

26.15 (b) "Advisory committee" means the technical advisory committee established in this
 26.16 section.

26.17 (c) "Project or portfolio" is as provided in section 161.178.

26.18 Subd. 2. **Establishment.** The commissioner must establish a technical advisory committee
 26.19 to assist in implementation review related to the requirements under section 161.178.

26.20 Subd. 3. **Membership; appointments.** The advisory committee is composed of the
 26.21 following members:

26.22 (1) one member from the Department of Transportation, appointed by the commissioner
 26.23 of transportation;

26.24 (2) one member from the Pollution Control Agency, appointed by the commissioner of
 26.25 the Pollution Control Agency;

26.26 (3) one member from the Metropolitan Council, appointed by the chair of the
 26.27 Metropolitan Council;

26.28 (4) one member from the Center for Transportation Studies, appointed by the president
 26.29 of the University of Minnesota;

26.30 (5) one member representing metropolitan planning organizations outside the metropolitan
 26.31 area, as defined in section 473.121, subdivision 2, appointed by the Association of
 26.32 Metropolitan Planning Organizations;

27.1 (6) one member from the Minnesota County Engineers Association, appointed by the
 27.2 commissioner of transportation;

27.3 (7) one member from the City Engineers Association of Minnesota, appointed by the
 27.4 commissioner of transportation; and

27.5 (8) up to four members who are not employees of the state and who are not city or county
 27.6 engineers, with no more than two who are employees of a political subdivision, appointed
 27.7 by the commissioner of transportation.

27.8 Subd. 4. **Membership; requirements.** (a) To be eligible for appointment to the advisory
 27.9 committee, an individual must have experience or expertise sufficient to provide assistance

17.27 in implementation or technical review related to the requirements under section 161.178.
 17.28 Each appointing authority must consider appointment of individuals with expertise in travel
 17.29 demand modeling, emissions modeling, traffic forecasting, land use planning, or
 17.30 transportation-related greenhouse gas emissions assessment and analysis. In appointing the
 17.31 members under subdivision 3, clause (6), the commissioner must also consider technical
 18.1 expertise in other relevant areas, which may include but is not limited to public health or
 18.2 natural systems management.

18.3 (b) Members of the advisory committee serve at the pleasure of the appointing authority.
 18.4 Vacancies must be filled by the appointing authority.

18.5 Subd. 5. **Duties.** The advisory committee must assist the commissioner in implementation
 18.6 of the requirements under section 161.178 by:

18.7 (1) performing technical review and validation of processes and methodologies used for
 18.8 impact assessment and impact mitigation;

18.9 (2) reviewing and making recommendations on:

18.10 (i) impact assessment requirements;

18.11 (ii) models and tools for impact assessment;

18.12 (iii) methods to determine sufficiency of impact mitigation;

18.13 (iv) procedures for interlinking a project or portfolio to impact mitigation; and

18.14 (v) reporting and data collection;

18.15 (3) advising on the approach used to determine the area of influence for a project or
 18.16 portfolio for a geographic or transportation network area;

18.17 (4) developing recommendations on any clarifications, modifications, or additions to
 18.18 the offset actions authorized under section 161.178, subdivision 4; and

18.19 (5) performing other analyses or activities as requested by the commissioner.

18.20 Subd. 6. **Administration.** (a) The commissioner must provide administrative support
 18.21 to the advisory committee. Upon request, the commissioner must provide information and
 18.22 technical support to the advisory committee.

18.23 (b) Members of the advisory committee are not eligible for compensation under this
 18.24 section.

18.25 (c) The advisory committee is subject to the Minnesota Data Practices Act under chapter
 18.26 13 and to the Minnesota Open Meeting Law under chapter 13D.

18.27 **EFFECTIVE DATE.** This section is effective the day following final enactment.

27.10 in implementation or technical review related to the requirements under section 161.178.
 27.11 Each appointing authority must consider appointment of individuals with expertise in travel
 27.12 demand modeling, emissions modeling, traffic forecasting, land use planning, or
 27.13 transportation-related greenhouse gas emissions assessment and analysis. In appointing the
 27.14 members under subdivision 3, clause (6), the commissioner must also consider technical
 27.15 expertise in other relevant areas that may include but is not limited to public health or natural
 27.16 systems management.

27.17 (b) Members of the advisory committee serve at the pleasure of the appointing authority.
 27.18 Vacancies must be filled by the appointing authority.

27.19 Subd. 5. **Duties.** The advisory committee must assist the commissioner in implementation
 27.20 of the requirements under section 161.178 and:

27.21 (1) perform technical review and validation of processes and methodologies used for
 27.22 impact assessment and impact mitigation;

27.23 (2) review and make recommendations on:

27.24 (i) impact assessment requirements;

27.25 (ii) models and tools for impact assessment;

27.26 (iii) methods to determine sufficiency of impact mitigation;

27.27 (iv) procedures for interlinking a project or portfolio to impact mitigation; and

27.28 (v) reporting and data collection;

27.29 (3) advise on the approach used to determine the area of influence for a project or portfolio
 27.30 for a geographic or transportation network area;

28.1 (4) develop recommendations on any clarifications, modifications, or additions to the
 28.2 offset actions authorized under section 161.178, subdivision 4; and

28.3 (5) perform other analysis or activities as requested by the commissioner.

28.4 Subd. 6. **Administration.** (a) The commissioner must provide administrative support
 28.5 to the advisory committee. Upon request, the commissioner must provide information and
 28.6 technical support to the advisory committee.

28.7 (b) Members of the advisory committee are not eligible for compensation under this
 28.8 section.

28.9 (c) The advisory committee is subject to the Minnesota Data Practices Act under chapter
 28.10 13 and to the Minnesota Open Meeting Law under chapter 13D.

28.11 **EFFECTIVE DATE.** This section is effective the day following final enactment.

- 28.12 Sec. 10. Minnesota Statutes 2022, section 161.3203, subdivision 4, is amended to read:
- 28.13 Subd. 4. ~~Reports Report.~~ (a) By September 1 of each year, the commissioner shall
- 28.14 provide, no later than September 1, an annual written report to the legislature,
- 28.15 in compliance with sections 3.195 and 3.197, and shall submit the report to the chairs and
- 28.16 ranking minority members of the senate and house of representatives legislative committees
- 28.17 having jurisdiction over transportation policy and finance.
- 28.18 (b) The report must list all privatization transportation contracts within the meaning of
- 28.19 this section that were executed or performed, whether wholly or in part, in the previous
- 28.20 fiscal year. The report must identify, with respect to each contract:
- 28.21 (1) the contractor;
- 28.22 (2) contract amount;
- 28.23 (3) duration;
- 28.24 (4) work, provided or to be provided;
- 28.25 (5) the comprehensive estimate derived under subdivision 3, paragraph (a);
- 28.26 (6) the comprehensive estimate derived under subdivision 3, paragraph (b);
- 28.27 (7) the actual cost to the agency of the contractor's performance of the contract; and
- 28.28 (8) for contracts of at least \$250,000, a statement containing the commissioner's
- 28.29 determinations under subdivision 3, paragraph (c).
- 29.1 (c) The report must collect aggregate data on each of the commissioner's district offices
- 29.2 and the bridge office on barriers and challenges to the reduction of transportation contract
- 29.3 privatization. The aggregate data must identify areas of concern related to transportation
- 29.4 contract privatization and include information on:
- 29.5 (1) recruitment and retention of staff;
- 29.6 (2) expertise gaps;
- 29.7 (3) access to appropriate equipment; and
- 29.8 (4) the effects of geography, demographics, and socioeconomic data on transportation
- 29.9 contract privatization rates.
- 29.10 **EFFECTIVE DATE.** This section is effective the day following final enactment.

19.1 Sec. 7. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to
19.2 read:

19.3 Subd. 4. **High voltage transmission; placement in right-of-way.** (a) For purposes of
19.4 this subdivision and subdivisions 5 to 7, "high voltage transmission line" has the meaning
19.5 given in section 216E.01, subdivision 4.

19.6 (b) Notwithstanding subdivision 1, paragraph (a), high voltage transmission lines under
19.7 the laws of this state or the ordinance of any city or county may be constructed, placed, or
19.8 maintained across or along any trunk highway, including an interstate highway and a trunk
19.9 highway that is an expressway or a freeway, except as deemed necessary by the commissioner
19.10 of transportation to protect public safety or ensure the proper function of the trunk highway
19.11 system.

19.12 (c) If the commissioner denies a high voltage electric line colocation request, the reasons
19.13 for the denial must be submitted for review within 90 days of the commissioner's denial to
19.14 the chairs and ranking minority members of the legislative committees with jurisdiction
19.15 over energy and transportation, the Public Utilities Commission executive secretary, and
19.16 the commissioner of commerce.

19.17 **EFFECTIVE DATE.** This section is effective the day following final enactment and
19.18 applies to colocation requests for a high voltage transmission line on or after that date.

19.19 Sec. 8. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to
19.20 read:

19.21 Subd. 5. **High voltage transmission; coordination required.** Upon written request,
19.22 the commissioner must engage in coordination activities with a utility or transmission line
19.23 developer to review requested highway corridors for potential permitted locations for
19.24 transmission lines. The commissioner must assign a project coordinator within 30 days of
19.25 receiving the written request. The commissioner must share all known plans with affected
19.26 utilities or transmission line developers on potential future projects in the highway corridor
19.27 if the potential highway project impacts the placement or siting of high voltage transmission
19.28 lines.

19.29 **EFFECTIVE DATE.** This section is effective the day following final enactment.

20.1 Sec. 9. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to
20.2 read:

20.3 Subd. 6. **High voltage transmission; constructability report; advance notice.** (a) If
20.4 the commissioner and a utility or transmission line developer identify a permissible route
20.5 along a trunk highway corridor for possible colocation of transmission lines, a constructability
20.6 report must be prepared by the utility or transmission line developer in consultation with
20.7 the commissioner. A constructability report developed under this subdivision must be utilized
20.8 by both parties to plan and approve colocation projects.

29.11 Sec. 11. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to
29.12 read:

29.13 Subd. 4. **High voltage transmission; placement in right-of-way.** (a) For purposes of
29.14 this subdivision and subdivisions 5 to 7, "high voltage transmission line" has the meaning
29.15 given in section 216E.01, subdivision 4.

29.16 (b) Notwithstanding subdivision 1, paragraph (a), high voltage transmission lines, under
29.17 the laws of this state or the ordinance of any city or county, may be constructed, placed, or
29.18 maintained along any trunk highway, including an interstate highway and a trunk highway
29.19 that is an expressway or a freeway, except as deemed necessary by the commissioner of
29.20 transportation to protect public safety or ensure the proper function of the trunk highway
29.21 system.

29.22 (c) If the commissioner denies a high voltage electric line colocation request, the reasons
29.23 for the denial must be submitted for review to the chairs and ranking minority members of
29.24 the committees with jurisdiction over energy and transportation, the Public Utilities
29.25 Commission executive secretary, and the commissioner of commerce within 90 days of the
29.26 commissioner's denial.

29.27 **EFFECTIVE DATE.** This section is effective the day following final enactment and
29.28 applies to colocation requests for a high voltage transmission line on or after that date.

30.1 Sec. 12. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to
30.2 read:

30.3 Subd. 5. **High voltage transmission; coordination required.** Upon written request,
30.4 the commissioner must engage in coordination activities with a utility or transmission line
30.5 developer to review requested highway corridors for potential permitted locations for
30.6 transmission lines. The commissioner must assign a project coordinator within 30 days of
30.7 receiving the written request. The commissioner must share all known plans with affected
30.8 utilities or transmission line developers on potential future projects in the highway corridor
30.9 if the potential highway project impacts the placement or siting of high voltage transmission
30.10 lines.

30.11 **EFFECTIVE DATE.** This section is effective the day following final enactment.

30.12 Sec. 13. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to
30.13 read:

30.14 Subd. 6. **High voltage transmission; constructability report; advance notice.** (a) If
30.15 the commissioner and a utility or transmission line developer identify a permissible route
30.16 along a highway corridor for possible colocation of transmission lines, a constructability
30.17 report must be prepared by the utility or transmission line developer in consultation with
30.18 the commissioner. A constructability report developed under this subdivision must be utilized
30.19 by both parties to plan and approve colocation projects.

20.9 (b) A constructability report developed under this section between the commissioner
 20.10 and the parties seeking colocation must include terms and conditions for building the
 20.11 colocation project. Notwithstanding the requirements in subdivision 1, the report must be
 20.12 approved by the commissioner and the party or parties seeking colocation prior to the
 20.13 commissioner approving and issuing a permit for use of the trunk highway right-of-way.

20.14 (c) A constructability report must include an agreed upon time frame for which there
 20.15 will not be a request from the commissioner for relocation of the transmission line. If the
 20.16 commissioner determines that relocation of a transmission line in the trunk highway
 20.17 right-of-way is necessary, the commissioner, as much as practicable, must give a seven-year
 20.18 advance notice.

20.19 (d) Notwithstanding the requirements of subdivision 7 and section 161.46, subdivision
 20.20 2, if the commissioner requires the relocation of a transmission line in the interstate highway
 20.21 right-of-way earlier than what was agreed upon in paragraph (c) in the constructability
 20.22 report or provides less than a seven-year notice of relocation in the agreed upon
 20.23 constructability report, the commissioner is responsible for 75 percent of the relocation
 20.24 costs.

20.25 **EFFECTIVE DATE.** This section is effective the day following final enactment.

20.26 Sec. 10. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to
 20.27 read:

20.28 Subd. 7. **High voltage transmission; relocation reimbursement prohibited.** (a) A
 20.29 high voltage transmission line that receives a route permit under chapter 216E on or after
 20.30 July 1, 2024, is not eligible for relocation reimbursement under section 161.46, subdivision
 20.31 2.

20.32 (b) If the commissioner orders relocation of a high voltage transmission line that is
 20.33 subject to paragraph (a):

21.1 (1) a public utility, as defined in section 216B.02, subdivision 4, may recover its portion
 21.2 of costs of relocating the line that the Public Utilities Commission deems prudently incurred
 21.3 as a transmission cost adjustment pursuant to section 216B.16, subdivision 7b; and

21.4 (2) a consumer-owned utility, as defined in section 216B.2402, subdivision 2, may
 21.5 recover its portion of costs of relocating the line in any manner approved by its governing
 21.6 board.

21.7 **EFFECTIVE DATE.** This section is effective the day following final enactment.

21.8 Sec. 11. Minnesota Statutes 2022, section 161.46, subdivision 1, is amended to read:

21.9 Subdivision 1. **Definitions.** (a) For the purposes of this section, ~~the following terms shall~~
 21.10 have the meanings ~~ascribed to them:~~ given.

30.20 (b) A constructability report developed under this section between the commissioner
 30.21 and the parties seeking colocation must include terms and conditions for building the
 30.22 colocation project. Notwithstanding the requirements in subdivision 1, the report must be
 30.23 approved by the commissioner and the party or parties seeking colocation prior to the
 30.24 commissioner approving and issuing a permit for use of the trunk highway right-of-way.

30.25 (c) A constructability report must include an agreed upon time frame for which there
 30.26 may not be a request from the commissioner for relocation of the transmission line. If the
 30.27 commissioner determines that relocation of a transmission line in the trunk highway
 30.28 right-of-way is necessary, the commissioner, as much as practicable, must give a seven-year
 30.29 advance notice.

30.30 (d) Notwithstanding the requirements of subdivision 7 and section 161.46, subdivision
 30.31 2, if the commissioner requires the relocation of a transmission line in the interstate highway
 30.32 right-of-way earlier than the agreed upon time frame in paragraph (c) in the constructability
 30.33 report or provides less than a seven-year notice of relocation in the agreed upon
 31.1 constructability report, the commissioner is responsible for 75 percent of the relocation
 31.2 costs.

31.3 **EFFECTIVE DATE.** This section is effective the day following final enactment.

31.4 Sec. 14. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to
 31.5 read:

31.6 Subd. 7. **High voltage transmission; relocation reimbursement prohibited.** (a) A
 31.7 high voltage transmission line that receives a route permit under chapter 216E on or after
 31.8 July 1, 2024, is not eligible for relocation reimbursement under section 161.46, subdivision
 31.9 2.

31.10 (b) If the commissioner orders relocation of a high voltage transmission line that is
 31.11 subject to paragraph (a):

31.12 (1) a public utility, as defined in section 216B.02, subdivision 4, may recover its portion
 31.13 of costs of relocating that the Public Utilities Commission deems prudently incurred as a
 31.14 transmission cost adjustment pursuant to section 216B.16, subdivision 7b; and

31.15 (2) a consumer-owned utility, as defined in section 216B.2402, subdivision 2, may
 31.16 recover its portion of costs of relocating the line in any manner approved by its governing
 31.17 board.

31.18 **EFFECTIVE DATE.** This section is effective the day following final enactment.

31.19 Sec. 15. Minnesota Statutes 2022, section 161.46, subdivision 1, is amended to read:

31.20 Subdivision 1. **Definitions.** (a) For the purposes of this section the following terms ~~shall~~
 31.21 have the meanings ~~ascribed to them:~~ given.

21.11 ~~(b)~~ (b) "Utility" means all publicly, privately, and cooperatively owned systems for
 21.12 supplying power, light, gas, telegraph, telephone, water, pipeline, or sewer service if such
 21.13 systems be authorized by law to use public highways for the location of its facilities.

21.14 ~~(c)~~ (c) "Cost of relocation" means the entire amount paid by such utility properly
 21.15 attributable to such relocation after deducting therefrom any increase in the value of the
 21.16 new facility and any salvage value derived from the old facility.

21.17 (d) "High voltage transmission line" has the meaning given in section 216E.01,
 21.18 subdivision 4.

21.19 **EFFECTIVE DATE.** This section is effective the day following final enactment.

21.20 Sec. 12. Minnesota Statutes 2023 Supplement, section 161.46, subdivision 2, is amended
 21.21 to read:

21.22 Subd. 2. **Relocation of facilities; reimbursement.** ~~(a)~~ Whenever the commissioner ~~shall~~
 21.23 ~~determine~~ determines that the relocation of any utility facility is necessitated by the
 21.24 construction of a project on the routes of federally aided ~~state~~ trunk highways, including
 21.25 urban extensions thereof, ~~which routes that~~ are included within the National System of
 21.26 Interstate Highways, the owner or operator of ~~such~~ the utility facility ~~shall must~~ relocate
 21.27 the ~~same~~ utility facility in accordance with the order of the commissioner. ~~After the~~
 21.28 ~~completion of such relocation the cost thereof shall be ascertained and paid by the state out~~
 21.29 ~~of trunk highway funds; provided, however, the amount to be paid by the state for such~~
 21.30 ~~reimbursement shall not exceed the amount on which the federal government bases its~~
 21.31 ~~reimbursement for said interstate system. Except as provided in section 161.45, subdivision~~
 21.32 ~~6, paragraph (d), or 7, upon the completion of relocation of a utility facility, the cost of~~
 22.1 ~~relocation must be ascertained and paid out of the trunk highway fund by the commissioner,~~
 22.2 ~~provided the amount paid by the commissioner for reimbursement to a utility does not~~
 22.3 ~~exceed the amount on which the federal government bases its reimbursement for the interstate~~
 22.4 ~~highway system.~~

22.5 (b) Notwithstanding paragraph (a), on or after January 1, 2024, any entity that receives
 22.6 a route permit under chapter 216E for a high-voltage transmission line necessary to
 22.7 interconnect an electric power generating facility is not eligible for relocation reimbursement
 22.8 unless the entity directly, or through its members or agents, provides retail electric service
 22.9 in this state.

22.10 **EFFECTIVE DATE.** This section is effective the day following final enactment.

31.22 ~~(b)~~ (b) "Utility" means all publicly, privately, and cooperatively owned systems for
 31.23 supplying power, light, gas, telegraph, telephone, water, pipeline, or sewer service if such
 31.24 systems be authorized by law to use public highways for the location of its facilities.

31.25 ~~(c)~~ (c) "Cost of relocation" means the entire amount paid by such utility properly
 31.26 attributable to such relocation after deducting therefrom any increase in the value of the
 31.27 new facility and any salvage value derived from the old facility.

31.28 (d) "High voltage transmission line" has the meaning given in section 216E.01,
 31.29 subdivision 4.

31.30 **EFFECTIVE DATE.** This section is effective the day following final enactment.

32.1 Sec. 16. Minnesota Statutes 2023 Supplement, section 161.46, subdivision 2, is amended
 32.2 to read:

32.3 Subd. 2. **Relocation of facilities; reimbursement.** ~~(a)~~ Whenever the commissioner ~~shall~~
 32.4 ~~determine~~ determines that the relocation of any utility facility is necessitated by the
 32.5 construction of a project on the routes of federally aided ~~state~~ trunk highways, including
 32.6 urban extensions thereof, ~~which routes that~~ are included within the National System of
 32.7 Interstate Highways, the owner or operator of ~~such~~ the utility facility ~~shall must~~ relocate
 32.8 the ~~same~~ utility facility in accordance with the order of the commissioner. ~~After the~~
 32.9 ~~completion of such relocation the cost thereof shall be ascertained and paid by the state out~~
 32.10 ~~of trunk highway funds; provided, however, the amount to be paid by the state for such~~
 32.11 ~~reimbursement shall not exceed the amount on which the federal government bases its~~
 32.12 ~~reimbursement for said interstate system. Except as provided in section 161.45, subdivision~~
 32.13 ~~6, paragraph (d), or 7, upon the completion of relocation of a utility facility, the cost of~~
 32.14 ~~relocation must be ascertained and paid out of the trunk highway fund by the commissioner,~~
 32.15 ~~provided the amount paid by the commissioner for reimbursement to a utility does not~~
 32.16 ~~exceed the amount on which the federal government bases its reimbursement for the interstate~~
 32.17 ~~highway system.~~

32.18 (b) Notwithstanding paragraph (a), on or after January 1, 2024, any entity that receives
 32.19 a route permit under chapter 216E for a high-voltage transmission line necessary to
 32.20 interconnect an electric power generating facility is not eligible for relocation reimbursement
 32.21 unless the entity directly, or through its members or agents, provides retail electric service
 32.22 in this state.

32.23 **EFFECTIVE DATE.** This section is effective the day following final enactment.

32.24 Sec. 17. Minnesota Statutes 2022, section 162.02, is amended by adding a subdivision to
 32.25 read:

32.26 Subd. 4a. **Location and establishment; limitations.** The county state-aid highway
 32.27 system must not include a segment of a county highway that is designated as a pedestrian
 32.28 mall under chapter 430.

32.29 Sec. 18. Minnesota Statutes 2022, section 162.081, subdivision 4, is amended to read:

32.30 Subd. 4. **Formula for distribution to towns; purposes.** (a) Money apportioned to a
 32.31 county from the town road account must be distributed to the treasurer of each town within
 32.32 the county, according to a distribution formula adopted by the county board. The formula
 32.33 must take into account each town's population and town road mileage, and other factors the
 33.1 county board deems advisable in the interests of achieving equity among the towns.
 33.2 Distribution of town road funds to each town treasurer must be made by March 1, annually,
 33.3 or within 30 days after receipt of payment from the commissioner. Distribution of funds to
 33.4 town treasurers in a county which has not adopted a distribution formula under this
 33.5 subdivision must be made according to a formula prescribed by the commissioner by rule.

33.6 (b) Money distributed to a town under this subdivision may be expended by the town
 33.7 only for the construction, reconstruction, and gravel maintenance of town roads within the
 33.8 town, including debt service for bonds issued by the town in accordance with chapter 475,
 33.9 provided that the bonds are issued for a use allowable under this paragraph.

33.10 Sec. 19. Minnesota Statutes 2022, section 162.09, is amended by adding a subdivision to
 33.11 read:

33.12 Subd. 6a. **Location and establishment; limitations.** The municipal state-aid street
 33.13 system must not include a segment of a city street that is designated as a pedestrian mall
 33.14 under chapter 430.

33.15 Sec. 20. Minnesota Statutes 2022, section 162.145, subdivision 5, is amended to read:

33.16 Subd. 5. **Use of funds.** (a) Funds distributed under this section are available only for
 33.17 construction and maintenance of roads located within the city, including:

33.18 (1) land acquisition, environmental analysis, design, engineering, construction,
 33.19 reconstruction, and maintenance;

33.20 (2) road projects partially located within the city;

33.21 (3) projects on county state-aid highways located within the city; ~~and~~

33.22 (4) cost participation on road projects under the jurisdiction of another unit of
 33.23 government; ~~and~~

33.24 (5) debt service for obligations issued by the city in accordance with chapter 475, provided
 33.25 that the obligations are issued for a use allowable under this section.

33.26 (b) Except for projects under paragraph (a), clause (3), funds distributed under this
 33.27 section are not subject to state-aid requirements under this chapter, including but not limited
 33.28 to engineering standards adopted by the commissioner in rules.

- 34.1 Sec. 21. Minnesota Statutes 2023 Supplement, section 162.146, is amended by adding a
34.2 subdivision to read:
- 34.3 Subd. 3. **Use of funds.** (a) Funds distributed under this section are available only for
34.4 construction and maintenance of roads located within the city, including:
- 34.5 (1) land acquisition, environmental analysis, design, engineering, construction,
34.6 reconstruction, and maintenance;
- 34.7 (2) road projects partially located within the city;
- 34.8 (3) projects on municipal state-aid streets located within the city;
- 34.9 (4) projects on county state-aid highways located within the city;
- 34.10 (5) cost participation on road projects under the jurisdiction of another unit of government;
34.11 and
- 34.12 (6) debt service for obligations issued by the city in accordance with chapter 475, provided
34.13 that the obligations are issued for a use allowable under this section.
- 34.14 (b) Except for projects under paragraph (a), clauses (3) and (4), funds distributed under
34.15 this section are not subject to state-aid requirements under this chapter, including but not
34.16 limited to engineering standards adopted by the commissioner in rules.
- 34.17 Sec. 22. Minnesota Statutes 2022, section 168.002, subdivision 18, is amended to read:
- 34.18 Subd. 18. **Motor vehicle.** (a) "Motor vehicle" means any self-propelled vehicle designed
34.19 and originally manufactured to operate primarily on highways, and not operated exclusively
34.20 upon railroad tracks. It includes any vehicle propelled or drawn by a self-propelled vehicle
34.21 and includes vehicles known as trackless trolleys that are propelled by electric power obtained
34.22 from overhead trolley wires but not operated upon rails.
- 34.23 (b) "Motor vehicle" includes an all-terrain vehicle only if the all-terrain vehicle (1) has
34.24 at least four wheels, (2) is owned and operated by a physically disabled person, and (3)
34.25 displays both disability plates and a physically disabled certificate issued under section
34.26 169.345.
- 34.27 (c) "Motor vehicle" does not include an all-terrain vehicle except (1) an all-terrain vehicle
34.28 described in paragraph (b), or (2) an all-terrain vehicle licensed as a motor vehicle before
34.29 August 1, 1985. The owner may continue to license an all-terrain vehicle described in clause
34.30 (2) as a motor vehicle until it is conveyed or otherwise transferred to another owner, is
34.31 destroyed, or fails to comply with the registration and licensing requirements of this chapter.
- 35.1 (d) "Motor vehicle" does not include a snowmobile; a manufactured home; a park trailer;
35.2 an electric personal assistive mobility device as defined in section 169.011, subdivision 26;
35.3 a motorized foot scooter as defined in section 169.011, subdivision 46; or an electric-assisted
35.4 bicycle as defined in section 169.011, subdivision 27.

22.11 Sec. 13. Minnesota Statutes 2022, section 168.09, subdivision 7, is amended to read:

22.12 Subd. 7. **Display of temporary permit.** (a) ~~A vehicle that displays a Minnesota plate~~
 22.13 ~~issued under this chapter may display a temporary permit. The commissioner may issue a~~
 22.14 ~~temporary permit under this subdivision in conjunction with the conclusion of a registration~~
 22.15 ~~period or a recently expired registration, if:~~

22.16 (1) ~~the current registration tax and all other fees and taxes have been paid in full; and~~

22.17 (2) ~~the plate has special plates have been applied for.~~

22.18 (b) ~~A vehicle may display a temporary permit in conjunction with expired registration,~~
 22.19 ~~with or without a registration plate, if:~~

22.20 (1) ~~the plates have been applied for;~~

22.21 (2) ~~the registration tax and other fees and taxes have been paid in full; and~~

22.22 (3) ~~either the vehicle is used solely as a collector vehicle while displaying the temporary~~
 22.23 ~~permit and not used for general transportation purposes or the vehicle was issued a 21-day~~
 22.24 ~~permit under section 168.092, subdivision 1.~~

22.25 ~~(b)~~ (b) The permit is valid for a period of 60 days. The permit must be in a format
 22.26 prescribed by the commissioner, affixed to the rear of the vehicle where a license plate
 22.27 would normally be affixed, and plainly visible. The permit is valid only for the vehicle for
 22.28 which it was issued to allow a reasonable time for the new plates to be manufactured and

35.5 (e) "Motor vehicle" includes an off-highway motorcycle modified to meet the
 35.6 requirements of chapter 169 according to section 84.788, subdivision 12.

35.7 (f) "Motor vehicle" includes a roadable aircraft as defined in section 169.011, subdivision
 35.8 67a.

35.9 Sec. 23. Minnesota Statutes 2022, section 168.002, subdivision 24, is amended to read:

35.10 Subd. 24. **Passenger automobile.** (a) "Passenger automobile" means any motor vehicle
 35.11 designed and used for carrying not more than 15 individuals, including the driver.

35.12 (b) "Passenger automobile" does not include motorcycles, motor scooters, buses, school
 35.13 buses, or commuter vans as defined in section 168.126.

35.14 (c) "Passenger automobile" includes, but is not limited to:

35.15 (1) a vehicle that is a pickup truck or a van as defined in subdivisions 26 and 40;

35.16 (2) neighborhood electric vehicles, as defined in section 169.011, subdivision 47; ~~and~~

35.17 (3) medium-speed electric vehicles, as defined in section 169.011, subdivision 39; and

35.18 (4) roadable aircraft, as defined in section 169.011, subdivision 67a.

22.29 delivered to the applicant. The permit may be issued only by the commissioner or by a
22.30 deputy registrar under section 168.33.

22.31 **EFFECTIVE DATE.** This section is effective October 1, 2024.

23.1 Sec. 14. Minnesota Statutes 2022, section 168.092, is amended to read:

23.2 **168.092 21-DAY 60-DAY TEMPORARY VEHICLE PERMIT.**

23.3 Subdivision 1. **Resident buyer.** The ~~motor vehicle registrar commissioner~~ may issue a
23.4 permit to a person purchasing a new or used motor vehicle in this state for the purpose of
23.5 allowing the purchaser a reasonable time to register the vehicle and pay fees and taxes due
23.6 on the transfer. The permit is valid for a period of ~~21~~ 60 days. The permit must be in a ~~form~~
23.7 ~~as the registrar may determine~~ format prescribed by the commissioner, affixed to the rear
23.8 of the vehicle where a license plate would normally be affixed, and plainly visible. Each
23.9 permit is valid only for the vehicle for which issued.

23.10 Subd. 2. **Dealer.** The ~~registrar commissioner~~ may issue permits to licensed dealers.
23.11 When issuing a permit, the dealer ~~shall~~ **must** complete the permit in the manner prescribed
23.12 by the department.

23.13 **EFFECTIVE DATE.** This section is effective October 1, 2024.

35.19 Sec. 24. Minnesota Statutes 2022, section 168.092, is amended to read:

35.20 **168.092 21-DAY 60-DAY TEMPORARY VEHICLE PERMIT.**

35.21 Subdivision 1. **Resident buyer.** The ~~motor vehicle registrar~~ may issue a permit to a
35.22 person purchasing a new or used motor vehicle in this state for the purpose of allowing the
35.23 purchaser a reasonable time to register the vehicle and pay fees and taxes due on the transfer.
35.24 The permit is valid for a period of ~~21~~ 60 days. The permit must be in a ~~form as the registrar~~
35.25 ~~may determine~~, affixed to the rear of the vehicle where a license plate would normally be
35.26 affixed, and plainly visible. Each permit is valid only for the vehicle for which issued.

35.27 Subd. 2. **Dealer.** The ~~registrar~~ may issue permits to licensed dealers. When issuing a
35.28 permit, the dealer ~~shall~~ complete the permit in the manner prescribed by the department.

35.29 **EFFECTIVE DATE.** This section is effective October 1, 2024, for permits issued on
35.30 or after that date.

36.1 Sec. 25. Minnesota Statutes 2022, section 168.12, subdivision 1, is amended to read:

36.2 Subdivision 1. **Plates; design, visibility, periods of issuance.** (a) The commissioner,
36.3 upon approval and payment, shall issue to the applicant the plates required by this chapter,
36.4 bearing the state name and an assigned vehicle registration number. The number assigned
36.5 by the commissioner may be a combination of a letter or sign with figures. The color of the
36.6 plates and the color of the abbreviation of the state name and the number assigned must be
36.7 in marked contrast. The plates must be lettered, spaced, or distinguished to suitably indicate
36.8 the registration of the vehicle according to the rules of the commissioner.

36.9 (b) When a vehicle is registered on the basis of total gross weight, the plates issued must
36.10 clearly indicate by letters or other suitable insignia the maximum gross weight for which
36.11 the tax has been paid.

36.12 (c) Plates issued to a noncommercial vehicle must bear the inscription "noncommercial"
36.13 unless the vehicle is displaying a special plate authorized and issued under this chapter.

36.14 (d) A one-ton pickup truck that is used for commercial purposes and is subject to section
36.15 168.185, is eligible to display special plates as authorized and issued under this chapter.

36.16 (e) The plates must be so treated as to be at least 100 times brighter than the conventional
36.17 painted number plates. When properly mounted on an unlighted vehicle, the plates, when
36.18 viewed from a vehicle equipped with standard headlights, must be visible for a distance of
36.19 not less than 1,500 feet and readable for a distance of not less than 110 feet.

23.14 Sec. 15. Minnesota Statutes 2023 Supplement, section 168.1259, is amended to read:

23.15 **168.1259 MINNESOTA PROFESSIONAL SPORTS TEAM FOUNDATION**

23.16 **PHILANTHROPY PLATES.**

23.17 Subdivision 1. **Definition.** For purposes of this section, "Minnesota professional sports

23.18 team" means one of the following teams while its home stadium is located in Minnesota:

23.19 Minnesota Vikings, Minnesota Timberwolves, Minnesota Lynx, Minnesota Wild, Minnesota

23.20 Twins, or Minnesota United.

23.21 Subd. 2. **General requirements and procedures.** (a) The commissioner must issue

23.22 Minnesota professional sports team ~~foundation~~ philanthropy plates to an applicant who:

36.20 (f) The commissioner shall issue plates for the following periods:

36.21 (1) New plates issued pursuant to section 168.012, subdivision 1, must be issued to a

36.22 vehicle for as long as the vehicle is owned by the exempt agency and the plate shall not be

36.23 transferable from one vehicle to another but the plate may be transferred with the vehicle

36.24 from one tax-exempt agency to another.

36.25 (2) Plates issued for passenger automobiles must be issued for a seven-year period. All

36.26 plates issued under this paragraph must be replaced if they are seven years old or older at

36.27 the time of registration renewal or will become so during the registration period.

36.28 (3) Plates issued under sections 168.053 and 168.27, subdivisions 16 and 17, must be

36.29 for a seven-year period.

36.30 (4) Plates issued under subdivisions 2c and 2d and sections 168.123, 168.1235, and

36.31 168.1255 must be issued for the life of the veteran under section 169.79.

37.1 (5) Plates for any vehicle not specified in clauses (1) to (3) must be issued for the life

37.2 of the vehicle.

37.3 (g) In a year in which plates are not issued, the commissioner shall issue for each

37.4 registration a sticker to designate the year of registration. This sticker must show the year

37.5 or years for which the sticker is issued, and is valid only for that period. The plates and

37.6 stickers issued for a vehicle may not be transferred to another vehicle during the period for

37.7 which the sticker is issued, except when issued for a vehicle registered under section 168.187.

37.8 (h) Despite any other provision of this subdivision, plates issued to a vehicle used for

37.9 behind-the-wheel instruction in a driver education course in a public school may be

37.10 transferred to another vehicle used for the same purpose without payment of any additional

37.11 fee. The public school shall notify the commissioner of each transfer of plates under this

37.12 paragraph. The commissioner may prescribe a format for notification.

37.13 (i) In lieu of plates required under this section, the commissioner must issue a registration

37.14 number identical to the federally issued tail number assigned to the aircraft for roadable

37.15 aircraft operating on public roadways.

- 23.23 (1) is a registered owner of a passenger automobile, noncommercial one-ton pickup
 23.24 truck, motorcycle, or recreational vehicle;
- 23.25 (2) pays an additional fee in the amount specified for special plates under section 168.12,
 23.26 subdivision 5;
- 23.27 (3) pays the registration tax required under section 168.013;
- 23.28 (4) pays the fees required under this chapter;
- 23.29 (5) contributes a minimum of \$30 annually to the professional sports team ~~foundations~~
 23.30 ~~philanthropy~~ account; and
- 24.1 (6) complies with this chapter and rules governing registration of motor vehicles and
 24.2 licensing of drivers.
- 24.3 (b) Minnesota professional sports team ~~foundation~~ ~~philanthropy~~ plates may be
 24.4 personalized according to section 168.12, subdivision 2a.
- 24.5 Subd. 3. **Design.** At the request of a Minnesota professional sports team or the team's
 24.6 foundation, the commissioner must, in consultation with the team or foundation, adopt a
 24.7 suitable plate design ~~incorporating~~. Each design must incorporate the requesting foundation's
 24.8 marks and colors or directly relate to a charitable purpose as provided in subdivision 5. The
 24.9 commissioner may design a single plate that incorporates the marks and colors of all
 24.10 ~~foundations~~ ~~organizations~~ that have requested a plate.
- 24.11 Subd. 4. **Plate transfers.** On application to the commissioner and payment of a transfer
 24.12 fee of \$5, special plates issued under this section may be transferred to another motor vehicle
 24.13 if the subsequent vehicle is:
- 24.14 (1) qualified under subdivision 2, paragraph (a), clause (1), to bear the special plates;
 24.15 and
- 24.16 (2) registered to the same individual to whom the special plates were originally issued.
- 24.17 Subd. 5. **Contributions; account; appropriation.** (a) Contributions collected under
 24.18 subdivision 2, paragraph (a), clause (5), must be deposited in the Minnesota professional
 24.19 sports team ~~foundations~~ ~~philanthropy~~ account, which is established in the special revenue
 24.20 fund. Money in the account is annually appropriated to the commissioner of public safety.
 24.21 This appropriation is first for the annual cost of administering the account funds, and the
 24.22 remaining funds are for distribution to the foundations or as provided in this subdivision in
 24.23 the proportion that each plate design bears to the total number of Minnesota professional
 24.24 sports team ~~foundation~~ ~~philanthropy~~ plates issued for that year. Proceeds from a plate that
 24.25 includes the marks and colors of all ~~foundations~~ participating organizations must be divided
 24.26 evenly between all foundations and charitable purposes.
- 24.27 (b) ~~The foundations must only use the proceeds~~ must only be used by:

- 24.28 (1) a Minnesota professional sports team foundation for philanthropic or charitable
 24.29 purposes; or
- 24.30 (2) the Minnesota United professional sports team through a designation that the funds
 24.31 are for the Minnesota Loon Restoration Project.
- 24.32 (c) The commissioner must annually transfer funds designated under paragraph (b),
 24.33 clause (2), from the Minnesota professional sports team philanthropy account to the
 25.1 Minnesota critical habitat private sector matching account under section 84.943 for purposes
 25.2 of the Minnesota Loon Restoration Project.
- 25.3 **EFFECTIVE DATE.** This section is effective October 1, 2024, for Minnesota
 25.4 professional sports team philanthropy plates issued on or after that date.

- 37.16 Sec. 26. Minnesota Statutes 2022, section 168.127, is amended to read:
- 37.17 **168.127 FLEET VEHICLES; REGISTRATION, FEE.**
- 37.18 Subdivision 1. **Unique registration category.** (a) A unique registration category is
 37.19 established for vehicles and trailers of a fleet. Vehicles registered in the fleet must be issued
 37.20 a distinctive license plate. The design and size of the fleet license plate must be determined
 37.21 by the commissioner.
- 37.22 (b) A deputy registrar may issue replacement license plates for qualified vehicles in a
 37.23 registered fleet pursuant to section 168.29.
- 37.24 Subd. 2. **Annual registration period.** The annual registration period for vehicles in the
 37.25 fleet ~~will be~~ is determined by the commissioner. The applicant must provide all information
 37.26 necessary to qualify as a fleet registrant, including a list of all vehicles in the fleet. On initial
 37.27 registration, all taxes and fees for vehicles in the fleet must be reassessed based on the
 37.28 expiration date.
- 37.29 Subd. 3. **Registration cards issued.** (a) On approval of the application for fleet
 37.30 registration, the commissioner must issue a registration card for each qualified vehicle in
 37.31 the fleet. The registration card must be carried in the vehicle at all times and be made
 37.32 available to a peace officer on demand. The registered gross weight must be indicated on
 37.33 the license plate.
- 38.1 (b) A new vehicle may be registered to an existing fleet upon application to a deputy
 38.2 registrar and payment of the fee under section 168.33, subdivision 7.
- 38.3 (c) A deputy registrar must issue a replacement registration card for any registered fleet
 38.4 or any qualified vehicle in a registered fleet upon application.
- 38.5 Subd. 4. **Filing registration applications.** Initial fleet applications for registration and
 38.6 renewals must be filed with the ~~registrar~~ commissioner or authorized deputy registrar.

38.7 Subd. 5. **Renewal of fleet registration.** On the renewal of a fleet registration, the
 38.8 registrant ~~shall~~ must pay full licensing fees for every vehicle registered in the preceding
 38.9 year unless the vehicle has been properly deleted from the fleet. In order to delete a vehicle
 38.10 from a fleet, the fleet registrant must surrender to the commissioner the registration card
 38.11 and license plates. The ~~registrar~~ commissioner may authorize alternative methods of deleting
 38.12 vehicles from a fleet, including destruction of the license plates and registration cards. If
 38.13 the card or license plates are lost or stolen, the fleet registrant ~~shall~~ must submit a sworn
 38.14 statement stating the circumstances for the inability to surrender the card, stickers, and
 38.15 license plates. ~~The commissioner shall assess~~ A fleet registrant who fails to renew the
 38.16 licenses issued under this section or fails to report the removal of vehicles from the fleet
 38.17 within 30 days of the vehicles' removal must pay a penalty of 20 percent of the total tax due
 38.18 on the fleet ~~against the fleet registrant who fails to renew the licenses issued under this~~
 38.19 ~~section or fails to report the removal of vehicles from the fleet within 30 days.~~ The penalty
 38.20 must be paid within 30 days after it is assessed.

38.21 Subd. 6. **Fee.** ~~Instead of~~ The applicant for fleet registration must pay the filing fee
 38.22 described in section 168.33, subdivision 7, ~~the applicant for fleet registration shall pay an~~
 38.23 ~~equivalent administrative fee~~ to the commissioner for each vehicle in the fleet.

38.24 **EFFECTIVE DATE.** This section is effective October 1, 2024, for fleet vehicle
 38.25 transactions on or after that date.

38.26 Sec. 27. Minnesota Statutes 2022, section 168.1282, subdivision 1, is amended to read:

38.27 Subdivision 1. **Issuance of plates.** The commissioner must issue "Start Seeing
 38.28 Motorcycles" special license plates or a single motorcycle plate to an applicant who:

38.29 (1) is a registered owner of a passenger automobile, noncommercial one-ton pickup
 38.30 truck, motorcycle, or recreational vehicle;

38.31 (2) pays a fee in the amount specified for special plates under section 168.12, subdivision
 38.32 5, for each set of plates;

39.1 (3) pays the registration tax as required under section 168.013, along with any other fees
 39.2 required by this chapter;

39.3 (4) contributes a minimum of \$10 annually to the motorcycle safety fund account, created
 39.4 under section 171.06, subdivision 2a, ~~paragraph (a), clause (1); and~~

39.5 (5) complies with this chapter and rules governing registration of motor vehicles and
 39.6 licensing of drivers.

39.7 **EFFECTIVE DATE.** This section is effective July 1, 2024.

- 25.5 Sec. 16. **[168.1283] ROTARY INTERNATIONAL PLATES.**
- 25.6 Subdivision 1. **Issuance of plates.** The commissioner must issue Rotary International
- 25.7 special license plates or a single motorcycle plate to an applicant who:
- 25.8 (1) is a registered owner of a passenger automobile, noncommercial one-ton pickup
- 25.9 truck, motorcycle, or self-propelled recreational motor vehicle;
- 25.10 (2) pays the registration tax as required under section 168.013;
- 25.11 (3) pays a fee in the amount specified under section 168.12, subdivision 5, for each set
- 25.12 of plates, along with any other fees required by this chapter;
- 25.13 (4) contributes \$25 upon initial application and a minimum of \$5 annually to the Rotary
- 25.14 District 5950 Foundation account; and
- 25.15 (5) complies with this chapter and rules governing registration of motor vehicles and
- 25.16 licensing of drivers.
- 25.17 Subd. 2. **Design.** The commissioner must adopt a suitable design for the plate that must
- 25.18 include the Rotary International symbol and the phrase "Service Above Self."
- 25.19 Subd. 3. **Plates transfer.** On application to the commissioner and payment of a transfer
- 25.20 fee of \$5, special plates may be transferred to another qualified motor vehicle that is
- 25.21 registered to the same individual to whom the special plates were originally issued.
- 25.22 Subd. 4. **Exemption.** Special plates issued under this section are not subject to section
- 25.23 168.1293, subdivision 2.
- 25.24 Subd. 5. **Contributions; account; appropriation.** Contributions collected under
- 25.25 subdivision 1, clause (4), must be deposited in the Rotary District 5950 Foundation account,
- 25.26 which is established in the special revenue fund. Money in the account is annually
- 25.27 appropriated to the commissioner of public safety. This appropriation is first for the annual
- 25.28 cost of administering the account funds, and the remaining funds must be distributed to
- 25.29 Rotary District 5950 Foundation to further the rotary's mission of service, fellowship,
- 25.30 diversity, integrity, and leadership. Funds distributed under this subdivision must be used
- 25.31 on projects within this state.
- 26.1 **EFFECTIVE DATE.** This section is effective January 1, 2025, for Rotary International
- 26.2 special plates issued on or after that date.

39.8 Sec. 28. **[168.24] ROADABLE AIRCRAFT REGISTRATION.**

39.9 (a) For purposes of this section, "roadable aircraft" has the meaning given in section

39.10 360.013, subdivision 57c.

- 39.11 (b) An owner of a roadable aircraft must comply with all rules and requirements of this
 39.12 chapter and chapter 168A governing the titling, registration, taxation, and insurance of
 39.13 motor vehicles.
- 39.14 (c) A person seeking to register a roadable aircraft for operation as a motor vehicle on
 39.15 public roadways in Minnesota must apply to the commissioner. The application must contain:
- 39.16 (1) the name and address of the owner of the roadable aircraft;
- 39.17 (2) the federally issued tail number assigned to the aircraft;
- 39.18 (3) the make and model of the roadable aircraft; and
- 39.19 (4) any other information the commissioner may require.
- 39.20 (d) Upon receipt of a valid and complete application for registration of a roadable aircraft,
 39.21 the commissioner must issue a certificate of registration.
- 39.22 (e) A valid registration certificate issued under this section must be located inside the
 39.23 roadable aircraft when the aircraft is in operation on a public highway.
- 39.24 (f) A roadable aircraft registered as a motor vehicle under this section must also be
 39.25 registered as an aircraft as provided in section 360.60.
- 39.26 Sec. 29. Minnesota Statutes 2022, section 168.27, is amended by adding a subdivision to
 39.27 read:
- 39.28 Subd. 17a. **Dealers; duplicate or replacement plates.** (a) For purposes of this
 39.29 subdivision, "motor vehicle dealer" has the meaning given in section 168.002, subdivision
 40.1 6; "duplicate or replacement plates" means replacement plates issued under section 168.29;
 40.2 and "registration" has the meaning given in section 168A.01, subdivision 16c.
- 40.3 (b) Notwithstanding section 168A.11, subdivision 1, and after the 48-hour notification
 40.4 period under section 168A.11, subdivision 2, has expired, a licensed motor vehicle dealer
 40.5 seeking duplicate or replacement plates for a motor vehicle held for resale and currently
 40.6 registered in Minnesota under section 168.12 must submit to the commissioner an application
 40.7 for a certificate of title under section 168A.05. A licensed motor vehicle dealer must remove
 40.8 plates from any vehicle that is held for resale and may only apply for replacement plates at
 40.9 the time of title transfer to the subsequent owner. The dealer may contract this service to a
 40.10 deputy registrar and the registrar may charge a fee of \$7 per transaction to provide the
 40.11 service under section 168A.11, subdivision 1, paragraph (c).
- 40.12 **EFFECTIVE DATE.** This section is effective October 1, 2024.

26.3 Sec. 17. Minnesota Statutes 2022, section 168.301, subdivision 3, is amended to read:

26.4 Subd. 3. **Late fee.** In addition to any fee or tax otherwise authorized or imposed upon
 26.5 the transfer of title for a motor vehicle, the commissioner of public safety ~~shall~~ must impose

26.6 a \$2 additional fee for failure to deliver a title transfer within ~~ten business days~~ the period
 26.7 specified under section 168A.10, subdivision 2.

26.8 **EFFECTIVE DATE.** This section is effective October 1, 2024.

40.13 Sec. 30. Minnesota Statutes 2023 Supplement, section 168.33, subdivision 7, is amended
 40.14 to read:

40.15 Subd. 7. **Filing fees; allocations.** (a) In addition to all other statutory fees and taxes:

40.16 (1) an \$8 filing fee is imposed on every vehicle registration renewal, excluding pro rate
 40.17 transactions; and

40.18 (2) a \$12 filing fee is imposed on every other type of vehicle transaction, including motor
 40.19 carrier fuel licenses under sections 168D.05 and 168D.06, and pro rate transactions.

40.20 (b) Notwithstanding paragraph (a):

40.21 (1) a filing fee may not be charged for a document returned for a refund or for a correction
 40.22 of an error made by the Department of Public Safety, a dealer, or a deputy registrar; and

40.23 (2) no filing fee or other fee may be charged for the permanent surrender of a title for a
 40.24 vehicle.

40.25 (c) The filing fee must be shown as a separate item on all registration renewal notices
 40.26 sent out by the commissioner.

40.27 (d) The statutory fees and taxes, the filing fees imposed under paragraph (a), and the
 40.28 surcharge imposed under paragraph (f) may be paid by credit card or debit card. The deputy
 40.29 registrar may collect a surcharge on the payment made under this paragraph not greater than
 40.30 the cost of processing a credit card or debit card transaction, in accordance with emergency
 40.31 rules established by the commissioner of public safety. The surcharge authorized by this
 40.32 paragraph must be used to pay the cost of processing credit and debit card transactions.

41.1 (e) The fees collected under paragraph (a) by the department must be allocated as follows:

41.2 (1) of the fees collected under paragraph (a), clause (1):

41.3 (i) \$6.50 must be deposited in the driver and vehicle services operating account under
 41.4 section 299A.705, subdivision 1; and

41.5 (ii) \$1.50 must be deposited in the driver and vehicle services technology account under
 41.6 section 299A.705, subdivision 3; and

41.7 (2) of the fees collected under paragraph (a), clause (2):

41.8 (i) \$3.50 must be deposited in the general fund;

- 41.9 (ii) \$7 must be deposited in the driver and vehicle services operating account under
41.10 section 299A.705, subdivision 1; and
- 41.11 (iii) \$1.50 must be deposited in the driver and vehicle services technology account under
41.12 section 299A.705, subdivision 3.
- 41.13 (f) In addition to all other statutory fees and taxes, a deputy registrar must assess a \$1
41.14 surcharge on every transaction for which filing fees are collected under this subdivision.
41.15 The surcharge authorized by this paragraph must be (1) deposited in the treasury of the
41.16 place for which the deputy registrar is appointed, or (2) if the deputy registrar is not a public
41.17 official, retained by the deputy registrar. For purposes of this paragraph, a deputy registrar
41.18 does not include the commissioner.
- 41.19 (g) At least quarterly, the commissioner must compile data related to transactions
41.20 completed by deputy registrars for which no filing fee under this section was collected, and
41.21 distribute to each deputy registrar an amount calculated as (1) the number of no-fee
41.22 transactions completed by that deputy registrar, multiplied by (2) \$25. The total amount
41.23 distributed to deputy registrars under this paragraph is appropriated to the commissioner
41.24 from the driver and vehicle services operating account in the special revenue fund.
- 41.25 Sec. 31. Minnesota Statutes 2022, section 168.33, is amended by adding a subdivision to
41.26 read:
- 41.27 Subd. 8b. **Competitive bidding.** (a) Notwithstanding any statute or rule to the contrary,
41.28 if a deputy registrar appointed under this section permanently stops offering services at the
41.29 approved office location and permanently closes the approved office location, the
41.30 commissioner must use a competitive bidding process for the appointment of a replacement
41.31 deputy registrar. If available, the replacement deputy registrar appointed by the commissioner
41.32 under this section must continue to offer services at the approved office location. If the
42.1 existing office location is not available to the replacement deputy registrar, the replacement
42.2 office location must be at a location that must be approved by the commissioner and must
42.3 serve a similar service area as the existing office location.
- 42.4 (b) The commissioner must not give a preference to a partner, owner, manager, or
42.5 employee of the deputy registrar that has permanently stopped offering services at the closed
42.6 office location in a competitive bidding process.
- 42.7 (c) The commissioner must adopt rules to administer and enforce a competitive bidding
42.8 process to select a replacement deputy registrar. If the replacement deputy registrar elects
42.9 to not offer services at the office location of the prior registrar, Minnesota Rules, chapter
42.10 7406, governing the selection of a proposed office location of a driver's license agent,
42.11 applies.
- 42.12 **EFFECTIVE DATE.** This section is effective October 1, 2025.

26.9 Sec. 18. Minnesota Statutes 2022, section 168A.10, subdivision 2, is amended to read:

26.10 Subd. 2. **Application for new certificate.** Except as provided in section 168A.11, the
 26.11 transferee ~~shall~~ **must**, within ~~ten~~ 20 calendar days after assignment to the transferee of the
 26.12 vehicle title certificate, execute the application for a new certificate of title in the space
 26.13 provided on the certificate, and cause the certificate of title to be mailed or delivered to the
 26.14 department. Failure of the transferee to comply with this subdivision ~~shall result~~ **results in**
 26.15 **the suspension of the vehicle's registration under section 168.17.**

26.16 **EFFECTIVE DATE.** This section is effective October 1, 2024, and applies to title
 26.17 transfers on or after that date.

42.13 Sec. 32. Minnesota Statutes 2023 Supplement, section 168.345, subdivision 2, is amended
 42.14 to read:

42.15 Subd. 2. **Lessees; information.** (a) The commissioner may not furnish information about
 42.16 registered owners of ~~passenger automobiles~~ **motor vehicles** who are lessees under a lease
 42.17 for a term of 180 days or more to any person except:

42.18 (1) the owner of the vehicle;

42.19 (2) the lessee;

42.20 (3) personnel of law enforcement agencies ~~and~~;

42.21 (4) trade associations performing a member service under section 604.15, subdivision
 42.22 4a, ~~and~~;

42.23 (5) licensed dealers in connection with a vehicle sale or lease;

42.24 (6) federal, state, and local governmental units; ~~and~~;

42.25 (7) at the commissioner's discretion, to persons who use the information to notify lessees
 42.26 of automobile recalls.

42.27 (b) The commissioner may release information about motor vehicle lessees in the form
 42.28 of summary data, as defined in section 13.02, to persons who use the information in
 42.29 conducting statistical analysis and market research.

42.30 **EFFECTIVE DATE.** This section is effective October 1, 2024.

43.1 Sec. 33. Minnesota Statutes 2022, section 168A.03, subdivision 2, is amended to read:

43.2 Subd. 2. **Dealers.** Except as provided in section 168.27, subdivision 17a, no certificate
 43.3 of title need be obtained for a vehicle owned by a manufacturer or dealer and held for sale,
 43.4 even though incidentally moved on the highway or used pursuant to section 168.27 or
 43.5 168.28, or a vehicle used by a manufacturer solely for testing.

43.6 **EFFECTIVE DATE.** This section is effective October 1, 2024.

26.18 Sec. 19. Minnesota Statutes 2022, section 168A.11, subdivision 1, is amended to read:

26.19 Subdivision 1. **Requirements upon subsequent transfer; service fee.** (a) A dealer who
26.20 buys a vehicle and holds it for resale need not apply for a certificate of title. Upon transferring
26.21 the vehicle to another person, other than by the creation of a security interest, the dealer
26.22 ~~shall must~~ promptly execute the assignment and warranty of title by a dealer, showing the
26.23 names and addresses of the transferee and of any secured party holding a security interest
26.24 created or reserved at the time of the resale, and the date of the security agreement in the
26.25 spaces provided ~~therefor~~ on the certificate of title or secure reassignment.

26.26 (b) If a dealer elects to apply for a certificate of title on a vehicle held for resale, the
26.27 dealer need not register the vehicle but ~~shall must~~ pay one month's registration tax. If a
26.28 dealer elects to apply for a certificate of title on a vehicle held for resale, the ~~department~~
26.29 ~~shall commissioner must~~ not place any legend on the title that no motor vehicle sales tax
26.30 was paid by the dealer, but may indicate on the title whether the vehicle is a new or used
26.31 vehicle.

27.1 (c) With respect to motor vehicles subject to the provisions of section 325E.15, the dealer
27.2 ~~shall must~~ also, in the space provided ~~therefor~~ on the certificate of title or secure
27.3 reassignment, state the true cumulative mileage registered on the odometer or that the exact
27.4 mileage is unknown if the odometer reading is known by the transferor to be different from
27.5 the true mileage.

27.6 (d) The transferee ~~shall must~~ complete the application for title section on the certificate
27.7 of title or separate title application form prescribed by the ~~department commissioner~~. The
27.8 dealer ~~shall must~~ mail or deliver the certificate to the ~~registrar commissioner~~ or deputy
27.9 registrar with the transferee's application for a new certificate and appropriate taxes and
27.10 fees, within ~~ten business days~~ the period specified under section 168A.10, subdivision 2.

27.11 (e) With respect to vehicles sold to buyers who will remove the vehicle from this state,
27.12 the dealer ~~shall must~~ remove any license plates from the vehicle, issue a 31-day temporary
27.13 permit pursuant to section 168.091, and notify the ~~registrar commissioner~~ within 48 hours
27.14 of the sale that the vehicle has been removed from this state. The notification must be made
27.15 in an electronic format prescribed by the ~~registrar commissioner~~. The dealer may contract
27.16 with a deputy registrar for the notification of sale to an out-of-state buyer. The deputy
27.17 registrar may charge a fee of \$7 per transaction to provide this service.

27.18 **EFFECTIVE DATE.** This section is effective October 1, 2024, and applies to title
27.19 transfers on or after that date.

43.7 Sec. 34. Minnesota Statutes 2022, section 168A.11, subdivision 1, is amended to read:

43.8 Subdivision 1. **Requirements upon subsequent transfer; service fee.** (a) A dealer who
43.9 buys a vehicle and holds it for resale need not apply for a certificate of title, except as
43.10 provided under section 168.27, subdivision 17a. Upon transferring the vehicle to another
43.11 person, other than by the creation of a security interest, the dealer ~~shall~~ promptly execute
43.12 the assignment and warranty of title by a dealer, showing the names and addresses of the
43.13 transferee and of any secured party holding a security interest created or reserved at the
43.14 time of the resale, and the date of the security agreement in the spaces provided ~~therefor~~ on
43.15 the certificate of title or secure reassignment.

43.16 (b) If a dealer elects to apply for a certificate of title on a vehicle held for resale, the
43.17 dealer need not register the vehicle except as provided in section 168.27, subdivision 17a.
43.18 If a dealer elects to apply for a certificate of title on a vehicle held for resale but is not
43.19 requesting duplicate or replacement plates under section 168.12, the dealer need not register
43.20 the vehicle but shall pay one month's registration tax. If a dealer elects to apply for a
43.21 certificate of title on a vehicle held for resale, the ~~department shall~~ not place any legend on
43.22 the title that no motor vehicle sales tax was paid by the dealer, but may indicate on the title
43.23 whether the vehicle is a new or used vehicle.

43.24 (c) With respect to motor vehicles subject to the provisions of section 325E.15, the dealer
43.25 ~~shall~~ also, in the space provided ~~therefor~~ on the certificate of title or secure reassignment,
43.26 state the true cumulative mileage registered on the odometer or that the exact mileage is
43.27 unknown if the odometer reading is known by the transferor to be different from the true
43.28 mileage.

43.29 (d) The transferee ~~shall~~ complete the application for title section on the certificate of
43.30 title or separate title application form prescribed by the ~~department~~. The dealer ~~shall~~ mail
43.31 or deliver the certificate to the ~~registrar~~ or deputy registrar with the transferee's application
43.32 for a new certificate and appropriate taxes and fees, within ~~ten business~~ 30 days.

44.1 (e) With respect to vehicles sold to buyers who will remove the vehicle from this state,
44.2 the dealer ~~shall~~ remove any license plates from the vehicle, issue a 31-day temporary permit
44.3 pursuant to section 168.091, and notify the ~~registrar~~ within 48 hours of the sale that the
44.4 vehicle has been removed from this state. The notification must be made in an electronic
44.5 format prescribed by the ~~registrar~~. The dealer may contract with a deputy registrar for the
44.6 notification of sale to an out-of-state buyer. The deputy registrar may charge a fee of \$7 per
44.7 transaction to provide this service.

44.8 **EFFECTIVE DATE.** This section is effective October 1, 2024, for applications on or
44.9 after that date.

44.10 Sec. 35. Minnesota Statutes 2022, section 168B.035, subdivision 3, is amended to read:

44.11 Subd. 3. **Towing prohibited.** (a) A towing authority may not tow a motor vehicle
44.12 because:

- 44.13 (1) the vehicle has expired registration tabs that have been expired for less than 90 days;
 44.14 ~~or~~
- 44.15 (2) the vehicle is at a parking meter on which the time has expired and the vehicle has
 44.16 fewer than five unpaid parking tickets; or
- 44.17 (3) the vehicle is identified in conjunction with a citation to the vehicle owner or lessee
 44.18 for (i) a violation under section 169.06, subdivision 10, or (ii) a violation under section
 44.19 169.14, subdivision 13.
- 44.20 (b) A towing authority may tow a motor vehicle, notwithstanding paragraph (a), if:
- 44.21 (1) the vehicle is parked in violation of snow emergency regulations;
- 44.22 (2) the vehicle is parked in a rush-hour restricted parking area;
- 44.23 (3) the vehicle is blocking a driveway, alley, or fire hydrant;
- 44.24 (4) the vehicle is parked in a bus lane, or at a bus stop, during hours when parking is
 44.25 prohibited;
- 44.26 (5) the vehicle is parked within 30 feet of a stop sign and visually blocking the stop sign;
- 44.27 (6) the vehicle is parked in a disability transfer zone or disability parking space without
 44.28 a disability parking certificate or disability license plates;
- 44.29 (7) the vehicle is parked in an area that has been posted for temporary restricted parking
 44.30 (i) at least 12 hours in advance in a home rule charter or statutory city having a population
 44.31 under 50,000, or (ii) at least 24 hours in advance in another political subdivision;
- 45.1 (8) the vehicle is parked within the right-of-way of a controlled-access highway or within
 45.2 the traveled portion of a public street when travel is allowed there;
- 45.3 (9) the vehicle is unlawfully parked in a zone that is restricted by posted signs to use by
 45.4 fire, police, public safety, or emergency vehicles;
- 45.5 (10) the vehicle is unlawfully parked on property at the Minneapolis-St. Paul International
 45.6 Airport owned by the Metropolitan Airports Commission;
- 45.7 (11) a law enforcement official has probable cause to believe that the vehicle is stolen,
 45.8 or that the vehicle constitutes or contains evidence of a crime and impoundment is reasonably
 45.9 necessary to obtain or preserve the evidence;
- 45.10 (12) the driver, operator, or person in physical control of the vehicle is taken into custody
 45.11 and the vehicle is impounded for safekeeping;
- 45.12 (13) a law enforcement official has probable cause to believe that the owner, operator,
 45.13 or person in physical control of the vehicle has failed to respond to five or more citations
 45.14 for parking or traffic offenses;

27.20 Sec. 20. Minnesota Statutes 2023 Supplement, section 169.011, subdivision 27, is amended
 27.21 to read:

27.22 Subd. 27. **Electric-assisted bicycle.** (a) "Electric-assisted bicycle" means a bicycle with
 27.23 two or three wheels that:

27.24 (1) has a saddle and fully operable pedals for human propulsion;

27.25 (2) meets the requirements for bicycles under Code of Federal Regulations, title 16, part
 27.26 1512, or successor requirements;

27.27 (3) is equipped with an electric motor that has a power output of not more than 750
 27.28 watts;

27.29 (4) meets the requirements of a class 1, class 2, ~~or class 3~~, or multiple mode
 27.30 electric-assisted bicycle; and

27.31 (5) has a battery or electric drive system that has been tested to an applicable safety
 27.32 standard by a third-party testing laboratory.

45.15 (14) the vehicle is unlawfully parked in a zone that is restricted by posted signs to use
 45.16 by taxicabs;

45.17 (15) the vehicle is unlawfully parked and prevents egress by a lawfully parked vehicle;

45.18 (16) the vehicle is parked, on a school day during prohibited hours, in a school zone on
 45.19 a public street where official signs prohibit parking; or

45.20 (17) the vehicle is a junk, abandoned, or unauthorized vehicle, as defined in section
 45.21 168B.011, and subject to immediate removal under this chapter.

45.22 (c) A violation under section 169.06, subdivision 10, or 169.14, subdivision 13, is not
 45.23 a traffic offense under paragraph (b), clause (13).

45.24 Sec. 36. Minnesota Statutes 2022, section 169.011, subdivision 3a, is amended to read:

45.25 Subd. 3a. **Autocycle.** (a) "Autocycle" means a motorcycle that:

45.26 (1) has three wheels in contact with the ground;

45.27 (2) is designed with seating that does not require operators or any occupants to straddle
 45.28 or sit astride it;

45.29 (3) has a steering wheel;

45.30 (4) is equipped with antilock brakes; and

46.1 (5) is originally manufactured to meet federal motor vehicle safety standards for
 46.2 motorcycles in Code of Federal Regulations, title 49, part 571, and successor requirements.

46.3 (b) An autocycle does not include a roadable aircraft as defined in subdivision 67a.

46.4 Sec. 37. Minnesota Statutes 2023 Supplement, section 169.011, subdivision 27, is amended
 46.5 to read:

46.6 Subd. 27. **Electric-assisted bicycle.** (a) "Electric-assisted bicycle" means a bicycle with
 46.7 two or three wheels that:

46.8 (1) has a saddle and fully operable pedals for human propulsion;

46.9 (2) meets the requirements for bicycles under Code of Federal Regulations, title 16, part
 46.10 1512, or successor requirements;

46.11 (3) is equipped with an electric motor that has a power output of not more than 750
 46.12 watts;

46.13 (4) meets the requirements of a class 1, class 2, ~~or class 3~~, or multiple mode
 46.14 electric-assisted bicycle; and

46.15 (5) has a battery or electric drive system that has been tested to an applicable safety
 46.16 standard by a third-party testing laboratory.

28.1 (b) A vehicle that is modified so that it no longer meets the requirements for any
 28.2 electric-assisted bicycle class is not an electric-assisted bicycle.

28.3 Sec. 21. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
 28.4 to read:

28.5 Subd. 45a. **Multiple mode electric-assisted bicycle.** "Multiple mode electric-assisted
 28.6 bicycle" means an electric-assisted bicycle equipped with switchable or programmable
 28.7 modes that provide for operation as two or more of a class 1, class 2, or class 3
 28.8 electric-assisted bicycle in conformance with the definition and requirements under this
 28.9 chapter for each respective class.

46.17 (b) A vehicle is not an electric-assisted bicycle if it is designed, manufactured, or intended
 46.18 by the manufacturer or seller to be configured or modified to not meet the requirements for
 46.19 an electric-assisted bicycle or operate within the requirements for an electric-assisted bicycle
 46.20 class, including but not limited to:

46.21 (1) a mechanical switch or button;

46.22 (2) a modification or change in the software controlling the electric drive system;

46.23 (3) the use of an application; or

46.24 (4) through any other means intended by the manufacturer or seller to modify the vehicle
 46.25 to no longer meet the requirements or classification of an electric-assisted bicycle.

46.26 Sec. 38. Minnesota Statutes 2022, section 169.011, subdivision 44, is amended to read:

46.27 Subd. 44. **Motorcycle.** "Motorcycle" means every motor vehicle having a seat or saddle
 46.28 for the use of the rider and designed to travel on not more than three wheels in contact with
 46.29 the ground, including motor scooters and autocycles. Motorcycle does not include (1)
 47.1 motorized bicycles as defined in subdivision 45, (2) electric-assisted bicycles as defined in
 47.2 subdivision 27, ~~or~~ (3) a tractor, or (4) roadable aircraft as defined in subdivision 67a.

47.3 Sec. 39. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
 47.4 to read:

47.5 Subd. 45a. **Multiple mode electric-assisted bicycle.** "Multiple mode electric-assisted
 47.6 bicycle" means an electric-assisted bicycle equipped with switchable or programmable
 47.7 modes that provide for operation as two or more of a class 1, class 2, or class 3
 47.8 electric-assisted bicycle in conformance with the definition and requirements under this
 47.9 chapter for each respective class.

47.10 Sec. 40. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
 47.11 to read:

47.12 Subd. 62b. **Red light camera system.** "Red light camera system" means an electronic
 47.13 system of one or more cameras or other motor vehicle sensors that is specifically designed
 47.14 to automatically produce recorded images of a motor vehicle operated in violation of a
 47.15 traffic-control signal, including related information technology for recorded image storage,
 47.16 retrieval, and transmission.

47.17 Sec. 41. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
 47.18 to read:

47.19 Subd. 67a. **Roadable aircraft.** "Roadable aircraft" means any aircraft capable of taking
 47.20 off and landing from a suitable airfield which is also designed to be operated on a public
 47.21 highway as a motor vehicle.

28.10 Sec. 22. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
28.11 to read:

28.12 Subd. 92b. **Vulnerable road user.** "Vulnerable road user" means a person in the
28.13 right-of-way of a highway, including but not limited to a bikeway and an adjacent sidewalk
28.14 or trail, who is:

28.15 (1) a pedestrian;

28.16 (2) on a bicycle or other nonmotorized vehicle or device;

28.17 (3) on an electric personal assistive mobility device;

28.18 (4) on an implement of husbandry; or

28.19 (5) riding an animal.

28.20 Vulnerable road user includes the operator and any passengers for a vehicle, device, or
28.21 personal conveyance identified in this subdivision.

47.22 Sec. 42. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
47.23 to read:

47.24 Subd. 77a. **Speed safety camera system.** "Speed safety camera system" means an
47.25 electronic system of one or more cameras or other motor vehicle sensors that is specifically
47.26 designed to automatically produce recorded images of a motor vehicle operated in violation
47.27 of the speed limit, including related information technology for recorded image storage,
47.28 retrieval, and transmission.

48.1 Sec. 43. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
48.2 to read:

48.3 Subd. 85a. **Traffic safety camera system.** "Traffic safety camera system" means a red
48.4 light camera system, a speed safety camera system, or both in combination.

48.5 Sec. 44. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
48.6 to read:

48.7 Subd. 92b. **Vulnerable road user.** "Vulnerable road user" means a person in the
48.8 right-of-way of a highway, including but not limited to a bikeway and an adjacent sidewalk
48.9 or trail, who is:

48.10 (1) a pedestrian;

48.11 (2) on a bicycle, electric-assisted bicycle, or other nonmotorized vehicle or device;

48.12 (3) on an electric personal assistive mobility device;

48.13 (4) on an implement of husbandry; or

48.14 (5) riding an animal.

48.15 Vulnerable road user includes the operator and any passengers for a vehicle, device, or
48.16 personal conveyance identified in this subdivision.

48.17 Sec. 45. Minnesota Statutes 2022, section 169.04, is amended to read:

48.18 **169.04 LOCAL AUTHORITY.**

48.19 (a) The provisions of this chapter shall not be deemed to prevent local authorities, with
48.20 respect to streets and highways under their jurisdiction, and with the consent of the
48.21 commissioner, with respect to state trunk highways, within the corporate limits of a
48.22 municipality, or within the limits of a town in a county in this state now having or which
48.23 may hereafter have, a population of 500,000 or more, and a land area of not more than 600
48.24 square miles, and within the reasonable exercise of the police power from:

48.25 (1) regulating the standing or parking of vehicles;

48.26 (2) regulating traffic by means of police officers or traffic-control signals;

48.27 (3) regulating or prohibiting processions or assemblages on the highways;

- 48.28 (4) designating particular highways as one-way roadways and requiring that all vehicles,
 48.29 except emergency vehicles, when on an emergency run, thereon be moved in one specific
 48.30 direction;
- 49.1 (5) designating any highway as a through highway and requiring that all vehicles stop
 49.2 before entering or crossing the same, or designating any intersection as a stop intersection,
 49.3 and requiring all vehicles to stop at one or more entrances to such intersections;
- 49.4 (6) restricting the use of highways as authorized in sections 169.80 to 169.88;
- 49.5 (7) regulating speed limits through the use of a speed safety camera system implemented
 49.6 under section 169.147; and
- 49.7 (8) regulating traffic control through the use of a red light camera system implemented
 49.8 under section 169.147.
- 49.9 (b) No ordinance or regulation enacted under paragraph (a), clause (4), (5), or (6), shall
 49.10 be effective until signs giving notice of such local traffic regulations are posted upon and
 49.11 kept posted upon or at the entrance to the highway or part thereof affected as may be most
 49.12 appropriate.
- 49.13 (c) No ordinance or regulation enacted under paragraph (a), clause (3), or any other
 49.14 provision of law shall prohibit:
- 49.15 (1) the use of motorcycles or vehicles utilizing flashing red lights for the purpose of
 49.16 escorting funeral processions, oversize buildings, heavy equipment, parades or similar
 49.17 processions or assemblages on the highways; or
- 49.18 (2) the use of motorcycles or vehicles that are owned by the funeral home and that utilize
 49.19 flashing red lights for the purpose of escorting funeral processions.
- 49.20 (d) Ordinances or regulations enacted under paragraph (a), clauses (7) and (8), may only
 49.21 be effective under the requirements of section 169.147, subdivision 2, paragraphs (b) and
 49.22 (c), after June 1, 2025, and before June 1, 2029.
- 49.23 Sec. 46. Minnesota Statutes 2022, section 169.06, is amended by adding a subdivision to
 49.24 read:
- 49.25 Subd. 10. **Red light camera; penalty.** (a) Subject to subdivision 11, if a motor vehicle
 49.26 is operated in violation of a traffic-control signal and the violation is identified through the
 49.27 use of a red light camera system implemented under section 169.147, the owner of the
 49.28 vehicle or the lessee of the vehicle is guilty of a petty misdemeanor and must pay a fine of
 49.29 \$40.
- 49.30 (b) A person who commits a first offense under paragraph (a) must be given a warning
 49.31 and is not subject to a fine or conviction under paragraph (a). A person who commits a
 49.32 second offense under paragraph (a) is eligible for diversion, which must include a traffic
 50.1 safety course established under section 169.147, subdivision 11. A person who enters

- 50.2 diversion and completes the traffic safety course is not subject to a fine or conviction under
 50.3 paragraph (a).
- 50.4 (c) Paragraph (b) does not apply to:
- 50.5 (1) a violation that occurs in a commercial motor vehicle; or
- 50.6 (2) a violation committed by a holder of a class A, B, or C commercial driver's license
 50.7 or commercial driver learner's permit, without regard to whether the violation was committed
 50.8 in a commercial motor vehicle or another vehicle.
- 50.9 (d) This subdivision applies to violations committed on or after August 1, 2025, and
 50.10 before August 1, 2029.
- 50.11 Sec. 47. Minnesota Statutes 2022, section 169.06, is amended by adding a subdivision to
 50.12 read:
- 50.13 Subd. 11. **Red light camera; limitations.** (a) An owner or lessee of a motor vehicle is
 50.14 not subject to a fine or conviction under subdivision 10 if any of the conditions under section
 50.15 169.14, subdivision 14, paragraph (a), clauses (1) to (7), are met.
- 50.16 (b) The owner or lessee of a motor vehicle may not be issued a citation under subdivision
 50.17 10 and under another subdivision in this section for the same conduct.
- 50.18 (c) A fine or conviction under subdivision 10 does not constitute grounds for revocation
 50.19 or suspension of a person's driver's license.
- 50.20 (d) Except as provided in subdivision 10, paragraph (c), this subdivision applies to
 50.21 violations committed on or after August 1, 2025, and before August 1, 2029.
- 50.22 Sec. 48. Minnesota Statutes 2022, section 169.14, subdivision 10, is amended to read:
- 50.23 Subd. 10. **Radar; speed-measuring device; standards of evidence.** (a) In any
 50.24 prosecution in which the rate of speed of a motor vehicle is relevant, evidence of the speed
 50.25 as indicated on radar or other speed-measuring device, including but not limited to a speed
 50.26 safety camera system, is admissible in evidence, subject to the following conditions:
- 50.27 (1) the officer or traffic enforcement agent under section 169.147 operating the device
 50.28 has sufficient training to properly operate the equipment;
- 50.29 (2) the officer or traffic enforcement agent testifies as to the manner in which the device
 50.30 was set up and operated;
- 51.1 (3) the device was operated with minimal distortion or interference from outside sources;
 51.2 and
- 51.3 (4) the device was tested by an accurate and reliable external mechanism, method, or
 51.4 system at the time it was set up.

51.5 (b) Records of tests made of such devices and kept in the regular course of operations
 51.6 of any law enforcement agency are admissible in evidence without further foundation as to
 51.7 the results of the tests. The records shall be available to a defendant upon demand. Nothing
 51.8 in this subdivision shall be construed to preclude or interfere with cross examination or
 51.9 impeachment of evidence of the rate of speed as indicated on the radar or speed-measuring
 51.10 device.

51.11 (c) Evidence from a speed safety camera system may be used solely for a citation or
 51.12 prosecution for a violation under subdivision 13.

51.13 Sec. 49. Minnesota Statutes 2022, section 169.14, is amended by adding a subdivision to
 51.14 read:

51.15 Subd. 13. **Speed safety camera; penalty.** (a) Subject to subdivision 14, if a motor
 51.16 vehicle is operated in violation of a speed limit and the violation is identified through the
 51.17 use of a speed safety camera system implemented under section 169.147, the owner of the
 51.18 vehicle or the lessee of the vehicle is guilty of a petty misdemeanor and must pay a fine of:

51.19 (1) \$40; or

51.20 (2) \$80, if the violation is for a speed at least 20 miles per hour in excess of the speed
 51.21 limit.

51.22 (b) A person who commits a first offense under paragraph (a) must be given a warning
 51.23 and is not subject to a fine or conviction under paragraph (a). A person who commits a
 51.24 second offense under paragraph (a) is eligible for diversion, which must include a traffic
 51.25 safety course established under section 169.147, subdivision 11. A person who enters
 51.26 diversion and completes the traffic safety course is not subject to a fine or conviction under
 51.27 paragraph (a).

51.28 (c) Paragraph (b) does not apply to:

51.29 (1) a violation that occurs in a commercial motor vehicle; or

51.30 (2) a violation committed by a holder of a class A, B, or C commercial driver's license
 51.31 or commercial driver learner's permit, without regard to whether the violation was committed
 51.32 in a commercial motor vehicle or another vehicle.

52.1 (d) This subdivision applies to violations committed on or after August 1, 2025, and
 52.2 before August 1, 2029.

52.3 Sec. 50. Minnesota Statutes 2022, section 169.14, is amended by adding a subdivision to
 52.4 read:

52.5 Subd. 14. **Speed safety camera; limitations.** (a) An owner or lessee of a motor vehicle
 52.6 is not subject to a fine or conviction under subdivision 13 if:

52.7 (1) the vehicle was stolen at the time of the violation;

- 52.8 (2) a transfer of interest in the vehicle in compliance with section 168A.10 was made
52.9 before the time of the violation;
- 52.10 (3) the vehicle owner is a lessor of the motor vehicle, and the lessor identifies the name
52.11 and address of the lessee;
- 52.12 (4) the vehicle is an authorized emergency vehicle operated in the performance of official
52.13 duties at the time of the violation;
- 52.14 (5) another person is convicted, within the meaning under section 171.01, subdivision
52.15 29, for the same violation;
- 52.16 (6) the vehicle owner provides a sworn statement to the court or prosecuting authority
52.17 that the owner was not operating the vehicle at the time of the violation; or
- 52.18 (7) the vehicle owner provides a sworn statement to the court or prosecuting authority
52.19 that the owner was operating the vehicle at the time of the violation, but the owner was
52.20 operating under the circumstances of an emergency, which may include but are not limited
52.21 to the birth of a child, necessary and urgent medical attention at a hospital, or a potential
52.22 injury to a passenger in the vehicle.
- 52.23 (b) The owner or lessee of a motor vehicle may not be issued a citation under subdivision
52.24 13 and under another subdivision in this section for the same conduct.
- 52.25 (c) Except as provided in subdivision 13, paragraph (c), a fine or conviction under
52.26 subdivision 13 does not constitute grounds for revocation or suspension of a person's driver's
52.27 license.
- 52.28 (d) This subdivision applies to violations committed on or after August 1, 2025, and
52.29 before August 1, 2029.
- 53.1 Sec. 51. **[169.147] TRAFFIC SAFETY CAMERA SYSTEM PILOT PROGRAM.**
- 53.2 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
53.3 the meanings given.
- 53.4 (b) "Camera-based traffic enforcement" means enforcement of traffic control through
53.5 the use of a red light camera system, speed limits through the use of a speed safety camera
53.6 system, or both.
- 53.7 (c) "Commissioner" means the commissioner of transportation.
- 53.8 (d) "Commissioners" means the commissioner of transportation as the lead in coordination
53.9 with the commissioner of public safety.
- 53.10 (e) "Implementing authority" means the commissioners, with respect to trunk highways,
53.11 and any local authority that implements camera-based traffic enforcement under this section.

- 53.12 (f) "Local authority" means a local unit of government authorized under the pilot program
53.13 as provided under subdivision 2.
- 53.14 (g) "Monitoring site" means a location at which a traffic safety camera system is placed
53.15 and operated under this section.
- 53.16 (h) "Pilot program" means the traffic safety camera pilot program established in this
53.17 section.
- 53.18 (i) "Traffic enforcement agent" means a licensed peace officer or an employee of a local
53.19 authority who is designated as provided in this section.
- 53.20 Subd. 2. **Pilot program establishment.** (a) In conformance with this section, the
53.21 commissioner of transportation, in coordination with the commissioner of public safety,
53.22 must establish a traffic safety camera pilot program that provides for education and
53.23 enforcement of speeding violations, traffic-control signal violations, or both in conjunction
53.24 with use of traffic safety camera systems.
- 53.25 (b) The authority for camera-based traffic enforcement under the pilot program is limited
53.26 to August 1, 2025, to July 31, 2029.
- 53.27 (c) Only the following may implement camera-based traffic enforcement under the pilot
53.28 program:
- 53.29 (1) the commissioners, as provided under paragraph (d);
- 53.30 (2) the city of Minneapolis, as provided under paragraph (e);
- 53.31 (3) the city of Mendota Heights;
- 54.1 (4) one statutory or home rule charter city or town located outside of a metropolitan
54.2 county, as defined in section 473.121, subdivision 4, as determined by the commissioner;
54.3 and
- 54.4 (5) one county, as determined by the commissioner.
- 54.5 (d) Under the pilot program, the commissioners must, beginning August 1, 2025,
54.6 commence enforcement of speeding violations in trunk highway work zones as specified
54.7 under subdivision 17.
- 54.8 (e) The city of Minneapolis is prohibited from implementing the pilot program or
54.9 camera-based traffic enforcement through or in substantive coordination with the city's
54.10 police department.
- 54.11 Subd. 3. **Local authority requirements.** Prior to implementation of camera-based traffic
54.12 enforcement, a local authority must:

- 54.13 (1) incorporate both camera-based traffic enforcement and additional strategies designed
 54.14 to improve traffic safety in a local traffic safety action plan, transportation plan, or
 54.15 comprehensive plan;
- 54.16 (2) notify the commissioner; and
- 54.17 (3) review and ensure compliance with the requirements under this section.
- 54.18 Subd. 4. **Traffic safety camera system requirements.** (a) By July 1, 2025, the
 54.19 commissioners must establish traffic safety camera system standards that include:
- 54.20 (1) recording and data requirements as specified in subdivision 15;
- 54.21 (2) requirements for monitoring site signage in conformance with the requirements under
 54.22 subdivision 5, paragraph (b), clause (3);
- 54.23 (3) procedures for traffic safety camera system placement in conformance with the
 54.24 requirements under subdivision 6;
- 54.25 (4) training and qualification of individuals to inspect and calibrate a traffic safety camera
 54.26 system;
- 54.27 (5) procedures for initial calibration of the traffic safety camera system prior to
 54.28 deployment; and
- 54.29 (6) requirements for regular traffic safety camera system inspection and maintenance
 54.30 by a qualified individual.
- 55.1 (b) Prior to establishing the standards under paragraph (a), the commissioners must
 55.2 solicit review and comments and consider any comments received.
- 55.3 (c) An implementing authority must follow the requirements and standards established
 55.4 under this subdivision.
- 55.5 Subd. 5. **Public engagement and notice.** (a) The commissioner and each implementing
 55.6 authority must maintain information on their respective websites that, at a minimum:
- 55.7 (1) summarizes implementation of traffic safety camera systems under the pilot program;
- 55.8 (2) provides each camera system impact study performed by the implementing authority
 55.9 under subdivision 6, paragraph (b);
- 55.10 (3) provides information and procedures for a person to contest a citation under the pilot
 55.11 program; and
- 55.12 (4) identifies the current geographic locations of camera-based traffic enforcement that
 55.13 are under the jurisdiction of the implementing authority.
- 55.14 (b) An implementing authority must:

- 55.15 (1) implement a general public engagement and information campaign prior to
55.16 commencing camera-based speed enforcement under the pilot program;
- 55.17 (2) perform public engagement as part of conducting a camera system impact study
55.18 under subdivision 6, paragraph (b); and
- 55.19 (3) place conspicuous signage prior to the motorist's arrival at each monitoring site,
55.20 which must:
- 55.21 (i) notify motor vehicle operators of the use of a traffic safety camera system to detect
55.22 violations; and
- 55.23 (ii) if a speed safety camera is in use, identify the speed limit.
- 55.24 (c) Public engagement under paragraph (b) must include but is not limited to:
- 55.25 (1) outreach to populations that are traditionally underrepresented in public policy or
55.26 planning processes;
- 55.27 (2) consolidation and analysis of public feedback; and
- 55.28 (3) creation of an engagement summary that identifies public feedback and the resulting
55.29 impacts on implementation of camera-based traffic enforcement.
- 56.1 Subd. 6. **Placement requirements.** (a) A local authority with fewer than 10,000 residents
56.2 may place no more than one traffic safety camera system, whether the camera system is
56.3 activated or inactive. A local authority with at least 10,000 residents may place no more
56.4 than one traffic safety camera system per 10,000 residents, whether the camera system is
56.5 activated or inactive. An implementing authority may move the location of a traffic safety
56.6 camera system if the placement requirements under this subdivision are met.
- 56.7 (b) An implementing authority may only place a traffic safety camera system in
56.8 conformance with the results of a camera system impact study. At a minimum, the study
56.9 must:
- 56.10 (1) include evaluation of crash rates and severity, vehicle speed, equity, and traffic safety
56.11 treatment alternatives;
- 56.12 (2) identify traffic safety camera system locations; and
- 56.13 (3) explain how the locations comply with the placement requirements under paragraph
56.14 (d).
- 56.15 (c) An implementing authority may only place a traffic safety camera system:
- 56.16 (1) in a trunk highway work zone; or
- 56.17 (2) at a location that:

- 56.18 (i) is within 2,000 feet of (A) a public or nonpublic school, (B) a school zone established
 56.19 under section 169.14, subdivision 5a, or (C) a public or private postsecondary institution;
 56.20 and
- 56.21 (ii) has an identified traffic safety concern, as indicated by crash or law enforcement
 56.22 data, safety plans, or other documentation.
- 56.23 (d) An implementing authority that places more than one traffic safety camera system
 56.24 must ensure that the cameras are placed in geographically distinct areas and in multiple
 56.25 communities with differing socioeconomic conditions.
- 56.26 (e) An implementing authority may place a traffic safety camera system on a street or
 56.27 highway that is not under its jurisdiction only upon approval by the road authority that has
 56.28 jurisdiction.
- 56.29 Subd. 7. **Traffic-control devices.** (a) An implementing authority must not adjust the
 56.30 change interval for the steady yellow indication in a traffic-control signal:
- 56.31 (1) for one month prior to beginning to operate a red light camera system at the associated
 56.32 intersection; or
- 57.1 (2) during the period that the red light camera system is operated at the associated
 57.2 intersection.
- 57.3 (b) The yellow change interval for a traffic-control signal that is subject to paragraph
 57.4 (a) must meet or exceed the standards and guidance specified in the Manual on Uniform
 57.5 Traffic Control Devices adopted under section 169.06, subdivision 1.
- 57.6 (c) An implementing authority that adjusts the yellow change interval for a traffic-control
 57.7 signal at an intersection where a red light camera system is being operated must deactivate
 57.8 the red light camera system and subsequently meet the requirements under paragraph (a).
- 57.9 Subd. 8. **Traffic enforcement agents.** (a) An implementing authority may designate
 57.10 one or more permanent employees of the authority, who is not a licensed peace officer, as
 57.11 a traffic enforcement agent. A licensed peace officer is a traffic enforcement agent and is
 57.12 not required to be designated under this subdivision. An employee of a private entity may
 57.13 not be designated as a traffic enforcement agent.
- 57.14 (b) An implementing authority must ensure that a traffic enforcement agent is properly
 57.15 trained in the use of equipment and the requirements governing traffic safety camera
 57.16 implementation.
- 57.17 (c) Except as provided in subdivision 9, paragraph (f), a traffic enforcement agent who
 57.18 is not a licensed peace officer has the authority to issue citations under this section only
 57.19 while actually engaged in job duties and otherwise has none of the other powers and
 57.20 privileges reserved to peace officers.

- 57.21 Subd. 9. **Citations; warnings.** (a) A traffic enforcement agent under the pilot program
 57.22 has the exclusive authority to issue a citation to the owner or lessee of a motor vehicle for
 57.23 (1) a violation under section 169.06, subdivision 10, and (2) a violation under section 169.14,
 57.24 subdivision 13.
- 57.25 (b) A traffic enforcement agent may only issue a citation if:
- 57.26 (1) the violation is committed at least 30 days after the relevant implementing authority
 57.27 has commenced camera-based traffic enforcement;
- 57.28 (2) with respect to speed limits, the speeding violation is at least ten miles per hour in
 57.29 excess of the speed limit; and
- 57.30 (3) a traffic enforcement agent has inspected and verified recorded images provided by
 57.31 the traffic safety camera system.
- 58.1 (c) An implementing authority must provide a warning for a traffic-control signal
 58.2 violation under section 169.06, subdivision 10, or a speeding violation under section 169.14,
 58.3 subdivision 13, for the period from (1) the date when camera-based traffic enforcement is
 58.4 first commenced, to (2) the date when citations are authorized under paragraph (b), clause
 58.5 (1).
- 58.6 (d) Notwithstanding section 169.022, an implementing authority may specify a speed
 58.7 in excess of the speed limit that is higher than the amount specified in paragraph (b), clause
 58.8 (2), at which to proceed with issuance of a citation.
- 58.9 (e) A citation may be issued through the United States mail if postmarked within: (1)
 58.10 14 days of the violation for a vehicle registered in Minnesota; or (2) 30 days of the violation
 58.11 for a vehicle registered outside of Minnesota. Section 168.346, subdivision 2, applies to a
 58.12 private entity that provides citation mailing services under this section.
- 58.13 Subd. 10. **Uniform citation.** (a) There must be a uniform traffic safety camera citation
 58.14 issued throughout the state by a traffic enforcement agent for a violation as provided under
 58.15 this section. The uniform traffic safety camera citation is in the form and has the effect of
 58.16 a summons and complaint.
- 58.17 (b) The commissioner of public safety must prescribe the detailed form of the uniform
 58.18 traffic safety camera citation. As appropriate, the citation design must conform with the
 58.19 requirements for a uniform traffic ticket under section 169.99, subdivisions 1 and 1d. The
 58.20 citation design must include:
- 58.21 (1) a brief overview of the pilot program and implementation of traffic safety camera
 58.22 systems;
- 58.23 (2) a summary of the circumstances of the citation that includes identification of the
 58.24 motor vehicle involved, the date and time of the violation, and the location where the
 58.25 violation occurred;

- 58.26 (3) copy of the recorded image or primary images used to identify a violation;
- 58.27 (4) a notification that the recorded images under clause (3) are evidence of a violation
58.28 under section 169.06, subdivision 10, or 169.14, subdivision 13;
- 58.29 (5) a statement signed by the traffic enforcement agent who issued the citation stating
58.30 that the agent has inspected the recorded images and determined that the violation occurred
58.31 in the specified motor vehicle;
- 58.32 (6) a summary of the limitations under sections 169.06, subdivision 11, and 169.14,
58.33 subdivision 14;
- 59.1 (7) information on the diversion and traffic safety course requirements under sections
59.2 169.06, subdivision 10, paragraph (b), and 169.14, subdivision 13, paragraph (b);
- 59.3 (8) the total amount of the fine imposed;
- 59.4 (9) a notification that the person has the right to contest the citation;
- 59.5 (10) information on the process and procedures for a person to contest the citation; and
- 59.6 (11) a statement that payment of the fine constitutes a plea of guilty and failure to appear
59.7 in court is considered a plea of guilty, as provided under section 169.91.
- 59.8 (c) The commissioner of public safety must make the information required under
59.9 paragraph (b) available in languages that are commonly spoken in the state and in each area
59.10 in which a local authority has implemented camera-based traffic enforcement.
- 59.11 Subd. 11. **Traffic safety course.** (a) The commissioners must establish a traffic safety
59.12 course that provides at least 30 minutes of instruction on speeding, traffic-control signals,
59.13 and other traffic safety topics. The curriculum must include safety risks associated with
59.14 speed and speeding in school zones and work zones.
- 59.15 (b) The commissioners must not impose a fee for an individual who is authorized to
59.16 attend the course under sections 169.06, subdivision 10, and 169.14, subdivision 13.
- 59.17 Subd. 12. **Third-party agreements.** (a) An implementing authority may enter into
59.18 agreements with a private entity for operations, services, or equipment under this section.
59.19 Payment under a contract with a private entity must not be based on the number of violations,
59.20 citations issued, or other similar means.
- 59.21 (b) An implementing authority that enters into a third-party agreement under this
59.22 subdivision must perform a data practices audit of the private entity to confirm compliance
59.23 with the requirements under subdivisions 14 to 16 and chapter 13. An audit must be
59.24 undertaken at least every other year.
- 59.25 Subd. 13. **Use of revenue.** (a) Revenue from citations received by an implementing
59.26 authority that is attributable to camera-based traffic enforcement must be allocated as follows:

- 59.27 (1) first as necessary to provide for implementation costs, which may include but is not
 59.28 limited to procurement and installation of traffic safety camera systems, traffic safety
 59.29 planning, and public engagement; and
- 59.30 (2) the remainder for traffic safety measures that perform traffic calming.
- 59.31 (b) The amount expended under paragraph (a), clause (2), must supplement and not
 59.32 supplant existing expenditures for traffic safety.
- 60.1 Subd. 14. **Data practices; general requirements.** (a) All data collected by a traffic
 60.2 safety camera system are private data on individuals as defined in section 13.02, subdivision
 60.3 12, or nonpublic data as defined in section 13.02, subdivision 9, unless the data are public
 60.4 under section 13.82, subdivision 2, 3, or 6, or are criminal investigative data under section
 60.5 13.82, subdivision 7.
- 60.6 (b) An agreement with a private entity and an implementing authority pursuant to
 60.7 subdivision 12 is subject to section 13.05, subdivisions 6 and 11.
- 60.8 (c) A private entity must use the data gathered under this section only for purposes of
 60.9 camera-based traffic enforcement under the pilot program and must not share or disseminate
 60.10 the data with an entity other than the appropriate implementing authority, except pursuant
 60.11 to a court order. Nothing in this subdivision prevents a private entity from sharing or
 60.12 disseminating summary data, as defined in section 13.02, subdivision 19.
- 60.13 (d) Traffic safety camera system data are not subject to subpoena, discovery, or admission
 60.14 into evidence in any prosecution, civil action, or administrative process that is not taken
 60.15 pursuant to section 169.06, subdivision 10, or 169.14, subdivision 13.
- 60.16 Subd. 15. **Data practices; traffic safety camera system.** A traffic safety camera system:
- 60.17 (1) is limited to collection of the following data:
- 60.18 (i) recorded video or images of the rear license plate of a motor vehicle;
- 60.19 (ii) recorded video or images of motor vehicles and areas surrounding the vehicles to
 60.20 the extent necessary to (A) identify a violation of a traffic-control device, or (B) calculate
 60.21 vehicle speeds;
- 60.22 (iii) date, time, and vehicle location that correlates to the data collected under item (i)
 60.23 or (ii); and
- 60.24 (iv) general traffic data:
- 60.25 (A) collected specifically for purposes of pilot program analysis and evaluation;
- 60.26 (B) that does not include recorded video or images;
- 60.27 (C) in which individuals or unique vehicles are not identified; and

- 60.28 (D) from which an individual or unique vehicle is not ascertainable;
- 60.29 (2) must not record in a manner that makes any individual personally identifiable,
- 60.30 including but not limited to the motor vehicle operator or occupants; and
- 61.1 (3) may only record or retain the data specified in clause (1), items (i) to (iii), if the
- 61.2 traffic safety camera system identifies an appropriate potential violation for review by a
- 61.3 traffic enforcement agent.
- 61.4 Subd. 16. **Data practices; destruction of data.** (a) Notwithstanding section 138.17,
- 61.5 and except as otherwise provided in this subdivision, data collected by a traffic safety camera
- 61.6 system must be destroyed within 30 days of the date of collection unless the data are criminal
- 61.7 investigative data under section 13.82, subdivision 7, related to a violation of a traffic-control
- 61.8 signal or a speed limit.
- 61.9 (b) Upon written request to a law enforcement agency from an individual who is the
- 61.10 subject of a pending criminal charge or complaint, along with the case or complaint number
- 61.11 and a statement that the data may be used as exculpatory evidence, data otherwise subject
- 61.12 to destruction under paragraph (a) must be preserved by the law enforcement agency until
- 61.13 the charge or complaint is resolved or dismissed.
- 61.14 (c) Upon written request from a program participant under chapter 5B, data collected
- 61.15 by a traffic safety camera system related to the program participant must be destroyed at
- 61.16 the time of collection or upon receipt of the request, whichever occurs later, unless the data
- 61.17 are active criminal investigative data. The existence of a request submitted under this
- 61.18 paragraph is private data on individuals as defined in section 13.02, subdivision 12.
- 61.19 (d) Notwithstanding section 138.17, data collected by a traffic safety camera system
- 61.20 must be destroyed within three years of the resolution of a citation issued pursuant to this
- 61.21 section.
- 61.22 (e) The destruction requirements under this subdivision do not apply to: (1) general
- 61.23 traffic data as provided under subdivision 15, clause (1), item (iv); and (2) data that identifies
- 61.24 the number of warnings or citations issued to an individual under this section.
- 61.25 Subd. 17. **Work zone pilot project; report.** (a) By August 1, 2025, the commissioners
- 61.26 must implement a speed safety camera pilot project that provides for education of speeding
- 61.27 violations in conjunction with the development and study of the use of speed safety camera
- 61.28 systems.
- 61.29 (b) The commissioners must issue a warning for a violation of section 169.14, subdivision
- 61.30 13, captured by a speed safety camera system and must not impose any fine for a second
- 61.31 or subsequent violation.
- 61.32 (c) Prior to commencement of conducting the pilot project, the commissioners must
- 61.33 establish a work zone traffic safety course that provides at least 30 minutes of instruction

- 62.1 on speeding, traffic-control signals, and other safety risks associated with speed and speeding
 62.2 in work zones.
- 62.3 (d) The commissioner must establish an implementation schedule that begins
 62.4 commencement of camera-based traffic enforcement on at least two trunk highway work
 62.5 zone segments by August 1, 2025. The commissioners may select different trunk highway
 62.6 work zones. The commissioners must conduct the work zone pilot project in geographically
 62.7 diverse areas and must consider traffic patterns, historic speed enforcement and citation
 62.8 rates, and other factors to study further deployment of speed camera systems in additional
 62.9 work zones.
- 62.10 (e) By July 1, 2025, the commissioners of transportation and public safety must establish
 62.11 standards, schedules, curricula, and requirements for camera-based enforcement in a trunk
 62.12 highway work zone. The actions of the commissioner are exempt from rulemaking under
 62.13 chapter 14 and are not subject to exempt rulemaking procedures under section 14.386.
- 62.14 (f) By October 1, 2029, the commissioners must submit a report on the work zone pilot
 62.15 project and speed safety camera systems to the chairs and ranking minority members of the
 62.16 legislative committees having jurisdiction over transportation policy and finance. At a
 62.17 minimum, the report must:
- 62.18 (1) provide a review of the work zone pilot project;
- 62.19 (2) provide data on warning notices issued by the pilot project, with breakouts by year,
 62.20 location, and trunk highway type;
- 62.21 (3) evaluate any disparities in impacts under the work zone pilot project;
- 62.22 (4) make recommendations on the calibration, installation, enforcement, administration,
 62.23 adjudication, and implementation of speed camera traffic enforcement in trunk highway
 62.24 work zones, including any statutory or legislative changes needed; and
- 62.25 (5) make recommendations on how to integrate trunk highway work zone speed camera
 62.26 enforcement into the commissioner's strategies, practices, and methods to reduce vehicle
 62.27 speeds and enhance worker safety in work zones.
- 62.28 (g) The authority for the work zone pilot project is limited to August 1, 2025, to July
 62.29 31, 2029.
- 62.30 Subd. 18. Exempt from rulemaking. Rules adopted to implement this section are
 62.31 exempt from rulemaking under chapter 14 and are not subject to exempt rulemaking
 62.32 procedures under section 14.386.
- 63.1 Subd. 19. Expiration. This section expires July 31, 2029.

28.22 Sec. 23. Minnesota Statutes 2022, section 169.21, subdivision 6, is amended to read:

28.23 Subd. 6. Driver education curriculum; vulnerable road users. The class-D curriculum,

28.24 ~~in addition to driver education classroom curriculum prescribed in rules of statutes for class~~

- 28.25 ~~motor vehicles, must include instruction on~~ commissioner must adopt rules for persons
 28.26 ~~enrolled in driver education programs offered at public schools, private schools, and~~
 28.27 ~~commercial driver training schools, requiring inclusion in the course of instruction a section~~
 28.28 ~~on vulnerable road users. The instruction must include information on:~~
- 28.29 (1) ~~the rights and responsibilities of vulnerable road users, as defined in section 169.011,~~
 28.30 ~~subdivision 92b;~~
- 29.1 (2) ~~the specific duties of a driver when encountering a bicycle, other nonmotorized~~
 29.2 ~~vehicles, or a pedestrian;~~
- 29.3 (3) ~~safety risks for vulnerable road users and motorcyclists or other operators of two-~~
 29.4 ~~or three-wheeled vehicles; and~~
- 29.5 (4) ~~best practices to minimize dangers and avoid collisions with vulnerable road users~~
 29.6 ~~and motorcyclists or other operators of two- or three-wheeled vehicles.~~

29.7 Sec. 24. Minnesota Statutes 2022, section 169.222, subdivision 6a, is amended to read:

29.8 Subd. 6a. **Electric-assisted bicycle; riding rules.** (a) A person may operate an
 29.9 electric-assisted bicycle in the same manner as provided for operation of other bicycles,
 29.10 including but not limited to operation on the shoulder of a roadway, a bicycle lane, and a
 29.11 bicycle route, and operation without the motor engaged on a bikeway or bicycle trail.

29.12 (b) A person may operate a class 1 or class 2 electric-assisted bicycle with the motor
 29.13 engaged on a bicycle path, bicycle trail, or shared use path unless prohibited under section
 29.14 85.015, subdivision 1d; 85.018, subdivision 2, paragraph (d); or 160.263, subdivision 2,
 29.15 paragraph (b), as applicable.

29.16 (c) A person may operate a class 3 electric-assisted bicycle or multiple mode
 29.17 electric-assisted bicycle with the motor engaged on a bicycle path, bicycle trail, or shared

63.2 Sec. 52. Minnesota Statutes 2022, section 169.222, subdivision 2, is amended to read:

63.3 Subd. 2. **Manner and number riding.** ~~No bicycle, including a tandem bicycle, cargo~~
 63.4 ~~or utility bicycle, or trailer, shall be used to carry more persons at one time than the number~~
 63.5 ~~for which it is designed and equipped, except an adult rider may carry a child in a seat~~
 63.6 ~~designed for carrying children that is securely attached to the bicycle. (a) For purposes of~~
 63.7 ~~this subdivision, "bicycle" includes a tandem bicycle, electric-assisted bicycle, cargo or~~
 63.8 ~~utility bicycle, or trailer.~~

63.9 (b) No person may operate a bicycle while carrying more than the number of riders for
 63.10 which the bicycle is designed or equipped.

63.11 (c) Notwithstanding paragraph (b), an adult bicycle operator may carry a child in a trailer
 63.12 or seat designed for carrying children that is securely attached to a bicycle.

63.13 Sec. 53. Minnesota Statutes 2022, section 169.222, subdivision 6a, is amended to read:

63.14 Subd. 6a. **Electric-assisted bicycle; riding rules.** (a) A person may operate an
 63.15 electric-assisted bicycle in the same manner as provided for operation of other bicycles,
 63.16 including but not limited to operation on the shoulder of a roadway, a bicycle lane, and a
 63.17 bicycle route, and operation without the motor engaged on a bikeway or bicycle trail.

63.18 (b) A person may operate a class 1 or class 2 electric-assisted bicycle with the motor
 63.19 engaged on a bicycle path, bicycle trail, or shared use path unless prohibited under section
 63.20 85.015, subdivision 1d; 85.018, subdivision 2, paragraph (d); or 160.263, subdivision 2,
 63.21 paragraph (b), as applicable.

63.22 (c) A person may operate a class 3 electric-assisted bicycle or multiple mode
 63.23 electric-assisted bicycle with the motor engaged on a bicycle path, bicycle trail, or shared

29.18 use path unless the local authority or state agency having jurisdiction over the bicycle path
29.19 or trail prohibits the operation.

29.20 (d) The local authority or state agency having jurisdiction over a trail or over a bike park
29.21 that is designated as nonmotorized and that has a natural surface tread made by clearing
29.22 and grading the native soil with no added surfacing materials may regulate the operation of
29.23 an electric-assisted bicycle.

29.24 (e) ~~No~~ A person under the age of 15 ~~shall~~ must not operate an electric-assisted bicycle.

29.25 Sec. 25. Minnesota Statutes 2022, section 169.222, subdivision 6b, is amended to read:

29.26 Subd. 6b. **Electric-assisted bicycle; equipment.** (a) The manufacturer or distributor of
29.27 an electric-assisted bicycle must apply a label to the bicycle that is permanently affixed in
29.28 a prominent location. The label must contain the ~~classification~~ class number, top assisted
29.29 speed, and motor wattage of the electric-assisted bicycle, and must be printed in a legible
29.30 font with at least 9-point type. A multiple mode electric-assisted bicycle must have labeling
29.31 that identifies the highest electric-assisted bicycle class in which it is capable of operation.

30.1 (b) A person must not modify an electric-assisted bicycle to change the motor-powered
30.2 speed capability or motor engagement so that the bicycle no longer meets the requirements
30.3 for the applicable class, unless:

30.4 (1) the person replaces the label required in paragraph (a) with revised information-; or

30.5 (2) for a vehicle that no longer meets the requirements for any electric-assisted bicycle
30.6 class, the person removes the labeling as an electric-assisted bicycle.

30.7 (c) An electric-assisted bicycle must operate in a manner so that the electric motor is
30.8 disengaged or ceases to function ~~when the rider stops pedaling or:~~ (1) when the brakes are
30.9 applied; or (2) except for a class 2 electric-assisted bicycle or a multiple mode
30.10 electric-assisted bicycle operating in class 2 mode, when the rider stops pedaling.

30.11 (d) A class 3 electric-assisted bicycle or multiple mode electric-assisted bicycle must
30.12 be equipped with a speedometer that displays the speed at which the bicycle is traveling in
30.13 miles per hour.

30.14 (e) A multiple mode electric-assisted bicycle equipped with a throttle must not be capable
30.15 of exceeding 20 miles per hour on motorized propulsion alone in any mode when the throttle
30.16 is engaged.

63.24 use path unless the local authority or state agency having jurisdiction over the bicycle path
63.25 or trail prohibits the operation.

63.26 (d) The local authority or state agency having jurisdiction over a trail or over a bike park
63.27 that is designated as nonmotorized and that has a natural surface tread made by clearing
63.28 and grading the native soil with no added surfacing materials may regulate the operation of
63.29 an electric-assisted bicycle.

63.30 (e) ~~No~~ A person under the age of 15 ~~shall~~ may not operate an electric-assisted bicycle.

64.1 Sec. 54. Minnesota Statutes 2022, section 169.222, subdivision 6b, is amended to read:

64.2 Subd. 6b. **Electric-assisted bicycle; equipment.** (a) The manufacturer or distributor of
64.3 an electric-assisted bicycle must apply a label to the bicycle that is permanently affixed in
64.4 a prominent location. The label must contain the ~~classification~~ class number, top assisted
64.5 speed, and motor wattage of the electric-assisted bicycle, and must be printed in a legible
64.6 font with at least 9-point type. A multiple mode electric-assisted bicycle must have labeling
64.7 that identifies the highest class or each of the electric-assisted bicycle classes in which it is
64.8 capable of operating.

64.9 (b) A person must not modify an electric-assisted bicycle to change the motor-powered
64.10 speed capability or motor engagement so that the bicycle no longer meets the requirements
64.11 for the applicable class, unless:

64.12 (1) the person replaces the label required in paragraph (a) with revised information-; or

64.13 (2) for a vehicle that no longer meets the requirements for any electric-assisted bicycle
64.14 class, the person removes the labeling as an electric-assisted bicycle.

64.15 (c) An electric-assisted bicycle must operate in a manner so that the electric motor is
64.16 disengaged or ceases to function ~~when the rider stops pedaling or:~~ (1) when the brakes are
64.17 applied; or (2) except for a class 2 electric-assisted bicycle or a multiple mode
64.18 electric-assisted bicycle operating in class 2 mode, when the rider stops pedaling.

64.19 (d) A class 3 electric-assisted bicycle or multiple mode electric-assisted bicycle must
64.20 be equipped with a speedometer that displays the speed at which the bicycle is traveling in
64.21 miles per hour.

64.22 (e) A multiple mode electric-assisted bicycle equipped with a throttle must not be capable
64.23 of exceeding 20 miles per hour on motorized propulsion alone in any mode when the throttle
64.24 is engaged.

64.25 Sec. 55. Minnesota Statutes 2022, section 169.346, subdivision 2, is amended to read:

64.26 Subd. 2. **Disability parking space signs.** (a) Parking spaces reserved for physically
64.27 disabled persons must be designated and identified by the posting of signs incorporating
64.28 the international symbol of access in white on blue and indicating that violators are subject

30.17 Sec. 26. [169.515] LIGHTS ON GRANT PROGRAM.

30.18 Subdivision 1. **Grant program established; purpose.** The Lights On grant program is
 30.19 established under this section to provide drivers on Minnesota roads with vouchers of up
 30.20 to \$250 to use at participating auto repair shops to repair or replace broken or malfunctioning
 30.21 lighting equipment required under sections 169.49 to 169.51. Grant funds awarded under
 30.22 this program are intended to increase safety on Minnesota roads by ensuring vehicle lights
 30.23 are properly illuminated, offering drivers restorative solutions rather than punishment for
 30.24 malfunctioning equipment, lessening the financial burden of traffic tickets on low-income
 30.25 drivers, and improving police-community relations.

30.26 Subd. 2. **Eligibility.** Counties, cities, towns, the State Patrol, and local law enforcement
 30.27 agencies, including law enforcement agencies of a federally recognized Tribe, as defined
 30.28 in United States Code, title 25, section 5304(e), are eligible to apply for grants under this
 30.29 section.

30.30 Subd. 3. **Application.** (a) The commissioner of public safety must develop application
 30.31 materials and procedures for the Lights On grant program.

64.29 to a fine of up to \$200. These parking spaces are reserved for disabled persons with motor
 64.30 vehicles displaying the required certificate, plates, permit valid for 30 days, or insignia.

64.31 (b) For purposes of this subdivision, a parking space that is clearly identified as reserved
 64.32 for physically disabled persons by a permanently posted sign that does not meet all design
 65.1 standards, is considered designated and reserved for physically disabled persons. A sign
 65.2 posted for the purpose of this section must be visible from inside a motor vehicle parked in
 65.3 the space, be kept clear of snow or other obstructions which block its visibility, and be
 65.4 nonmovable.

65.5 (c) By August 1, 2024, the Minnesota Council on Disability must select and propose a
 65.6 statewide uniform disability parking space sign that is consistent with the Americans with
 65.7 Disabilities Act. The selected and proposed sign must not display any variation of the word
 65.8 "handicapped." As part of selecting and proposing a statewide uniform disability parking
 65.9 space sign, the Minnesota Council on Disability may encourage owners or managers of
 65.10 property to replace existing disability parking space signs at the owner's earliest opportunity
 65.11 once the sign is made available for distribution.

65.12 (d) Beginning on August 1, 2025, an applicable owner or manager of property on which
 65.13 a disability parking sign may be located must install and display the new uniform disability
 65.14 parking sign required in paragraph (c) at:

65.15 (1) newly created on-site parking facilities; and

65.16 (2) existing on-site parking facilities when the manager or owner replaces existing
 65.17 disability parking space signs.

65.18 **EFFECTIVE DATE.** This section is effective the day following final enactment.

65.19 Sec. 56. [169.515] LIGHTS ON GRANT PROGRAM.

65.20 Subdivision 1. **Grant program established.** The Lights On grant program is established
 65.21 under this section to provide drivers on Minnesota roads with vouchers of up to \$250 to use
 65.22 at participating auto repair shops to repair or replace broken or malfunctioning lighting
 65.23 equipment required under sections 169.49 to 169.51.

65.24 Subd. 2. **Eligibility.** Counties, cities, towns, the State Patrol, and local law enforcement
 65.25 agencies, including law enforcement agencies of a federally recognized Tribe, as defined
 65.26 in United States Code, title 25, section 5304(e), are eligible to apply for grants under this
 65.27 section.

65.28 Subd. 3. **Application; use of grant award.** (a) The commissioner of public safety must
 65.29 develop application materials and procedures for the Lights On grant program.

31.1 (b) The application must describe the type or types of intended vouchers, the amount of
 31.2 money requested, and any other information deemed necessary by the commissioner.

31.3 (c) Applicants must submit an application under this section in the form and manner
 31.4 prescribed by the commissioner.

31.5 (d) Applicants must describe how grant money will be used to provide and distribute
 31.6 vouchers to drivers.

31.7 (e) Applicants must keep records of vouchers distributed and records of all expenses
 31.8 associated with awarded grant money.

31.9 Subd. 4. **Grant criteria.** Preference for grant awards must be given to applicants whose
 31.10 proposals provide resources and vouchers to individuals residing in geographic areas that
 31.11 have historically received underinvestment and have high poverty rates.

31.12 Subd. 5. **Reporting.** By February 1 each year, grant recipients must submit a report to
 31.13 the commissioner itemizing all expenditures made using grant money, the purpose of each
 31.14 expenditure, and the disposition of each contact made with drivers with malfunctioning or
 31.15 broken lighting equipment. The report must be in the form and manner prescribed by the
 31.16 commissioner.

65.30 (b) The application must describe the type or types of intended vouchers, the amount of
 65.31 money requested, and any other information deemed necessary by the commissioner.

66.1 (c) Applicants must submit an application under this section in the form and manner
 66.2 prescribed by the commissioner.

66.3 (d) Applicants must describe how grant money will be used to provide and distribute
 66.4 vouchers to drivers.

66.5 (e) Applicants must keep records of vouchers distributed and records of all expenses
 66.6 associated with awarded grant money.

66.7 (f) Applicants must not use awarded grant money for administrative costs. A nonstate
 66.8 organization that contracts with the commissioner to operate the program must not retain
 66.9 any of the grant money for administrative costs.

66.10 (g) An applicant must not distribute more than one voucher per motor vehicle in a 90-day
 66.11 period.

66.12 (h) A voucher that is distributed to a driver must contain the following information:

66.13 (1) the motor vehicle license plate number;

66.14 (2) the date of issuance; and

66.15 (3) the badge number of the officer distributing the voucher.

66.16 Subd. 4. **Grant criteria.** Preference for grant awards must be given to applicants whose
 66.17 proposals provide resources and vouchers to individuals residing in geographic areas that
 66.18 (i) have higher crash rates or higher number of tickets issued for broken or malfunctioning
 66.19 lighting equipment, or (ii) are high poverty areas. For purposes of this section, "high poverty
 66.20 area" means a census tract as reported in the most recently completed decennial census
 66.21 published by the United States Bureau of the Census that has a poverty area rate of at least
 66.22 20 percent or in which the median family income does not exceed 80 percent of the greater
 66.23 of the statewide or metropolitan median family income.

66.24 Subd. 5. **Reporting.** (a) By February 1 each year, grant recipients must submit a report
 66.25 to the commissioner itemizing all expenditures made using grant money during the previous
 66.26 calendar year, the purpose of each expenditure, and the disposition of each contact made
 66.27 with drivers with malfunctioning or broken lighting equipment. The report must be in the
 66.28 form and manner prescribed by the commissioner.

66.29 (b) By March 15 each year, the commissioner must submit a report to the chairs, ranking
 66.30 minority members, and staff of the legislative committees with jurisdiction over transportation
 66.31 policy and finance. The report must list, for the previous calendar year:

67.1 (1) the participating grant recipients and the total number and dollar amount of vouchers
 67.2 that each grant recipient distributed; and

- 67.3 (2) the participating auto repair shops and the total number and dollar amount of vouchers
67.4 that each received.
- 67.5 Grant recipients and any program organization contracted by the commissioner must provide
67.6 information as requested by the commissioner to complete the report required under this
67.7 paragraph.
- 67.8 Sec. 57. Minnesota Statutes 2022, section 169.685, subdivision 7, is amended to read:
- 67.9 Subd. 7. **Appropriation; special account.** The Minnesota child passenger restraint and
67.10 education account is created in the ~~state treasury~~ special revenue fund, consisting of fines
67.11 collected under subdivision 5 and other money appropriated or donated. The money in the
67.12 account is annually appropriated to the commissioner of public safety to be used to provide
67.13 child passenger restraint systems to families in financial need, school districts and child
67.14 care providers that provide for the transportation of pupils to and from school using type
67.15 III vehicles or school buses with a gross vehicle weight rating of 10,000 pounds or less, and
67.16 to provide an educational program on the need for and proper use of child passenger restraint
67.17 systems. Information on the commissioner's activities and expenditure of funds under this
67.18 section must be available upon request.
- 67.19 Sec. 58. Minnesota Statutes 2022, section 169.79, is amended by adding a subdivision to
67.20 read:
- 67.21 Subd. 3b. **Roadable aircraft.** Notwithstanding subdivision 1 and section 168.09,
67.22 subdivision 1, a roadable aircraft is not required to display a license plate.
- 67.23 Sec. 59. Minnesota Statutes 2022, section 169.812, subdivision 2, is amended to read:
- 67.24 Subd. 2. **Escort vehicles required; width.** (a) Except as provided in paragraphs (d) and
67.25 (e), no escort vehicle is required if the width of an overdimensional load is 15 feet or less
67.26 as measured at the bottom of the load or is 16 feet or less as measured at the top of the load.
- 67.27 (b) Only one rear escort vehicle is required on a multilane divided roadway if the width
67.28 of an overdimensional load is more than 15 feet as measured at the bottom of the load or is
67.29 more than 16 feet as measured at the top of the load.
- 68.1 (c) Only one lead escort vehicle and one rear escort vehicle is required on any undivided
68.2 roadway if the width of an overdimensional load is more than 15 feet as measured at the
68.3 bottom of the load or is more than 16 feet as measured at the top of the load.
- 68.4 (d) One lead escort vehicle, one rear escort vehicle, and either one lead licensed peace
68.5 officer or an additional escort driver if a local licensed peace officer is unavailable is required
68.6 when any part of an overdimensional load or a vehicle transporting an overdimensional
68.7 load extends beyond the left of the centerline on an undivided roadway.
- 68.8 (e) The commissioner may require additional escorts when deemed necessary to protect
68.9 public safety or to ensure against undue damage to the road foundations, surfaces, or
68.10 structures. The commissioner must specify in the permit (1) the number of additional escorts

68.11 required; and (2) whether the operators of the escort vehicles must be licensed peace officers
68.12 or may be escort drivers, as defined in subdivision 1.

68.13 Sec. 60. Minnesota Statutes 2022, section 169.869, subdivision 1, is amended to read:

68.14 Subdivision 1. **Definition.** For purposes of this section, "road construction materials"
68.15 means street or highway construction materials, including ~~but not limited to~~ aggregate
68.16 material as defined in section 298.75, subdivision 1, paragraph (a), hot mix asphalt, plastic
68.17 concrete, cementitious materials, concrete admixtures, asphalt cement, ~~and~~ recycled road
68.18 materials, and bulk aggregate materials that are delivered to an aggregate plant or production
68.19 facility or are used in the production of asphalt or concrete, not including those materials
68.20 that require the vehicle to be marked or placarded in accordance with section 221.033 and
68.21 Code of Federal Regulations, title 49, part 172.

68.22 Sec. 61. Minnesota Statutes 2022, section 169.974, subdivision 5, is amended to read:

68.23 Subd. 5. **Driving rules.** (a) An operator of a motorcycle must ride only upon a permanent
68.24 and regular seat which is attached to the vehicle for that purpose. No other person ~~shall~~ may
68.25 ride on a motorcycle, except that passengers may ride (1) upon a permanent and regular
68.26 operator's seat if designed for two persons, (2) upon additional seats attached to or in the
68.27 vehicle, or (3) in a sidecar attached to the vehicle. The operator of a motorcycle is prohibited
68.28 from carrying passengers in a number in excess of the designed capacity of the motorcycle
68.29 or sidecar attached to it. A passenger is prohibited from being carried in a position that
68.30 interferes with the safe operation of the motorcycle or the view of the operator.

68.31 (b) No person ~~shall~~ may ride upon a motorcycle as a passenger unless the person can
68.32 reach the footrests or floorboards with both feet.

69.1 (c) Except for passengers of sidecars, drivers and passengers of three-wheeled
69.2 motorcycles, and persons in an autocycle, no person ~~shall~~ may operate or ride upon a
69.3 motorcycle except while sitting astride the seat, facing forward, with one leg on either side
69.4 of the motorcycle.

69.5 (d) No person ~~shall~~ may operate a motorcycle while carrying animals, packages, bundles,
69.6 or other cargo which prevent the person from keeping both hands on the handlebars.

69.7 (e) No person ~~shall~~ may operate a motorcycle between lanes of moving or stationary
69.8 vehicles headed in the same direction, nor ~~shall~~ may any person drive a motorcycle abreast
69.9 of or overtake or pass another vehicle within the same traffic lane, unless the operator of
69.10 the motorcycle is traveling at not more than 25 miles per hour and no more than 15 miles
69.11 per hour over the speed of traffic. Motorcycles may, with the consent of both drivers, be
69.12 operated not more than two abreast in a single traffic lane if the vehicles fit safely within
69.13 the designated space of the lane. An operator of a motor vehicle that intentionally impedes
69.14 or attempts to prevent any operator of a motorcycle from operating a motorcycle as permitted
69.15 under this paragraph is guilty of a petty misdemeanor.

69.16 (f) Motor vehicles including motorcycles are entitled to the full use of a traffic lane and
 69.17 no motor vehicle may be driven or operated in a manner so as to deprive a motorcycle of
 69.18 the full use of a traffic lane.

69.19 (g) A person operating a motorcycle upon a roadway must be granted the rights and is
 69.20 subject to the duties applicable to a motor vehicle as provided by law, except as to those
 69.21 provisions which by their nature can have no application.

69.22 (h) Paragraph (e) of this subdivision does not apply to police officers in the performance
 69.23 of their official duties.

69.24 (i) No person shall may operate a motorcycle on a street or highway unless the headlight
 69.25 or headlights are lighted at all times the motorcycle is so operated.

69.26 (j) A person parking a motorcycle on the roadway of a street or highway must:

69.27 (1) if parking in a marked parking space, park the motorcycle completely within the
 69.28 marked space; and

69.29 (2) park the motorcycle in such a way that the front of the motorcycle is pointed or
 69.30 angled toward the nearest lane of traffic to the extent practicable and necessary to allow the
 69.31 operator to (i) view any traffic in both directions of the street or highway without having
 69.32 to move the motorcycle into a lane of traffic and without losing balance or control of the
 70.1 motorcycle, and (ii) ride the motorcycle forward and directly into a lane of traffic when the
 70.2 lane is sufficiently clear of traffic.

70.3 **EFFECTIVE DATE.** This section is effective July 1, 2025.

70.4 Sec. 62. **[169.975] OPERATION OF ROADABLE AIRCRAFT.**

70.5 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
 70.6 the meanings given.

70.7 (b) "Aircraft" has the meaning given in section 360.013, subdivision 37.

70.8 (c) "Airport" has the meaning given in section 360.013, subdivision 39, and includes a
 70.9 personal-use airport as defined in Minnesota Rules, part 8800.0100, subpart 22a.

70.10 (d) "Restricted landing area" has the meaning given in section 360.013, subdivision 57.

70.11 (e) "Unlicensed landing area" has the meaning given in Minnesota Rules, part 8800.0100,
 70.12 subpart 32a.

70.13 Subd. 2. **Operation.** (a) A roadable aircraft is considered a motor vehicle when in
 70.14 operation, including on a public highway, except when the vehicle is (1) at an airport, (2)
 70.15 on a restricted landing area, (3) on an unlicensed landing area, or (4) in flight. When operating
 70.16 a roadable aircraft as a motor vehicle, an operator must comply with all rules and
 70.17 requirements set forth in this chapter governing the operation of a motor vehicle.

70.18 (b) When in operation at an airport, on a restricted landing area, on an unlicensed landing
 70.19 area, or in flight, a roadable aircraft is considered an aircraft and the operator must comply
 70.20 with all rules and requirements set forth in chapter 360. An owner of a roadable aircraft
 70.21 registered in Minnesota under this chapter must comply with all rules and requirements of
 70.22 this chapter and chapter 360 governing the registration, taxation, and insurance of aircraft.

70.23 (c) A roadable aircraft may only take off or land at an airport, unlicensed landing area,
 70.24 or restricted landing area.

70.25 Sec. 63. Minnesota Statutes 2022, section 169.99, subdivision 1, is amended to read:

70.26 Subdivision 1. **Form.** (a) Except as provided in subdivision 3; section 169.147,
 70.27 subdivision 8; and section 169.999, subdivision 3, there shall be a uniform ticket issued
 70.28 throughout the state by the police and peace officers or by any other person for violations
 70.29 of this chapter and ordinances in conformity thereto. Such uniform traffic ticket shall be in
 70.30 the form and have the effect of a summons and complaint. Except as provided in paragraph
 70.31 (b), the uniform ticket shall state that if the defendant fails to appear in court in response to
 71.1 the ticket, an arrest warrant may be issued. The uniform traffic ticket shall consist of four
 71.2 parts, on paper sensitized so that copies may be made without the use of carbon paper, as
 71.3 follows:

71.4 (1) the complaint, with reverse side for officer's notes for testifying in court, driver's
 71.5 past record, and court's action, printed on white paper;

71.6 (2) the abstract of court record for the Department of Public Safety, which shall be a
 71.7 copy of the complaint with the certificate of conviction on the reverse side, printed on yellow
 71.8 paper;

71.9 (3) the police record, which shall be a copy of the complaint and of the reverse side of
 71.10 copy (1), printed on pink paper; and

71.11 (4) the summons, with, on the reverse side, such information as the court may wish to
 71.12 give concerning the Traffic Violations Bureau, and a plea of guilty and waiver, printed on
 71.13 off-white tag stock.

71.14 (b) If the offense is a petty misdemeanor, the uniform ticket must state that a failure to
 71.15 appear will be considered a plea of guilty and waiver of the right to trial, unless the failure
 71.16 to appear is due to circumstances beyond the person's control.

31.17 Sec. 27. Minnesota Statutes 2023 Supplement, section 169A.44, subdivision 1, is amended
 31.18 to read:

31.19 Subdivision 1. **Nonfelony violations.** (a) This subdivision applies to a person charged
 31.20 with a nonfelony violation of section 169A.20 (driving while impaired) under circumstances
 31.21 described in section 169A.40, subdivision 3 (certain DWI offenders; custodial arrest).

31.22 (b) Except as provided in subdivision 3, unless maximum bail is imposed under section
 31.23 629.471, a person described in paragraph (a) may be released from detention only if the
 31.24 person agrees to the following conditions pending resolution of the charge:

31.25 (1) abstain from alcohol and nonprescribed controlled or intoxicating substances; and

31.26 (2) submit to a program of electronic alcohol monitoring, involving at least daily
 31.27 measurements of the person's alcohol concentration, pending resolution of the charge to
 31.28 monitor that abstinence.

31.29 (c) A defendant charged with a violation of section 169A.20, subdivision 1, clause (1),
 31.30 (5), or (6); subdivision 1, clause (4), where one of the elements involves a violation of clause
 31.31 (1); subdivision 2, clause (1); or subdivision 2, clause (2), if the court issued the warrant
 31.32 based on probable cause to believe that the person was under the influence of alcohol, must
 32.2 be monitored through the use of:

32.3 (1) electronic alcohol monitoring, involving at least daily measurements of the person's
 32.4 alcohol concentration if electronic alcohol-monitoring equipment is available to the court;
 32.5 or

32.6 (2) random alcohol tests conducted at least weekly if electronic alcohol-monitoring
 32.7 equipment is not available to the court.

32.8 (d) A defendant charged with a violation of section 169A.20, subdivision 1, clause (2),
 32.9 (3), (4), (7), or (8); or subdivision 2, clause (2), if the court issued the warrant based on
 32.10 probable cause to believe that the person was under the influence of a controlled substance
 32.11 or an intoxicating substance, must be monitored through the use of random urine analyses
 32.12 conducted at least weekly.

32.13 ~~Clause (2) applies only when electronic alcohol monitoring equipment is available to~~
 32.14 ~~the court.~~ (e) The court shall require partial or total reimbursement from the person for the
 32.15 cost of the electronic alcohol monitoring, random alcohol tests, and random urine analyses,
 32.16 to the extent the person is able to pay.

32.17 **EFFECTIVE DATE.** This section is effective August 1, 2024, and applies to defendants
 32.18 charged on or after that date.

32.19 Sec. 28. Minnesota Statutes 2022, section 169A.55, subdivision 4, is amended to read:

32.20 Subd. 4. **Reinstatement of driving privileges; multiple incidents.** (a) A person whose
 32.21 driver's license has been revoked as a result of an alcohol-related offense listed under clause
 32.22 (2) shall not be eligible for reinstatement of driving privileges without an ignition interlock
 32.23 restriction until the commissioner certifies that either:

32.24 (1) the person did not own or lease a vehicle at the time of the offense or at any time
 32.25 between the time of the offense and the driver's request for reinstatement, or commit a
 32.26 violation of chapter 169, 169A, or 171 between the time of the offense and the driver's

- 32.27 request for reinstatement or at the time of the arrest for the offense listed under clause (2),
32.28 item (i), subitem (A) or (B), or (ii), subitem (A) or (B), as based on:
- 32.29 (i) a request by the person for reinstatement, on a form to be provided by the Department
32.30 of Public Safety;
- 32.31 (ii) the person's attestation under penalty of perjury; and
- 33.1 (iii) the submission by the driver of certified copies of vehicle registration records and
33.2 driving records for the period from the arrest until the driver seeks reinstatement of driving
33.3 privileges; or
- 33.4 (2) the person used the ignition interlock device and complied with section 171.306 for
33.5 a period of not less than:
- 33.6 (i) one year, for a person whose driver's license was revoked for:
- 33.7 (A) an offense occurring within ten years of a qualified prior impaired driving incident;
33.8 or
- 33.9 (B) an offense occurring after two qualified prior impaired driving incidents; or
- 33.10 (ii) two years, for a person whose driver's license was revoked for:
- 33.11 (A) an offense occurring under item (i), subitem (A) or (B), and the test results indicated
33.12 an alcohol concentration of twice the legal limit or more; or
- 33.13 (B) an offense occurring under item (i), subitem (A) or (B), and the current offense is
33.14 for a violation of section 169A.20, subdivision 2.
- 33.15 (b) A person whose driver's license has been canceled or denied as a result of three or
33.16 more qualified impaired driving incidents involving at least one alcohol-related offense
33.17 shall not be eligible for reinstatement of driving privileges without an ignition interlock
33.18 restriction until the person:
- 33.19 (1) has completed rehabilitation according to rules adopted by the commissioner or been
33.20 granted a variance from the rules by the commissioner; and
- 33.21 (2) has submitted verification of abstinence from alcohol and controlled substances
33.22 under paragraph (c), as evidenced by the person's use of an ignition interlock device or other
33.23 chemical monitoring device approved by the commissioner.
- 33.24 (c) The verification of abstinence must show that the person has abstained from the use
33.25 of alcohol and controlled substances for a period of not less than:
- 33.26 (1) three years, for a person whose driver's license was canceled or denied for an offense
33.27 occurring within ten years of the first of two qualified prior impaired driving incidents, or
33.28 occurring after three qualified prior impaired driving incidents;

- 33.29 (2) four years, for a person whose driver's license was canceled or denied for an offense
 33.30 occurring within ten years of the first of three qualified prior impaired driving incidents; or
- 34.1 (3) six years, for a person whose driver's license was canceled or denied for an offense
 34.2 occurring after four or more qualified prior impaired driving incidents.
- 34.3 (d) A person whose driver's license has been revoked as a result of a controlled or
 34.4 intoxicating substance offense listed under clause (2) shall not be eligible for reinstatement
 34.5 of driving privileges without participating in the intensive testing program established under
 34.6 section 171.307 until the commissioner certifies that either:
- 34.7 (1) the person did not own or lease a vehicle at the time of the offense or at any time
 34.8 between the time of the offense and the driver's request for reinstatement, or commit a
 34.9 violation of chapter 169, 169A, or 171 between the time of the offense and the driver's
 34.10 request for reinstatement or at the time of the arrest for the offense listed under clause (2),
 34.11 item (i), subitem (A) or (B), or (ii), subitem (A) or (B), as based on:
- 34.12 (i) a request by the person for reinstatement, on a form to be provided by the Department
 34.13 of Public Safety;
- 34.14 (ii) the person's attestation under penalty of perjury; and
- 34.15 (iii) the submission by the driver of certified copies of vehicle registration records and
 34.16 driving records for the period from the arrest until the driver seeks reinstatement of driving
 34.17 privileges; or
- 34.18 (2) the person participated in the intensive testing program and complied with section
 34.19 171.307 for a period of not less than:
- 34.20 (i) one year, for a person whose driver's license was revoked for:
- 34.21 (A) an offense occurring within ten years of a qualified prior impaired driving incident;
 34.22 or
- 34.23 (B) an offense occurring after two qualified prior impaired driving incidents; or
- 34.24 (ii) two years, for a person whose driver's license was revoked for:
- 34.25 (A) an offense occurring under item (i), subitem (A) or (B), and the test results indicated
 34.26 an alcohol concentration of twice the legal limit or more; or
- 34.27 (B) an offense occurring under item (i), subitem (A) or (B), and the current offense is
 34.28 for a violation of section 169A.20, subdivision 2.
- 34.29 (e) A person whose driver's license has been canceled or denied as a result of three or
 34.30 more qualified impaired driving incidents involving at least one controlled or intoxicating
 34.31 substance offense shall not be eligible for reinstatement of driving privileges without
 34.32 participating in the intensive testing program until the person:

35.1 (1) has completed rehabilitation according to rules adopted by the commissioner or been
 35.2 granted a variance from the rules by the commissioner; and

35.3 (2) has submitted verification of abstinence from alcohol and controlled substances
 35.4 under paragraph (f), as evidenced by the person's participation in the intensive testing
 35.5 program or other monitoring approved by the commissioner.

35.6 (f) The verification of abstinence must show that the person has abstained from the use
 35.7 of alcohol and controlled substances for a period of not less than:

35.8 (1) three years, for a person whose driver's license was canceled or denied for an offense
 35.9 occurring within ten years of the first of two qualified prior impaired driving incidents, or
 35.10 occurring after three qualified prior impaired driving incidents;

35.11 (2) four years, for a person whose driver's license was canceled or denied for an offense
 35.12 occurring within ten years of the first of three qualified prior impaired driving incidents; or

35.13 (3) six years, for a person whose driver's license was canceled or denied for an offense
 35.14 occurring after four or more qualified prior impaired driving incidents.

35.15 (g) As used in this subdivision:

35.16 (1) "alcohol-related offense" means a violation of section 169A.20, subdivision 1, clause
 35.17 (1), (5), or (6); subdivision 1, clause (4), where one of the elements involves a violation of
 35.18 clause (1); subdivision 2, clause (1); or subdivision 2, clause (2), if the court issued the
 35.19 warrant based on probable cause to believe that the person was under the influence of
 35.20 alcohol; and

35.21 (2) "controlled or intoxicating substance offense" means a violation of section 169A.20,
 35.22 subdivision 1, clause (2), (3), (4), (7), or (8); or subdivision 2, clause (2), if the court issued
 35.23 the warrant based on probable cause to believe that the person was under the influence of
 35.24 a controlled substance or an intoxicating substance.

35.25 **EFFECTIVE DATE.** This section is effective August 1, 2024, and applies to revocations
 35.26 and cancellations or denials that occur on or after that date.

71.17 Sec. 64. Minnesota Statutes 2022, section 171.01, subdivision 40, is amended to read:

71.18 Subd. 40. **Motorcycle.** "Motorcycle" means every motor vehicle having a seat or saddle
 71.19 for the use of the rider and designed to travel on not more than three wheels in contact with
 71.20 the ground, including, Motorcycle includes motor scooters and bicycles with motor attached;
 71.21 but excluding.

71.22 (b) Motorcycle excludes tractors and, motorized bicycles, and roadable aircraft as defined
 71.23 in section 169.011, subdivision 67a.

71.24 Sec. 65. Minnesota Statutes 2022, section 171.01, is amended by adding a subdivision to
71.25 read:

71.26 Subd. 45c. **Residence address and permanent mailing address.** "Residence address"
71.27 and "permanent mailing address" mean, for purposes of drivers' licenses, enhanced drivers'
71.28 licenses, REAL ID-compliant drivers' licenses and identification cards, instruction permits,
71.29 identification cards, and enhanced identification cards, the postal address of the permanent
71.30 domicile within this state where an individual:

71.31 (1) resides;

72.1 (2) intends to reside within 30 calendar days after the date of application; or

72.2 (3) intends to return whenever absent.

72.3 **EFFECTIVE DATE.** This section is effective October 1, 2024, for applications on or
72.4 after that date.

72.5 Sec. 66. Minnesota Statutes 2022, section 171.01, is amended by adding a subdivision to
72.6 read:

72.7 Subd. 48c. **Temporary mailing address.** "Temporary mailing address" means the
72.8 mailing address of any place where a person regularly or occasionally stays and may receive
72.9 mail in their name other than the person's residence address. A temporary mailing address
72.10 does not include the designated address under section 5B.05.

72.11 **EFFECTIVE DATE.** This section is effective October 1, 2024, for applications on or
72.12 after that date.

72.13 Sec. 67. Minnesota Statutes 2022, section 171.06, subdivision 2a, is amended to read:

72.14 Subd. 2a. **Two-wheeled vehicle endorsement fee.** (a) In addition to the appropriate fee
72.15 under subdivision 2, the fee for a two-wheeled vehicle endorsement on a driver's license is:

72.16 (1) \$26.50 for an initial endorsement or a duplicate license obtained for the purpose of
72.17 adding the endorsement; and

72.18 (2) \$17 for each license renewal with the endorsement.

72.19 (b) The additional fee must be paid into the state treasury and credited as follows:

72.20 (1) \$19 of the additional fee under paragraph (a), clause (1), and \$11 of the additional
72.21 fee under paragraph (a), clause (2), to the motorcycle safety ~~fund~~ account, which is hereby
72.22 created in the special revenue fund; and

72.23 (2) the remainder to the general fund.

72.24 (c) All application forms prepared by the commissioner for two-wheeled vehicle
72.25 endorsements must clearly state the amount of the total fee that is dedicated to the motorcycle
72.26 safety ~~fund~~ account.

- 72.27 **EFFECTIVE DATE.** This section is effective July 1, 2024.
- 73.1 Sec. 68. Minnesota Statutes 2023 Supplement, section 171.06, subdivision 3, is amended
73.2 to read:
- 73.3 Subd. 3. **Contents of application; other information.** (a) An application must:
- 73.4 (1) state the full name, date of birth, sex, and either (i) the residence address of the
73.5 applicant, or (ii) designated address under section 5B.05;
- 73.6 (2) as may be required by the commissioner, contain a description of the applicant and
73.7 any other facts pertaining to the applicant, the applicant's driving privileges, and the
73.8 applicant's ability to operate a motor vehicle with safety;
- 73.9 (3) state:
- 73.10 (i) the applicant's Social Security number; or
- 73.11 (ii) if the applicant does not have a Social Security number and is applying for a
73.12 Minnesota identification card, instruction permit, or class D provisional or driver's license,
73.13 that the applicant elects not to specify a Social Security number;
- 73.14 (4) contain a notification to the applicant of the availability of a living will/health care
73.15 directive designation on the license under section 171.07, subdivision 7;
- 73.16 (5) include a method for the applicant to:
- 73.17 (i) request a veteran designation on the license under section 171.07, subdivision 15,
73.18 and the driving record under section 171.12, subdivision 5a;
- 73.19 (ii) indicate a desire to make an anatomical gift under subdivision 3b, paragraph (e);
- 73.20 (iii) as applicable, designate document retention as provided under section 171.12,
73.21 subdivision 3c;
- 73.22 (iv) indicate emergency contacts as provided under section 171.12, subdivision 5b;
- 73.23 (v) indicate the applicant's race and ethnicity; ~~and~~
- 73.24 (vi) indicate caretaker information as provided under section 171.12, subdivision 5c;
73.25 and
- 73.26 (vii) indicate a temporary mailing address separate from the applicant's residence address
73.27 listed on the identification card or license; and
- 73.28 (6) meet the requirements under section 201.161, subdivision 3.
- 73.29 (b) Applications must be accompanied by satisfactory evidence demonstrating:
- 73.30 (1) identity, date of birth, and any legal name change if applicable; and

- 74.1 (2) for driver's licenses and Minnesota identification cards that meet all requirements of
74.2 the REAL ID Act:
- 74.3 (i) principal residence address in Minnesota, including application for a change of address,
74.4 unless the applicant provides a designated address under section 5B.05;
- 74.5 (ii) Social Security number, or related documentation as applicable; and
- 74.6 (iii) lawful status, as defined in Code of Federal Regulations, title 6, section 37.3.
- 74.7 (c) An application for an enhanced driver's license or enhanced identification card must
74.8 be accompanied by:
- 74.9 (1) satisfactory evidence demonstrating the applicant's full legal name and United States
74.10 citizenship; and
- 74.11 (2) a photographic identity document.
- 74.12 (d) A valid Department of Corrections or Federal Bureau of Prisons identification card
74.13 containing the applicant's full name, date of birth, and photograph issued to the applicant
74.14 is an acceptable form of proof of identity in an application for an identification card,
74.15 instruction permit, or driver's license as a secondary document for purposes of Minnesota
74.16 Rules, part 7410.0400, and successor rules.
- 74.17 (e) An application form must not provide for identification of (1) the accompanying
74.18 documents used by an applicant to demonstrate identity, or (2) except as provided in
74.19 paragraphs (b) and (c), the applicant's citizenship, immigration status, or lawful presence
74.20 in the United States. The commissioner and a driver's license agent must not inquire about
74.21 an applicant's citizenship, immigration status, or lawful presence in the United States, except
74.22 as provided in paragraphs (b) and (c).
- 74.23 (f) If an applicant designates a temporary mailing address under paragraph (a), clause
74.24 (5), item (vii), the commissioner must use the temporary mailing address in lieu of the
74.25 applicant's residence address for delivery of the driver's license or identification card. The
74.26 commissioner must send all other correspondence to the applicant's residence address.
74.27 Nothing in this paragraph or paragraph (a), clause (5), item (vii), may be construed to modify
74.28 or remove proof of residency requirements at the time of application for an initial driver's
74.29 permit, driver's license, or identification card.
- 74.30 (g) The commissioner must provide information on the department's website on the
74.31 option for an applicant to designate a temporary mailing address. The information on the
74.32 department's website must:
- 75.1 (1) be easily accessible and address frequently asked questions;
- 75.2 (2) detail the department's requirements for the use of a temporary mailing address;

- 75.3 (3) compare the use of a temporary mailing address to the use of an applicant's residence
 75.4 address; and
- 75.5 (4) clarify that a driver's license or identification card will not be delivered to a forwarded
 75.6 mail address;
- 75.7 **EFFECTIVE DATE.** This section is effective October 1, 2024, for applications on or
 75.8 after that date.
- 75.9 Sec. 69. Minnesota Statutes 2022, section 171.06, is amended by adding a subdivision to
 75.10 read:
- 75.11 Subd. 7a. **REAL ID-compliant and noncompliant drivers' licenses; online renewal.** (a)
 75.12 For purposes of this subdivision, "applicant" or "renewal applicant" means a person who
 75.13 renews a REAL ID-compliant or noncompliant driver's license or identification card through
 75.14 the department's online renewal system established in this subdivision.
- 75.15 (b) The commissioner must establish a process for an applicant to renew a REAL
 75.16 ID-compliant or noncompliant driver's license or identification card, whether by website or
 75.17 some other means, as provided by this subdivision.
- 75.18 (c) The commissioner may renew a REAL ID-compliant or noncompliant driver's license
 75.19 or identification card for an individual who does not renew in person if:
- 75.20 (1) there is no material change in identity, including any change to the applicant's name,
 75.21 address, signature, and driver's license or identification card number;
- 75.22 (2) the renewal application is not for a different type or class of driver's license or
 75.23 Minnesota identification card;
- 75.24 (3) the renewal application is not for an enhanced driver's license or identification card;
- 75.25 (4) the commissioner has a previous photograph of the applicant on file that was taken
 75.26 within the last five years or in conjunction with the most recent issuance of the applicant's
 75.27 current credential; and
- 75.28 (5) for a driver's license renewal, the applicant submits a vision examination certificate
 75.29 that:
- 75.30 (i) has been completed within the last two years;
- 76.1 (ii) is signed by a licensed physician or an optometrist, including one who holds a similar
 76.2 license in a jurisdiction outside the United States; and
- 76.3 (iii) is in a form prescribed by the commissioner.
- 76.4 (d) The commissioner must use the photograph on file as specified in paragraph (c),
 76.5 clause (4), for the applicant's REAL ID-compliant or noncompliant driver's license or
 76.6 identification card.

76.7 (e) The commissioner must provide detailed and easily accessible information on the
 76.8 department's website about online renewals for REAL ID-compliant and noncompliant
 76.9 drivers' licenses and identification cards. The information must be clearly organized to assist
 76.10 an applicant in completing online renewal, including but not limited to the photograph and
 76.11 vision examination requirements under this section and section 171.13, subdivision 1.

76.12 (f) By each July 31, 50 percent of the revenue collected in the previous fiscal year from
 76.13 the filing fees assessed for transactions completed under this subdivision must be distributed
 76.14 as payments to each full-service provider and driver's license agent that was in operation
 76.15 during the last quarter of the previous fiscal year. The distribution must be based
 76.16 proportionally on the total number of transactions completed by each full-service provider
 76.17 and driver's license agent. For the purposes of the distribution calculation in this paragraph,
 76.18 the number of transactions completed by a driver's license agent must first be multiplied by
 76.19 0.2. The amount to be distributed under this paragraph is appropriated to the commissioner
 76.20 from the driver and vehicle services operating account in the special revenue fund.

76.21 **EFFECTIVE DATE.** This section is effective January 1, 2025, for renewals on or after
 76.22 that date.

76.23 Sec. 70. Minnesota Statutes 2023 Supplement, section 171.061, subdivision 4, is amended
 76.24 to read:

76.25 Subd. 4. **Fee; equipment.** (a) The agent may charge and retain a filing fee for each
 76.26 application as follows:

76.27 (1) New application for a noncompliant, REAL ID-compliant, or \$ 16.00
 76.28 enhanced driver's license or identification card

76.29 (2) Renewal application for a noncompliant, REAL ID-compliant, or \$ 11.00
 76.30 enhanced driver's license or identification card

76.31 Except as provided in paragraph (c), the fee must cover all expenses involved in receiving,
 76.32 accepting, or forwarding to the department the applications and fees required under sections
 76.33 171.02, subdivision 3; 171.06, subdivisions 2 and 2a; and 171.07, subdivisions 3 and 3a.

77.1 (b) The statutory fees and the filing fees imposed under paragraph (a) may be paid by
 77.2 credit card or debit card. The driver's license agent may collect a convenience fee on the
 77.3 statutory fees and filing fees not greater than the cost of processing a credit card or debit
 77.4 card transaction. The convenience fee must be used to pay the cost of processing credit card
 77.5 and debit card transactions. The commissioner must adopt rules to administer this paragraph
 77.6 using the exempt procedures of section 14.386, except that section 14.386, paragraph (b),
 77.7 does not apply.

77.8 (c) The department must maintain the photo identification and vision examination
 77.9 equipment for all agents. All photo identification and vision examination equipment must
 77.10 be compatible with standards established by the department.

77.11 (d) A filing fee retained by the agent employed by a county board must be paid into the
 77.12 county treasury and credited to the general revenue fund of the county. An agent who is not
 77.13 an employee of the county must retain the filing fee in lieu of county employment or salary
 77.14 and is considered an independent contractor for pension purposes, coverage under the
 77.15 Minnesota State Retirement System, or membership in the Public Employees Retirement
 77.16 Association.

77.17 (e) Before the end of the first working day following the final day of the reporting period
 77.18 established by the department, the agent must forward to the department all applications
 77.19 and fees collected during the reporting period except as provided in paragraph (d).

77.20 (f) At least quarterly, the commissioner must compile data related to transactions
 77.21 completed by driver's license agents for which no filing fee under this section was collected,
 77.22 and distribute to each driver's license agent an amount calculated as (1) the number of no-fee
 77.23 transactions completed by that driver's license agent, multiplied by (2) \$25. The total amount
 77.24 distributed to driver's license agent under this paragraph is appropriated to the commissioner
 77.25 from the driver and vehicle services operating account in the special revenue fund.

77.26 Sec. 71. Minnesota Statutes 2022, section 171.061, is amended by adding a subdivision
 77.27 to read:

77.28 Subd. 5a. **Competitive bidding.** (a) Notwithstanding any statute or rule to the contrary,
 77.29 if a driver's license agent appointed under this section permanently stops offering services
 77.30 at the approved office location and permanently closes the approved office location, the
 77.31 commissioner must use a competitive bidding process for the appointment of a replacement
 77.32 driver's license agent. If available, the replacement driver's license agent appointed by the
 77.33 commissioner under this section must continue to offer services at the approved office
 77.34 location. If the existing office location is not available to the replacement driver's license
 78.1 agent, the replacement office location must be at a location that must be approved by the
 78.2 commissioner and must serve a similar service area as the existing office location.

78.3 (b) The commissioner must not give a preference to a partner, owner, manager, or
 78.4 employee of the driver's license agent that has permanently stopped offering services at the
 78.5 closed office location in a competitive bidding process.

78.6 (c) The commissioner must adopt rules to administer and enforce a competitive bidding
 78.7 process to select a replacement driver's license agent. If the replacement driver's license
 78.8 agent elects to not offer services at the office location of the prior agent, Minnesota Rules,
 78.9 chapter 7404, governing the selection of a proposed office location of a driver's license
 78.10 agent, applies.

78.11 **EFFECTIVE DATE.** This section is effective October 1, 2025.

35.27 Sec. 29. Minnesota Statutes 2023 Supplement, section 171.0705, subdivision 2, is amended
35.28 to read:

35.29 Subd. 2. **Driver's manual; bicycle traffic vulnerable road users.** The commissioner
35.30 ~~shall~~ must include in each edition of the driver's manual published by the department a
35.31 section relating to vulnerable road users and motorcyclists or operators of two- or
35.32 three-wheeled vehicles that, at a minimum, includes:

36.1 (1) bicycle traffic laws, including any changes in the law which affect bicycle traffic;;

36.2 (2) traffic laws related to pedestrians and pedestrian safety; and

36.3 (3) traffic laws related to motorcycles, autocycles, motorized bicycles, motorized foot
36.4 scooters, and electric personal assistive mobility devices.

36.5 **EFFECTIVE DATE.** This section is effective the day following final enactment and
36.6 applies to each edition of the manual published on or after that date.

36.7 Sec. 30. Minnesota Statutes 2023 Supplement, section 171.13, subdivision 1, is amended
36.8 to read:

36.9 Subdivision 1. **Examination subjects and locations; provisions for color blindness,
36.10 disabled veterans.** (a) Except as otherwise provided in this section, the commissioner must
36.11 examine each applicant for a driver's license by such agency as the commissioner directs.
36.12 This examination must include:

78.12 Sec. 72. Minnesota Statutes 2023 Supplement, section 171.0705, subdivision 2, is amended
78.13 to read:

78.14 Subd. 2. **Driver's manual; bicycle traffic vulnerable road users.** The commissioner
78.15 ~~shall~~ must include in each edition of the driver's manual published by the department a
78.16 section relating to vulnerable road users and motorcyclists or operators of two- or
78.17 three-wheeled vehicles that, at a minimum, includes:

78.18 (1) bicycle and electric-assisted bicycle traffic laws, including any changes in the law
78.19 which affect bicycle traffic;;

78.20 (2) traffic laws related to pedestrians and pedestrian safety; and

78.21 (3) traffic laws related to motorcycles, autocycles, motorized bicycles, motorized foot
78.22 scooters, and electric personal assistive mobility devices.

78.23 **EFFECTIVE DATE.** This section is effective the day following final enactment and
78.24 applies to each edition of the manual published on or after that date.

78.25 Sec. 73. Minnesota Statutes 2022, section 171.12, is amended by adding a subdivision to
78.26 read:

78.27 Subd. 6a. **Driving record; traffic safety camera system.** (a) Except as provided in
78.28 paragraph (b), the commissioner of public safety must not record on an individual's driving
78.29 record any violation of:

78.30 (1) a traffic-control signal under section 169.06, subdivision 10; or

78.31 (2) a speed limit under section 169.14, subdivision 13.

79.1 (b) This subdivision does not apply to:

79.2 (1) a violation that occurs in a commercial motor vehicle; or

79.3 (2) a violation committed by a holder of a class A, B, or C commercial driver's license
79.4 or commercial driver learner's permit, without regard to whether the violation was committed
79.5 in a commercial motor vehicle or another vehicle.

79.6 (c) This subdivision applies to violations committed on or after August 1, 2025, and
79.7 before August 1, 2029.

79.8 Sec. 74. Minnesota Statutes 2023 Supplement, section 171.13, subdivision 1, is amended
79.9 to read:

79.10 Subdivision 1. **Examination subjects and locations; provisions for color blindness,
79.11 disabled veterans.** (a) Except as otherwise provided in this section, the commissioner must
79.12 examine each applicant for a driver's license by such agency as the commissioner directs.
79.13 This examination must include:

36.13 (1) a test of the applicant's eyesight, provided that this requirement is met by submission
 36.14 of a vision examination certificate under section 171.06, subdivision 7;

36.15 (2) a test of the applicant's ability to read and understand highway signs regulating,
 36.16 warning, and directing traffic;

36.17 (3) a test of the applicant's knowledge of (i) traffic laws; (ii) the effects of alcohol and
 36.18 drugs on a driver's ability to operate a motor vehicle safely and legally, and of the legal
 36.19 penalties and financial consequences resulting from violations of laws prohibiting the
 36.20 operation of a motor vehicle while under the influence of alcohol or drugs; (iii) railroad
 36.21 grade crossing safety; (iv) slow-moving vehicle safety; (v) laws relating to pupil
 36.22 transportation safety, including the significance of school bus lights, signals, stop arm, and
 36.23 passing a school bus; (vi) traffic laws related to vulnerable road users and motorcyclists,
 36.24 including but not limited to operators of bicycles and pedestrians; and (vii) the circumstances
 36.25 and dangers of carbon monoxide poisoning;

36.26 (4) an actual demonstration of ability to exercise ordinary and reasonable control in the
 36.27 operation of a motor vehicle; and

36.28 (5) other physical and mental examinations as the commissioner finds necessary to
 36.29 determine the applicant's fitness to operate a motor vehicle safely upon the highways.

36.30 (b) Notwithstanding paragraph (a), the commissioner must not deny an application for
 36.31 a driver's license based on the exclusive grounds that the applicant's eyesight is deficient in
 36.32 color perception or that the applicant has been diagnosed with diabetes mellitus. War veterans
 37.1 operating motor vehicles especially equipped for disabled persons, if otherwise entitled to
 37.2 a license, must be granted such license.

37.3 (c) The commissioner must ensure that an applicant may take an exam either in the
 37.4 county where the applicant resides or in an adjacent county at a reasonably convenient
 37.5 location. The schedule for each exam station must be posted on the department's website.

37.6 (d) The commissioner shall ensure that an applicant is able to obtain an appointment for
 37.7 an examination to demonstrate ability under paragraph (a), clause (4), within 14 days of the
 37.8 applicant's request if, under the applicable statutes and rules of the commissioner, the
 37.9 applicant is eligible to take the examination.

37.10 (e) The commissioner must provide real-time information on the department's website
 37.11 about the availability and location of exam appointments. The website must show the next
 37.12 available exam dates and times for each exam station. The website must also provide an
 37.13 option for a person to enter an address to see the date and time of the next available exam
 37.14 at each exam station sorted by distance from the address provided.

79.14 (1) one of the following:

79.15 (i) a test of the applicant's eyesight, provided that this requirement is met by submission
 79.16 of a vision examination certificate under section 171.06, subdivision 7; or

79.17 (ii) submission of a vision examination certificate by the applicant meeting the
 79.18 requirements of the commissioner under section 171.06, subdivision 7 or 7a;

79.19 (2) a test of the applicant's ability to read and understand highway signs regulating,
 79.20 warning, and directing traffic;

79.21 (3) a test of the applicant's knowledge of (i) traffic laws; (ii) the effects of alcohol and
 79.22 drugs on a driver's ability to operate a motor vehicle safely and legally, and of the legal
 79.23 penalties and financial consequences resulting from violations of laws prohibiting the
 79.24 operation of a motor vehicle while under the influence of alcohol or drugs; (iii) railroad
 79.25 grade crossing safety; (iv) slow-moving vehicle safety; (v) laws relating to pupil
 79.26 transportation safety, including the significance of school bus lights, signals, stop arm, and
 79.27 passing a school bus; (vi) traffic laws related to vulnerable road users and motorcyclists,
 79.28 including but not limited to operators of bicycles and pedestrians; and (vii) the circumstances
 79.29 and dangers of carbon monoxide poisoning;

79.30 (4) an actual demonstration of ability to exercise ordinary and reasonable control in the
 79.31 operation of a motor vehicle; and

80.1 (5) other physical and mental examinations as the commissioner finds necessary to
 80.2 determine the applicant's fitness to operate a motor vehicle safely upon the highways.

80.3 (b) Notwithstanding paragraph (a), the commissioner must not deny an application for
 80.4 a driver's license based on the exclusive grounds that the applicant's eyesight is deficient in
 80.5 color perception or that the applicant has been diagnosed with diabetes mellitus. War veterans
 80.6 operating motor vehicles especially equipped for disabled persons, if otherwise entitled to
 80.7 a license, must be granted such license.

80.8 (c) The commissioner must ensure that an applicant may take an exam either in the
 80.9 county where the applicant resides or in an adjacent county at a reasonably convenient
 80.10 location. The schedule for each exam station must be posted on the department's website.

80.11 (d) The commissioner shall ensure that an applicant is able to obtain an appointment for
 80.12 an examination to demonstrate ability under paragraph (a), clause (4), within 14 days of the
 80.13 applicant's request if, under the applicable statutes and rules of the commissioner, the
 80.14 applicant is eligible to take the examination.

80.15 (e) The commissioner must provide real-time information on the department's website
 80.16 about the availability and location of exam appointments. The website must show the next
 80.17 available exam dates and times for each exam station. The website must also provide an
 80.18 option for a person to enter an address to see the date and time of the next available exam
 80.19 at each exam station sorted by distance from the address provided.

- 80.20 **EFFECTIVE DATE.** This section is effective January 1, 2025, for renewals on or after
80.21 that date.
- 80.22 Sec. 75. Minnesota Statutes 2022, section 171.13, subdivision 9, is amended to read:
- 80.23 Subd. 9. **Online driver's license knowledge testing authorization.** (a) The commissioner
80.24 must implement online knowledge testing as provided in this subdivision. The commissioner
80.25 must not charge a fee to a driver education program or an authorized entity for access to
80.26 the online knowledge testing system or for administering the online knowledge test. ~~The~~
80.27 ~~commissioner must administer the fourth or subsequent knowledge test for a person.~~
- 80.28 (b) Upon written request from a driver education program licensed by the department,
80.29 the commissioner must grant access to the department's web-based knowledge testing system
80.30 to the driver education program. Once granted access to the online knowledge testing system,
80.31 a driver education program may administer the online knowledge test to a student of the
80.32 program.
- 81.1 (c) An entity other than a driver education program may apply to the commissioner for
81.2 authority to administer online knowledge tests. The commissioner may approve or disapprove
81.3 an application for administering the online knowledge tests under this paragraph. Upon
81.4 approving an application of an entity, the commissioner must grant access to the department's
81.5 web-based knowledge testing system to that authorized entity. Once granted access to the
81.6 online knowledge testing system, the authorized entity may administer the online knowledge
81.7 test.
- 81.8 (d) A driver education program or authorized entity:
- 81.9 (1) must provide all computers and equipment for persons that take the online knowledge
81.10 test;
- 81.11 (2) must provide appropriate proctors to monitor persons taking the online knowledge
81.12 test; and
- 81.13 (3) may charge a fee of no more than \$10 for administering the online knowledge test.
- 81.14 (e) For purposes of paragraph (d), clause (2), a proctor must be:
- 81.15 (1) an employee of the driver education program, authorized entity, or a state or local
81.16 government;
- 81.17 (2) a driver's license agent; or
- 81.18 (3) a classroom teacher, school administrator, or paraprofessional at a public or private
81.19 school, excluding a home school.
- 81.20 The proctor must be physically present at the location where the test is being administered.
81.21 A proctor must not be a relative of the person taking the test. For purposes of this paragraph,
81.22 a relative is a spouse, fiancée, fiancé, grandparent, parent, child, sibling, or legal guardian,
81.23 including adoptive, half, step, and in-law relationships.

- 81.24 **EFFECTIVE DATE.** This section is effective August 1, 2025.
- 81.25 Sec. 76. Minnesota Statutes 2022, section 171.16, subdivision 3, is amended to read:
- 81.26 Subd. 3. **Failure to pay fine.** The commissioner is prohibited from suspending a person's
- 81.27 driver's license based solely on the fact that a person:
- 81.28 (1) has been convicted of:
- 81.29 (i) violating a law of this state or an ordinance of a political subdivision which regulates
- 81.30 the operation or parking of motor vehicles;
- 81.31 (ii) a violation under section 169.06, subdivision 10; or
- 82.1 (iii) a violation under section 169.14, subdivision 13;
- 82.2 (2) has been sentenced to the payment of a fine or had a surcharge levied against that
- 82.3 person, or sentenced to a fine upon which a surcharge was levied; and
- 82.4 (3) has refused or failed to comply with that sentence or to pay the surcharge.
- 82.5 Sec. 77. Minnesota Statutes 2023 Supplement, section 171.301, subdivision 3, is amended
- 82.6 to read:
- 82.7 Subd. 3. **Fees prohibited.** (a) For a reintegration driver's license under this section:
- 82.8 (1) the commissioner must not impose:
- 82.9 (i) a fee, surcharge, or filing fee under section 171.06, subdivision 2; ~~or~~
- 82.10 (ii) a reinstatement fee under sections 171.20, subdivision 4, and 171.29, subdivision 2;
- 82.11 or
- 82.12 (iii) an endorsement fee under section 171.06, subdivision 2a; and
- 82.13 (2) a driver's license agent must not impose a filing fee under section 171.061, subdivision
- 82.14 4.
- 82.15 (b) Issuance of a reintegration driver's license does not forgive or otherwise discharge
- 82.16 any unpaid fees or fines.
- 82.17 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 82.18 Sec. 78. Minnesota Statutes 2023 Supplement, section 171.301, subdivision 6, is amended
- 82.19 to read:
- 82.20 Subd. 6. **Issuance of regular driver's license.** (a) Notwithstanding any statute or rule
- 82.21 to the contrary, the commissioner must issue a REAL ID-compliant or noncompliant license
- 82.22 to a person who possesses a reintegration driver's license if:
- 82.23 (1) the person has possessed the reintegration driver's license for at least one full year;

37.15 Sec. 31. Minnesota Statutes 2022, section 171.306, subdivision 1, is amended to read:

37.16 Subdivision 1. **Definitions.** (a) As used in this section, the terms in this subdivision have

37.17 the meanings given them.

37.18 (b) "Ignition interlock device" or "device" means equipment that is designed to measure

37.19 breath alcohol concentration and to prevent a motor vehicle's ignition from being started

37.20 by a person whose breath alcohol concentration measures 0.02 or higher on the equipment.

37.21 (c) "Incident involving alcohol" means:

37.22 (1) a test failure as described in section 169A.52, subdivision 2, paragraph (a), clause

37.23 (1) or (2); or section 171.177, subdivision 3, clause (2), item (i) or (ii);

37.24 (2) a test refusal as described in section 169A.52, subdivision 3, or section 171.177,

37.25 subdivision 3, clause (1), when there was probable cause to believe the person had been

37.26 driving, operating, or in physical control of a motor vehicle in violation of section 169A.20,

37.27 subdivision 1, clause (1), (5), or (6); or subdivision 1, clause (4), where one of the elements

37.28 involves a violation of clause (1);

37.29 (3) a conviction for a violation of section 169A.20, subdivision 1, clause (1), (5), or (6);

37.30 or subdivision 1, clause (4), where one of the elements involves a violation of clause (1);

37.31 or

38.1 (4) a determination by the commissioner pursuant to section 171.04, subdivision 1,

38.2 clause (10), that the person is inimical to public safety based on one or more violations of

38.3 section 169A.20, subdivision 1, clause (1), (5), or (6); or subdivision 1, clause (4), where

38.4 one of the elements involves a violation of clause (1).

38.5 (d) "Location tracking capabilities" means the ability of an electronic or wireless

38.6 device to identify and transmit its geographic location through the operation of the device.

82.24 (2) the reintegration driver's license has not been canceled under subdivision 4 and has

82.25 not expired under subdivision 5;

82.26 (3) the person meets the application requirements under section 171.06, including payment

82.27 of the applicable fees, surcharge, and filing fee under sections 171.06, subdivisions 2 and

82.28 2a, and 171.061, subdivision 4; and

83.1 (4) issuance of the license does not conflict with the requirements of the nonresident

83.2 violator compact.

83.3 (b) The commissioner must forgive any outstanding balance due on a reinstatement fee

83.4 or surcharge under ~~section~~ sections 171.20, subdivision 4, and 171.29, subdivision 2, for a

83.5 person who is eligible and applies for a license under paragraph (a).

83.6 **EFFECTIVE DATE.** This section is effective the day following final enactment.

38.7 ~~(d)~~ (e) "Program participant" means a person who has qualified to take part in the ignition
 38.8 interlock program under this section, and whose driver's license, as a result of an incident
 38.9 involving alcohol, has been:

38.10 (1) revoked, canceled, or denied under section 169A.52; 169A.54; 171.04, subdivision
 38.11 1, clause (10); or 171.177; or

38.12 (2) revoked under section 171.17, subdivision 1, paragraph (a), clause (1), or suspended
 38.13 under section 171.187, for a violation of section 609.2113, subdivision 1, clause (2), item
 38.14 (i) or (iii), (3), or (4); subdivision 2, clause (2), item (i) or (iii), (3), or (4); or subdivision
 38.15 3, clause (2), item (i) or (iii), (3), or (4); or 609.2114, subdivision 2, clause (2), item (i) or
 38.16 (iii), (3), or (4), resulting in bodily harm, substantial bodily harm, or great bodily harm.

38.17 ~~(e)~~ (f) "Qualified prior impaired driving incident" has the meaning given in section
 38.18 169A.03, subdivision 22.

38.19 **EFFECTIVE DATE.** This section is effective August 1, 2024, and applies to revocations
 38.20 and cancellations or denials that occur on or after that date.

38.21 Sec. 32. Minnesota Statutes 2022, section 171.306, subdivision 8, is amended to read:

38.22 Subd. 8. **Rulemaking.** ~~In establishing~~ The commissioner may adopt rules to implement
 38.23 this section, including but not limited to rules regarding the performance standards and
 38.24 certification process of subdivision 2; and the program guidelines of subdivision 3, ~~and any~~
 38.25 ~~other rules necessary to implement this section, the commissioner is subject to chapter 14.~~

38.26 **EFFECTIVE DATE.** This section is effective August 1, 2024.

38.27 Sec. 33. **[171.307] INTENSIVE TESTING PROGRAM.**

38.28 Subdivision 1. **Definitions.** (a) As used in this section, the following terms have the
 38.29 meanings given.

38.30 (b) "Incident involving a controlled substance or intoxicating substance" means:

39.1 (1) a test failure as described in section 169A.52, subdivision 2, paragraph (a), clause
 39.2 (3); or 171.177, subdivision 3, clause (2), item (iii);

39.3 (2) a test refusal as described in section 169A.52, subdivision 3, or 171.177, subdivision
 39.4 3, clause (1), when there was probable cause to believe the person had been driving,
 39.5 operating, or in physical control of a motor vehicle in violation of section 169A.20,
 39.6 subdivision 1, clause (2), (3), (4), (7), or (8); or subdivision 2, clause (2), if the court issued
 39.7 the warrant based on probable cause to believe that the person was under the influence of
 39.8 a controlled substance or an intoxicating substance;

39.9 (3) a conviction for a violation of section 169A.20, subdivision 1, clause (2), (3), (4),
 39.10 (7), or (8); or

- 39.11 (4) a determination by the commissioner pursuant to section 171.04, subdivision 1,
39.12 clause (10), that the person is inimical to public safety based on one or more violations of
39.13 section 169A.20, subdivision 1, clause (2), (3), (4), (7), or (8).
- 39.14 (c) "Program participant" means a person who has qualified to take part in the intensive
39.15 testing program under this section, and whose driver's license, as the result of an incident
39.16 involving a controlled substance or intoxicating substance, has been:
- 39.17 (1) revoked, canceled, or denied under section 169A.52; 169A.54; 171.04, subdivision
39.18 1, clause (10); or 171.177; or
- 39.19 (2) revoked under section 171.17, subdivision 1, paragraph (a), clause (1), or suspended
39.20 under section 171.187, for a violation of section 609.2113, subdivision 1, clause (2), item
39.21 (ii), (iii), or (iv), (5), or (6); subdivision 2, clause (2), item (ii), (iii), or (iv), (5), or (6); or
39.22 subdivision 3, clause (2), item (ii), (iii), or (iv), (5), or (6); or 609.2114, subdivision 2, clause
39.23 (2), item (ii), (iii), or (iv), (5), or (6), resulting in bodily harm, substantial bodily harm, or
39.24 great bodily harm.
- 39.25 (d) "Qualified prior impaired driving incident" has the meaning given in section 169A.03,
39.26 subdivision 22.
- 39.27 **Subd. 2. Program requirements.** (a) The commissioner must establish guidelines for
39.28 participation in the intensive testing program. A person who seeks to participate in the
39.29 program must sign a written acknowledgment that the person has received, reviewed, and
39.30 agreed to abide by the program guidelines.
- 39.31 (b) The program guidelines must include provisions clearly identifying and prohibiting
39.32 the use of masking agents.
- 40.1 (c) The program guidelines must include provisions requiring disclosure of any
40.2 prescription medications and protocols to assure that testing accounts for prescribed
40.3 medications that are taken within the therapeutic range.
- 40.4 (d) The commissioner must enter a notation on a person's driving record to indicate that
40.5 the person is a program participant.
- 40.6 (e) A person under the age of 18 years is not eligible to be a program participant.
- 40.7 (f) A program participant must pay costs associated with any required urine analyses.
- 40.8 (g) A program participant must participate in any treatment recommended in a chemical
40.9 use assessment report.
- 40.10 (h) A program participant must submit to regular and random urine analyses and other
40.11 testing that take place at least weekly. The results of a random urine analysis or other test
40.12 that is ordered by a court or required by probation satisfy the requirement in this paragraph
40.13 for the week in which the urine analysis or other test was administered if the results clearly
40.14 indicate that the program participant submitted to the urine analysis or test, identify the date

40.15 of the test, and are submitted to the commissioner in a form and manner approved by the
 40.16 commissioner. If a program participant chooses to submit the results of urine analyses or
 40.17 other tests ordered by a court or required by probation, the commissioner may require that
 40.18 the program participant sign a written authorization for the release of the results and any
 40.19 related information including but not limited to information that is a health record as defined
 40.20 in section 144.291, subdivision 2, paragraph (c).

40.21 Subd. 3. **Issuance of restricted license.** (a) Beginning January 1, 2026, the commissioner
 40.22 must issue a class D driver's license, subject to the applicable limitations and restrictions
 40.23 of this section, to a program participant who meets the requirements of this section and the
 40.24 program guidelines. The commissioner must not issue a license unless the program participant
 40.25 has provided satisfactory proof that:

40.26 (1) the participant has submitted to a minimum number of preliminary urine analyses
 40.27 as required by the commissioner that tested negative for the presence of a controlled substance
 40.28 or its metabolite and for the presence of specified intoxicating substances; and

40.29 (2) the participant has insurance coverage on any vehicle the participant owns or operates
 40.30 regularly. If the participant has previously been convicted of violating section 169.791,
 40.31 169.793, or 169.797 or the participant's license has previously been suspended or canceled
 40.32 under section 169.792 or 169.797, the commissioner must require the participant to present
 41.1 an insurance identification card that is certified by the insurance company to be noncancelable
 41.2 for a period not to exceed 12 months.

41.3 (b) A program participant whose driver's license has been: (1) revoked under section
 41.4 169A.52, subdivision 3, paragraph (a), clause (1), (2), or (3), or subdivision 4, paragraph
 41.5 (a), clause (1), (2), or (3); 169A.54, subdivision 1, clause (1), (2), (3), or (4); or 171.177,
 41.6 subdivision 4, paragraph (a), clause (1), (2), or (3), or subdivision 5, paragraph (a), clause
 41.7 (1), (2), or (3); or (2) revoked under section 171.17, subdivision 1, paragraph (a), clause
 41.8 (1), or suspended under section 171.187, for a violation of section 609.2113, subdivision
 41.9 1, clause (2), item (ii), (iii), or (iv), (5), or (6); subdivision 2, clause (2), item (ii), (iii), or
 41.10 (iv), (5), or (6); or subdivision 3, clause (2), item (ii), (iii), or (iv), (5), or (6); or 609.2114,
 41.11 subdivision 2, clause (2), item (ii), (iii), or (iv), (5), or (6), resulting in bodily harm,
 41.12 substantial bodily harm, or great bodily harm, where the participant has fewer than two
 41.13 qualified prior impaired driving incidents within the past ten years or fewer than three
 41.14 qualified prior impaired driving incidents ever; may apply for conditional reinstatement of
 41.15 the driver's license, subject to the intensive testing program.

41.16 (c) A program participant whose driver's license has been: (1) revoked, canceled, or
 41.17 denied under section 169A.52, subdivision 3, paragraph (a), clause (4), (5), or (6), or
 41.18 subdivision 4, paragraph (a), clause (4), (5), or (6); 169A.54, subdivision 1, clause (5), (6),
 41.19 or (7); or 171.177, subdivision 4, paragraph (a), clause (4), (5), or (6), or subdivision 5,
 41.20 paragraph (a), clause (4), (5), or (6); or (2) revoked under section 171.17, subdivision 1,
 41.21 paragraph (a), clause (1), or suspended under section 171.187, for a violation of section
 41.22 609.2113, subdivision 1, clause (2), item (ii), (iii), or (iv), (5), or (6); subdivision 2, clause
 41.23 (2), item (ii), (iii), or (iv), (5), or (6); or subdivision 3, clause (2), item (ii), (iii), or (iv), (5),

41.24 or (6); or 609.2114, subdivision 2, clause (2), item (ii), (iii), or (iv), (5), or (6), resulting in
 41.25 bodily harm, substantial bodily harm, or great bodily harm, where the participant has two
 41.26 or more qualified prior impaired driving incidents within the past ten years or three or more
 41.27 qualified prior impaired driving incidents ever; may apply for conditional reinstatement of
 41.28 the driver's license, subject to the intensive testing program, if the program participant is
 41.29 enrolled in a licensed substance use disorder treatment or rehabilitation program as
 41.30 recommended in a chemical use assessment. As a prerequisite to eligibility for eventual
 41.31 reinstatement of full driving privileges, a participant whose chemical use assessment
 41.32 recommended treatment or rehabilitation must complete a licensed substance use disorder
 41.33 treatment or rehabilitation program. If the program participant submits a urine analysis that
 41.34 tests positive for the presence of a controlled substance or its metabolite or for the presence
 41.35 of any specified intoxicating substances, the commissioner must extend the time period that
 42.1 the participant must participate in the program until the participant has reached the required
 42.2 abstinence period described in section 169A.55, subdivision 4.

42.3 (d) Notwithstanding any statute or rule to the contrary, the commissioner has authority
 42.4 to determine when a program participant is eligible for restoration of full driving privileges,
 42.5 except that the commissioner must not reinstate full driving privileges until the program
 42.6 participant has met all applicable prerequisites for reinstatement under section 169A.55 and
 42.7 until the program participant has not tested positive for the presence of a controlled substance
 42.8 or its metabolite or for the presence of any specified intoxicating substances during the
 42.9 preceding 90 days.

42.10 Subd. 4. **Penalties; program violations.** (a) If a program participant violates a condition
 42.11 of a license conditionally reinstated under subdivision 3 and section 171.30, or violates the
 42.12 program guidelines under subdivision 2, the commissioner must extend the person's
 42.13 revocation period under section 169A.52, 169A.54, or 171.177 by:

42.14 (1) 180 days for a first violation;

42.15 (2) one year for a second violation; or

42.16 (3) 545 days for a third and each subsequent violation.

42.17 (b) Notwithstanding paragraph (a), the commissioner may terminate participation in the
 42.18 program by any person when, in the commissioner's judgment, termination is necessary to
 42.19 protect the interests of public safety and welfare. In the event of termination, the
 42.20 commissioner must not reduce the applicable revocation period under section 169A.52,
 42.21 169A.54, or 171.177 by the amount of time during which the person possessed a limited or
 42.22 restricted driver's license issued under subdivision 3.

42.23 Subd. 5. **Tampering; penalties.** A program participant who tampers with a test required
 42.24 under this section, including but not limited to submitting a false or adulterated sample, or
 42.25 a person who advises or otherwise assists a program participant in tampering with a test
 42.26 required under this section is guilty of a misdemeanor.

- 42.27 Subd. 6. **Venue.** In addition to the provisions of Rule 24 of the Rules of Criminal
 42.28 Procedure and section 627.01, a violation of subdivision 5 may be prosecuted in:
- 42.29 (1) the county in which the tampering is alleged to have taken place;
- 42.30 (2) the county in which the accused resides; or
- 42.31 (3) the county in which the impaired driving incident occurred, which resulted in the
 42.32 accused being issued a driver's license with an intensive testing program restriction.
- 43.1 Subd. 7. **Data.** Data on program participants collected under this section are private data
 43.2 on individuals as defined in section 13.02, subdivision 12. Data must be maintained in the
 43.3 same manner as all other driver's license records. Access to the data is subject to the
 43.4 provisions of section 171.12, subdivision 1a.
- 43.5 Subd. 8. **Rulemaking.** The commissioner may adopt rules to implement this section,
 43.6 including but not limited to rules establishing or amending the program guidelines under
 43.7 subdivision 2.
- 43.8 **EFFECTIVE DATE.** This section is effective August 1, 2024, and applies to revocations
 43.9 and cancellations or denials that occur on or after that date.
- 43.10 Sec. 34. Minnesota Statutes 2022, section 174.02, is amended by adding a subdivision to
 43.11 read:
- 43.12 Subd. 11. **Tribal worksite training program.** The commissioner must establish a Tribal
 43.13 worksite training program for state-funded construction projects. The commissioner may
 43.14 enter into an agreement with any private, public, or Tribal entity for the planning, designing,
 43.15 developing, and hosting of the program.

- 83.7 Sec. 79. Minnesota Statutes 2022, section 171.335, subdivision 3, is amended to read:
- 83.8 Subd. 3. **Appropriation.** (a) All funds in the motorcycle safety fund account created by
 83.9 under section 171.06, subdivision 2a, are hereby annually appropriated to the commissioner
 83.10 of public safety to carry out the purposes of subdivisions 1 and 2.
- 83.11 (b) Of the money appropriated under paragraph (a):
- 83.12 (1) not more than five percent shall be expended to defray the administrative costs of
 83.13 carrying out the purposes of subdivisions 1 and 2; and
- 83.14 (2) not more than 65 percent shall be expended for the combined purpose of training
 83.15 and coordinating the activities of motorcycle safety instructors and making reimbursements
 83.16 to schools and other approved organizations.
- 83.17 **EFFECTIVE DATE.** This section is effective July 1, 2024.
- 83.18 Sec. 80. Minnesota Statutes 2022, section 174.02, is amended by adding a subdivision to
 83.19 read:
- 83.20 Subd. 11. **Tribal worksite training program.** The commissioner must establish a Tribal
 83.21 worksite training program for state-funded construction projects. The commissioner may
 83.22 enter into an agreement with any private, public, or Tribal entity for the planning, designing,
 83.23 developing, and hosting of the program. The commissioner must not use trunk highway

- 83.24 funds for the worksite training program if the state-funded construction project is not a
 83.25 highway construction project.
- 83.26 Sec. 81. Minnesota Statutes 2022, section 174.185, is amended to read:
- 83.27 **174.185 PAVEMENT LIFE-CYCLE COST ANALYSIS.**
- 83.28 Subdivision 1. **Definitions.** For the purposes of this section, the following definitions
 83.29 apply.
- 84.1 (a) "Life-cycle cost" is the sum of the cost of the initial pavement project and all
 84.2 anticipated costs for maintenance, repair, and resurfacing over the life of the pavement.
 84.3 Anticipated costs must be based on Minnesota's actual or reasonably projected maintenance,
 84.4 repair, and resurfacing schedules, and costs determined by the Department of Transportation
 84.5 district personnel based upon recently awarded local projects and experience with local
 84.6 material costs.
- 84.7 (b) (a) "Life-cycle cost analysis" is or "analysis" means a comparison of life-cycle costs
 84.8 among competing paving materials using equal design lives and equal comparison periods,
 84.9 process for evaluating the total economic worth of a usable project segment by analyzing
 84.10 initial costs and discounted future costs, such as maintenance, user costs, reconstruction,
 84.11 rehabilitation, restoring, and resurfacing costs over the life of the project segment.
- 84.12 (b) "Minimum requirements" means a combination of pavement, base, and subbase
 84.13 materials that minimizes the total system cost to achieve the specified design performance
 84.14 requirements. Design performance requirements are based on design traffic volumes,
 84.15 reliability, standard deviation, pavement structural characteristics, and various material
 84.16 properties for structural design.
- 84.17 (c) "Pavement" means any material used for paved traffic lanes, typically asphalt or
 84.18 concrete, including the underlying materials inherent to each pavement alternative considered.
- 84.19 (d) "Rounded value" means a measurement that is rounded to the nearest half-inch
 84.20 increment.
- 84.21 (e) "Shoulder" means the portion of the highway that is contiguous with the regularly
 84.22 traveled portion of the highway, outside of the edge of the pavement, and for accommodation
 84.23 of stopped vehicles, emergency use, and lateral support of base and surface courses.
- 84.24 (f) "Substantial plan development" means the point in time during the plan development
 84.25 process after which any further activities would preclude any of the feasible alternatives
 84.26 from being selected or constructed.
- 84.27 (g) "Superfluous materials" means materials that are in excess of rounded values and
 84.28 that are not necessary to meet the minimum requirements for a feasible alternative.
- 84.29 Subd. 2. **Required analysis.** (a) For each project in the reconditioning, resurfacing, and
 84.30 road repair funding categories any project with 60,000 or more square yards of paving,

- 84.31 including for the shoulder, the commissioner shall must perform a life-cycle cost analysis
 84.32 and shall document the lowest life-cycle costs and all alternatives considered. The
 84.33 commissioner shall document the chosen pavement strategy and, if the lowest life cycle is
 85.1 not selected, document the justification for the chosen strategy. A life-cycle cost analysis
 85.2 is required for projects to be constructed after July 1, 2011, and document the chosen
 85.3 pavement strategy as provided in this section. The commissioner must perform the life-cycle
 85.4 cost analysis prior to substantial plan development.
- 85.5 (b) When conducting a life-cycle cost analysis, the commissioner must:
- 85.6 (1) derive initial and future costs from Minnesota-based historical data of roadways with
 85.7 similar characteristics, including but not limited to similar geographical location, rural or
 85.8 urban classification, traffic volumes, construction practices, staging, and vehicle classification
 85.9 percentages;
- 85.10 (2) determine the analysis period based on the longest design life of all feasible
 85.11 alternatives or 60 years, whichever is longer;
- 85.12 (3) compensate for any life added or lost due to rounding if pavement thickness is rounded
 85.13 up or down;
- 85.14 (4) ensure that each feasible alternative being considered in the analysis meets the
 85.15 minimum requirements for that alternative and must consider only the pavement, base, and
 85.16 subbase materials that are required to meet the minimum criteria for that alternative;
- 85.17 (5) identify all feasible alternatives, including a full range of rehabilitation strategies for
 85.18 both rigid and flexible pavements;
- 85.19 (6) include agency costs, including but not limited to initial pavement, future rehabilitation
 85.20 and maintenance projects, overhead, design, contract administration, and routine maintenance;
- 85.21 (7) include mobilization costs related to construction, maintenance, or rehabilitation;
- 85.22 (8) include costs for traffic control to protect workers and the public during each
 85.23 construction, maintenance, or rehabilitation activity in the analysis;
- 85.24 (9) identify and use realistic timing of future maintenance and construction practices
 85.25 using similar characteristics, including but not limited to similar geographical location, rural
 85.26 or urban classification, traffic volumes, construction practices, staging, and vehicle
 85.27 classification percentages;
- 85.28 (10) for each feasible alternative with residual service life at the end of the analysis
 85.29 period, calculate the value of any residual service life and include the value as a credit in
 85.30 the final year of the analysis period;
- 85.31 (11) include an explanation of the methodology used to produce the cost estimate and
 85.32 why that method was selected; and

- 86.1 (12) include an explanation of the timing selected of rehabilitation and maintenance and
 86.2 why that timing was selected.
- 86.3 (c) The commissioner must not include the following in a life-cycle cost analysis:
- 86.4 (1) elements that are the same for all alternatives;
- 86.5 (2) life-cycle calculations for shoulder pavement, shoulder base, or shoulder subbase;
 86.6 and
- 86.7 (3) any superfluous material that is included as part of the feasible alternative but is not
 86.8 required to meet the minimum requirements of the feasible alternative, including any material
 86.9 that may be included due to the designer's preference or recommendation in the department's
 86.10 Pavement Design Manual. This clause does not preclude the commissioner from selecting
 86.11 a pavement strategy that uses superfluous materials, but the superfluous materials must not
 86.12 be a factor in making the selection.
- 86.13 Subd. 2a. **Review and collaboration.** (a) Before finalizing a pavement selection, the
 86.14 commissioner must post a draft of the life-cycle cost analysis and the draft pavement selection
 86.15 on the department's Office of Materials and Road Research website for 21 days. During
 86.16 this period, the commissioner must allow industry association representatives to submit
 86.17 questions and comments. The commissioner must collaborate with the person who submitted
 86.18 the question or comment, where necessary, to ensure the commissioner fully understands
 86.19 the question or comment. The commissioner must respond to each comment or question in
 86.20 writing, which must include a description of any associated changes that will be made to
 86.21 the life-cycle cost analysis.
- 86.22 (b) After the review period under paragraph (a) closes, the commissioner must make
 86.23 revisions to the life-cycle cost analysis in response to questions or comments received. If
 86.24 the commissioner revises the type of pavement from concrete to asphalt or from asphalt to
 86.25 concrete, the commissioner must post the revised life-cycle cost analysis for review in
 86.26 accordance with the requirements under paragraph (a).
- 86.27 Subd. 2b. **Selection.** (a) After the review period required in subdivision 2a and any
 86.28 subsequent changes to the analysis, the commissioner must select the pavement strategy
 86.29 and prepare a document of justification. At a minimum, the document of justification must:
- 86.30 (1) explain why the pavement strategy was selected;
- 86.31 (2) if the lowest life-cycle cost is not selected, justify why a strategy with a higher
 86.32 life-cycle cost was selected;
- 87.1 (3) include all comments and questions received during the review period and the
 87.2 commissioner's responses to each; and
- 87.3 (4) identify any superfluous materials, quantify the superfluous materials' associated
 87.4 costs, and provide the rationale for the superfluous materials' inclusion.

43.16 Sec. 35. Minnesota Statutes 2023 Supplement, section 174.38, subdivision 3, is amended
43.17 to read:

43.18 Subd. 3. **Active transportation accounts.** (a) An active transportation account is
43.19 established in the special revenue fund. The account consists of funds provided by law and
43.20 any other money donated, allotted, transferred, or otherwise provided to the account. Money
43.21 in the account is annually appropriated to the commissioner and must be expended only on
43.22 projects that receive financial assistance as provided under this section.

43.23 (b) An active transportation account is established in the bond proceeds fund. The account
43.24 consists of state bond proceeds appropriated to the commissioner. Money in the account
43.25 may only be expended on bond-eligible costs of a project receiving financial assistance as
43.26 provided under this section. Money in the account may only be expended on a project that
43.27 is publicly owned.

43.28 (c) ~~An active transportation account is established in the general fund. The account
43.29 consists of money as provided by law and any other money donated, allotted, transferred,
43.30 or otherwise provided to the account. Money in the account may only be expended on a
43.31 project receiving financial assistance as provided under this section.~~

87.5 (b) The commissioner must submit the analysis and document of justification to a licensed
87.6 professional engineer for review. A life-cycle cost analysis is not considered final until it
87.7 is certified and signed by a licensed professional engineer as provided by Minnesota Rules,
87.8 part 1800.4200.

87.9 (c) For all projects that began construction on or after January 1, 2024, the commissioner
87.10 must store all life-cycle cost analyses and documents of justification on the department's
87.11 website in a manner that allows the public to easily access the documents.

87.12 (d) After completing the certification and signature requirements in paragraph (b) and
87.13 the posting requirements in paragraph (c), the commissioner may advance the project to
87.14 substantial plan development.

87.15 Subd. 3. **Report.** The commissioner ~~shall~~ must report by January 31 annually to the
87.16 chairs and ranking minority members of the ~~senate and house of representatives~~ legislative
87.17 committees with jurisdiction over transportation finance on life-cycle cost analyses under
87.18 this section. At a minimum, the report must include information on the results of the analyses
87.19 required in under subdivision 2, the public review under subdivision 2a, and the final
87.20 selection and document of justification under subdivision 2b.

87.21 **EFFECTIVE DATE.** This section is effective July 1, 2025.

NOTE: PARAGRAPH (A) IS FROM ARTICLE 1, SECTION 2, SUBDIVISION 4, AND SECTION 18 IS FROM ARTICLE 1

44.1 Sec. 36. Minnesota Statutes 2023 Supplement, section 174.38, subdivision 6, is amended
 44.2 to read:

44.3 Subd. 6. **Use of funds.** (a) The commissioner must determine permissible uses of ~~financial~~
 44.4 ~~assistance~~ funds available under this section, which are limited to:

44.5 (1) construction and maintenance of bicycle, trail, and pedestrian infrastructure, including
 44.6 but not limited to safe routes to school infrastructure and bicycle facilities and centers; ~~and~~

44.7 (2) noninfrastructure programming, including activities as specified in section 174.40,
 44.8 subdivision 7a, paragraph (b); and

44.9 (3) as provided in this subdivision.

44.10 (b) Of the amount made available in each fiscal year, the first \$500,000 is for grants to
 44.11 develop, maintain, and implement active transportation safety curriculum for youth ages
 44.12 five to 14 years old, and if remaining funds are available, for (1) youth ages 15 to 17 years
 44.13 old, (2) adult active transportation safety programs, and (3) adult learn-to-ride programs.
 44.14 The curriculum must include resources for teachers and must meet the model training
 44.15 materials requirements under section 123B.935, subdivision 4.

44.16 (c) Of the amount made available, \$245,000 in each of fiscal years 2025 to 2028 is for
 44.17 costs related to complete streets implementation training under section 174.75, subdivision
 44.18 2a.

6.5 (a) **Agency Services** -0- 244,000

6.6 This appropriation is from the general fund
 6.7 for costs related to complete streets
 6.8 implementation training under Minnesota
 6.9 Statutes, section 174.75, subdivision 2a. The
 6.10 base for this appropriation is \$243,000 in each
 6.11 of fiscal years 2026 and 2027.

15.4 Sec. 18. Laws 2023, chapter 68, article 1, section 20, is amended to read:
 15.5 Sec. 20. **TRANSFERS.**

15.6 (a) \$152,650,000 in fiscal year 2024 is transferred from the general fund to the trunk
 15.7 highway fund for the state match for highway formula and discretionary grants under the
 15.8 federal Infrastructure Investment and Jobs Act, Public Law 117-58, and for related state
 15.9 investments.

15.10 (b) \$19,500,000 in fiscal year 2024 and ~~\$19,500,000~~ \$19,255,000 in fiscal year 2025
 15.11 are transferred from the general fund to the active transportation account under Minnesota
 15.12 Statutes, section 174.38. The base for this transfer is ~~\$8,875,000~~ \$8,630,000 in fiscal year
 15.13 2026 and ~~\$9,000,000~~ \$8,755,000 in fiscal year 2027.

15.14 (c) By June 30, 2023, the commissioner of management and budget must transfer any
 15.15 remaining unappropriated balance, estimated to be \$232,000, from the driver services
 15.16 operating account in the special revenue fund to the driver and vehicle services operating
 15.17 account under Minnesota Statutes, section 299A.705.

15.18 (d) By June 30, 2023, the commissioner of management and budget must transfer any
 15.19 remaining unappropriated balance, estimated to be \$13,454,000, from the vehicle services
 15.20 operating account in the special revenue fund to the driver and vehicle services operating
 15.21 account under Minnesota Statutes, section 299A.705.

87.22 Sec. 82. Minnesota Statutes 2022, section 174.40, subdivision 3, is amended to read:

87.23 Subd. 3. **Safe routes to school accounts.** (a) A safe routes to school account is established
 87.24 in the bond proceeds fund. The account consists of state bond proceeds appropriated to the
 87.25 commissioner. Money in the account may only be expended on bond-eligible costs of a
 87.26 project receiving financial assistance as provided under this section. All uses of funds from
 87.27 the account must be for publicly owned property.

87.28 (b) A safe routes to school account is established in the ~~general~~ special revenue fund.
 87.29 The account consists of funds as provided by law, and any other money donated, allotted,
 87.30 transferred, or otherwise provided to the account. Money in the account may only be
 87.31 expended on a project receiving financial assistance as provided under this section.

88.1 Sec. 83. **[174.46] CONSTRUCTION OF NONARTERIAL BUS RAPID TRANSIT**
 88.2 **FACILITIES.**

88.3 (a) For purposes of this section, "total estimated construction cost" means either (1) the
 88.4 cost of construction for a complete transit line project, or (2) the sum of the costs of all
 88.5 discrete segments of a transit line project.

88.6 (b) If a planned bus rapid transit line has either (1) a total estimated construction cost
 88.7 of more than \$100,000,000, or (2) will operate substantially within separated rights-of-way,
 88.8 the commissioner is the responsible authority and must construct bus rapid transit facilities
 88.9 and infrastructure in the metropolitan area. The commissioner must ensure any construction
 88.10 project subject to this section is constructed in compliance with applicable plans and designs
 88.11 adopted by the Metropolitan Council.

88.12 **EFFECTIVE DATE.** This section is effective the day following final enactment and
 88.13 applies to projects that enter into full funding grant agreements on or after that date.

88.14 Sec. 84. Minnesota Statutes 2023 Supplement, section 174.49, subdivision 6, is amended
 88.15 to read:

88.16 Subd. 6. **Metropolitan counties; use of funds.** (a) A metropolitan county must use
 88.17 funds that are received under subdivision 5 as follows:

88.18 (1) 41.5 percent for active transportation and transportation corridor safety studies;

44.19 Sec. 37. **[174.595] TRANSPORTATION FACILITIES CAPITAL PROGRAM.**

44.20 Subdivision 1. Definitions. (a) For purposes of this section, the following terms have

44.21 the meanings given.

44.22 (b) "Capital building asset" includes but is not limited to district headquarters buildings,

44.23 truck stations, salt storage or other unheated storage buildings, deicing and anti-icing

44.24 facilities, fuel dispensing facilities, highway rest areas, and vehicle weigh and inspection

44.25 stations.

44.26 (c) "Commissioner" means the commissioner of transportation.

44.27 (d) "Department" means the Department of Transportation.

44.28 (e) "Program" means the transportation facilities capital program established in this

44.29 section.

45.1 **Subd. 2. Program established.** The commissioner must establish a transportation

45.2 facilities capital program in conformance with this section to provide for capital building

45.3 asset projects related to buildings and other capital facilities of the department.

45.4 **Subd. 3. Transportation facilities capital accounts.** (a) A transportation facilities

45.5 capital account is established in the trunk highway fund. The account consists of money

88.19 (2) 41.5 percent for:

88.20 (i) repair, preservation, and rehabilitation of transportation systems; and

88.21 (ii) roadway replacement to reconstruct, reclaim, or modernize a corridor without adding

88.22 traffic capacity, except for auxiliary lanes with a length of less than 2,500 feet; and

88.23 (3) 17 percent for any of the following:

88.24 (i) transit purposes, including but not limited to operations, maintenance, capital

88.25 maintenance, demand response service, and assistance to replacement service providers

88.26 under section 473.388;

88.27 (ii) complete streets projects, as provided under section 174.75; and

88.28 (iii) projects, programs, or operations activities that meet the requirements of a mitigation

88.29 action under section 161.178, subdivision 4.

88.30 (b) Funds under paragraph (a), clause (3), must supplement and not supplant existing

88.31 sources of revenue.

89.1 (c) A metropolitan county may use funds that are received under subdivision 5 as debt

89.2 service for obligations issued by the county in accordance with chapter 475, provided that

89.3 the obligations are issued for a use allowable under this section.

89.4 Sec. 85. **[174.595] TRANSPORTATION FACILITIES CAPITAL PROGRAM.**

89.5 Subdivision 1. Definitions. (a) For purposes of this section, the following terms have

89.6 the meanings given.

89.7 (b) "Capital building asset" includes but is not limited to district headquarter buildings,

89.8 truck stations, salt storage or other unheated storage buildings, deicing and anti-icing

89.9 facilities, fuel dispensing facilities, highway rest areas, and vehicle weigh and inspection

89.10 stations.

89.11 (c) "Commissioner" means the commissioner of transportation.

89.12 (d) "Department" means the Department of Transportation.

89.13 (e) "Program" means the transportation facilities capital program established in this

89.14 section.

89.15 **Subd. 2. Program established.** The commissioner must establish a transportation

89.16 facilities capital program in conformance with this section to provide for capital building

89.17 asset projects related to buildings and other capital facilities of the department.

89.18 **Subd. 3. Transportation facilities capital accounts.** (a) A transportation facilities

89.19 capital account is established in the trunk highway fund. The account consists of money

45.6 appropriated from the trunk highway fund for the purposes of the program and any other
 45.7 money donated, allotted, transferred, or otherwise provided to the account by law.

45.8 (b) A transportation facilities capital subaccount is established in the bond proceeds
 45.9 account in the trunk highway fund. The subaccount consists of trunk highway bond proceeds
 45.10 appropriated to the commissioner for the purposes of the program. Money in the subaccount
 45.11 may only be expended on trunk highway purposes, including the purposes specified in this
 45.12 section.

45.13 Subd. 4. **Implementation standards.** The commissioner must establish a process to
 45.14 implement the program that includes allocation of funding based on review of eligible
 45.15 projects as provided under subdivision 5 and prioritization as provided under subdivision
 45.16 6. The process must be in conformance with trunk highway fund uses for the purposes of
 45.17 constructing, improving, and maintaining the trunk highway system in the state pursuant
 45.18 to the Minnesota Constitution, article XIV.

45.19 Subd. 5. **Eligible expenditures.** A project is eligible under this section only if **the project:**

45.20 (1) involves the construction, improvement, or maintenance of a capital building asset
 45.21 that is part of the trunk highway system; **and**

45.22 (2) **accomplishes** at least one of the following:

45.23 (i) supports the programmatic mission of the department;

45.24 (ii) extends the useful life of existing buildings; or

45.25 (iii) renovates or constructs facilities to meet the department's current and future
 45.26 operational needs.

45.27 Subd. 6. **Prioritization.** In prioritizing funding allocation among projects under the
 45.28 program, the commissioner must consider:

45.29 (1) whether a project ensures **the** effective and efficient condition and operation of the
 45.30 facility;

45.31 (2) the urgency in ensuring the safe use of existing buildings;

45.32 (3) the project's total life-cycle cost;

46.1 (4) additional criteria for priorities otherwise specified in law that apply to a category
 46.2 listed in the act making an appropriation for the program; and

46.3 (5) any other criteria the commissioner deems necessary.

46.4 **EFFECTIVE DATE.** This section is effective the day following final enactment.

89.20 appropriated from the trunk highway fund for the purposes of the program and any other
 89.21 money donated, allotted, transferred, or otherwise provided to the account by law.

89.22 (b) A transportation facilities capital subaccount is established in the bond proceeds
 89.23 account in the trunk highway fund. The subaccount consists of trunk highway bond proceeds
 89.24 appropriated to the commissioner for the purposes of the program. Money in the subaccount
 89.25 may only be expended on trunk highway purposes including the purposes specified in this
 89.26 section.

89.27 Subd. 4. **Implementation standards.** The commissioner must establish a process to
 89.28 implement the program that includes allocation of funding based on review of eligible
 89.29 projects as provided under subdivision 5 and prioritization as provided under subdivision
 89.30 6. The process must be in conformance with trunk highway fund uses for the purposes of
 89.31 constructing, improving, and maintaining the trunk highway system in the state pursuant
 89.32 to the Minnesota Constitution, article XIV.

90.1 Subd. 5. **Eligible expenditures.** A project is eligible under this section only if **it:**

90.2 (1) involves the construction, improvement, or maintenance of a capital building asset
 90.3 that is part of the trunk highway system;

90.4 (2) **performs** at least one of the following:

90.5 (i) supports the programmatic mission of the department;

90.6 (ii) extends the useful life of existing buildings; or

90.7 (iii) renovates or constructs facilities to meet the department's current and future
 90.8 operational needs; **and**

90.9 (3) **complies with the sustainable building guidelines provided in section 16B.325.**

90.10 Subd. 6. **Prioritization.** In prioritizing funding allocation among projects under the
 90.11 program, the commissioner must consider:

90.12 (1) whether a project ensures effective and efficient condition and operation of the
 90.13 facility;

90.14 (2) the urgency in ensuring the safe use of existing buildings;

90.15 (3) the project's total life-cycle cost;

90.16 (4) additional criteria for priorities otherwise specified in law that apply to a category
 90.17 listed in the act making an appropriation for the program; and

90.18 (5) any other criteria the commissioner deems necessary.

90.19 **EFFECTIVE DATE.** This section is effective the day following final enactment.

46.5 Sec. 38. Minnesota Statutes 2023 Supplement, section 174.634, subdivision 2, is amended
46.6 to read:

46.7 Subd. 2. **Passenger rail account; transfers; appropriation.** (a) A passenger rail account
46.8 is established in the special revenue fund. The account consists of funds as provided in this
46.9 subdivision and any other money donated, allotted, transferred, collected, or otherwise
46.10 provided to the account.

46.11 (b) By July 15 annually beginning in calendar year 2027, the commissioner of revenue
46.12 must transfer an amount from the general fund to the passenger rail account that equals 50
46.13 percent of the portion of the state general tax under section 275.025 levied on railroad
46.14 operating property, as defined under section 273.13, subdivision 24, in the prior calendar
46.15 year.

46.16 (c) Money in the account is annually appropriated to the commissioner of transportation
46.17 for the ~~net~~ operating and capital maintenance costs of intercity passenger rail, which may
46.18 include but are not limited to planning, designing, developing, constructing, equipping,
46.19 administering, operating, promoting, maintaining, and improving passenger rail service
46.20 within the state, after accounting for operating revenue, federal funds, and other sources.

46.21 **EFFECTIVE DATE.** This section is effective the day following final enactment.

46.22 Sec. 39. Minnesota Statutes 2023 Supplement, section 174.634, is amended by adding a
46.23 subdivision to read:

46.24 Subd. 3. **Fee and revenue collection authorized.** In order to maintain a balanced
46.25 transportation system in the state required by the public convenience and necessity, the
46.26 commissioner may, directly or through a contractor, vendor, operator, or partnership with
46.27 a federal or state government entity, including Amtrak, collect a fee or other revenue related
46.28 to passenger rail services within the state. Fees and revenue to be collected include but are
46.29 not limited to fees and revenue generated through ticket sales and sales of on-board and
46.30 promotional goods. Revenue may be collected as determined by the commissioner. Fees
46.31 and revenue collected under this subdivision must be deposited in the passenger rail account
47.1 in the special revenue fund. Fees and revenue under this section are not subject to section
47.2 16A.1283.

90.20 Sec. 86. Minnesota Statutes 2023 Supplement, section 174.634, subdivision 2, is amended
90.21 to read:

90.22 Subd. 2. **Passenger rail account; transfers; appropriation.** (a) A passenger rail account
90.23 is established in the special revenue fund. The account consists of funds as provided in this
90.24 subdivision and any other money donated, allotted, transferred, collected, or otherwise
90.25 provided to the account.

90.26 (b) By July 15 annually beginning in calendar year 2027, the commissioner of revenue
90.27 must transfer an amount from the general fund to the passenger rail account that equals 50
90.28 percent of the portion of the state general tax under section 275.025 levied on railroad
90.29 operating property, as defined under section 273.13, subdivision 24, in the prior calendar
90.30 year.

91.1 (c) Money in the account is annually appropriated to the commissioner of transportation
91.2 for the ~~net~~ operating and capital maintenance costs of intercity passenger rail, which may
91.3 include but are not limited to planning, designing, developing, constructing, equipping,
91.4 administering, operating, promoting, maintaining, and improving passenger rail service
91.5 within the state, after accounting for operating revenue, federal funds, and other sources.

91.6 (d) By November 1 each year, the commissioner must report on the passenger rail account
91.7 to the chairs, ranking minority members, and staff of the legislative committees with
91.8 jurisdiction over transportation policy and finance. The report must, at a minimum, include:

91.9 (1) the actual revenue and expenditures in each of the previous two fiscal years;

91.10 (2) the budgeted and forecasted revenue and expenditures in the current fiscal year and
91.11 each fiscal year within the state forecast period; and

91.12 (3) the uses of expenditures or planned expenditures in each fiscal year included under
91.13 clauses (1) and (2).

91.14 **EFFECTIVE DATE.** This section is effective the day following final enactment.

91.15 Sec. 87. Minnesota Statutes 2023 Supplement, section 174.634, is amended by adding a
91.16 subdivision to read:

91.17 Subd. 3. **Fee and revenue collection authorized.** (a) The commissioner may, directly
91.18 or through a contractor, vendor, operator, or partnership with a federal or state government
91.19 entity, including Amtrak, collect a fee or other revenue related to passenger rail services
91.20 within the state. Fees and revenue to be collected include but are not limited to fees and
91.21 revenue generated through ticket sales and sales of on-board and promotional goods. Revenue
91.22 may be collected as determined by the commissioner. Fees and revenue under this section
91.23 are subject to section 16A.1283, except for an increase of a fee enacted under this section.

91.24 (b) Fees and revenue collected under this subdivision must be deposited in the passenger
91.25 rail account under subdivision 2.

47.3 **EFFECTIVE DATE.** This section is effective the day following final enactment.

47.4 Sec. 40. Minnesota Statutes 2022, section 174.75, subdivision 1, is amended to read:

47.5 Subdivision 1. **Definition Definitions.** (a) For purposes of this section, the following
 47.6 terms have the meanings given.

47.7 (b) "Complete streets" is the planning, scoping, design, implementation, operation, and
 47.8 maintenance of roads in order to reasonably address the safety and accessibility needs of
 47.9 users of all ages and abilities. Complete streets considers the needs of motorists, pedestrians,
 47.10 transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along
 47.11 and across roads, intersections, and crossings in a manner that is sensitive to the local context
 47.12 and recognizes that the needs vary in urban, suburban, and rural settings.

47.13 (c) "Vulnerable road user" has the meaning given in section 169.011, subdivision 92b.

47.14 Sec. 41. Minnesota Statutes 2022, section 174.75, subdivision 2, is amended to read:

47.15 Subd. 2. **Implementation.** (a) The commissioner shall must implement a complete
 47.16 streets policy after consultation with stakeholders, state and regional agencies, local
 47.17 governments, and road authorities. The commissioner, after such consultation, shall must
 47.18 address relevant protocols, guidance, standards, requirements, and training, and shall
 47.19 integrate.

47.20 (b) The complete streets policy must include but is not limited to:

47.21 (1) integration of related principles of context-sensitive solutions;

47.22 (2) integration throughout the project development process;

47.23 (3) methods to evaluate inclusion of active transportation facilities in a project, which
 47.24 may include but are not limited to sidewalks, crosswalk markings, pedestrian accessibility,
 47.25 and bikeways; and

47.26 (4) consideration of consultation with other road authorities regarding existing and
 47.27 planned active transportation network connections.

48.1 Sec. 42. Minnesota Statutes 2022, section 174.75, is amended by adding a subdivision to
 48.2 read:

48.3 Subd. 2a. **Implementation guidance.** The commissioner must maintain guidance that
 48.4 accompanies the complete streets policy under this section. The guidance must include
 48.5 sections on:

48.6 (1) an analysis framework that provides for:

48.7 (i) identification of characteristics of a project;

91.26 Sec. 88. Minnesota Statutes 2022, section 174.75, subdivision 1, is amended to read:

91.27 Subdivision 1. **Definition Definitions.** (a) For purposes of this section, the following
 91.28 terms have the meanings given.

91.29 (b) "Complete streets" is the planning, scoping, design, implementation, operation, and
 91.30 maintenance of roads in order to reasonably address the safety and accessibility needs of
 91.31 users of all ages and abilities. Complete streets considers the needs of motorists, pedestrians,
 92.1 transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along
 92.2 and across roads, intersections, and crossings in a manner that is sensitive to the local context
 92.3 and recognizes that the needs vary in urban, suburban, and rural settings.

92.4 (c) "Vulnerable road user" has the meaning given in section 169.011, subdivision 92b.

92.5 Sec. 89. Minnesota Statutes 2022, section 174.75, subdivision 2, is amended to read:

92.6 Subd. 2. **Implementation.** (a) The commissioner shall must implement a complete
 92.7 streets policy after consultation with stakeholders, state and regional agencies, local
 92.8 governments, and road authorities. The commissioner, after such consultation, shall must
 92.9 address relevant protocols, guidance, standards, requirements, and training, and shall
 92.10 integrate.

92.11 (b) The complete streets policy must include but is not limited to:

92.12 (1) integration of related principles of context-sensitive solutions;

92.13 (2) integration throughout the project development process;

92.14 (3) methods to evaluate inclusion of active transportation facilities in a project, which
 92.15 may include but is not limited to sidewalks, crosswalk markings, pedestrian accessibility,
 92.16 and bikeways; and

92.17 (4) consideration of consultation with other road authorities regarding existing and
 92.18 planned active transportation network connections.

92.19 Sec. 90. Minnesota Statutes 2022, section 174.75, is amended by adding a subdivision to
 92.20 read:

92.21 Subd. 2a. **Implementation guidance.** The commissioner must maintain guidance that
 92.22 accompanies the complete streets policy under this section. The guidance must include
 92.23 sections on:

92.24 (1) an analysis framework that provides for:

92.25 (i) identification of characteristics of a project;

48.8 (ii) highway system categorization based on context, including population density, land
 48.9 use, density and scale of surrounding development, volume of highway use, and the nature
 48.10 and extent of active transportation; and

48.11 (iii) relative emphasis for different road system users in each of the categories under
 48.12 item (ii) in a manner that supports safety and mobility of vulnerable road users, motorcyclists
 48.13 or other operators of two- or three-wheeled vehicles, and public transit users; and

48.14 (2) an analysis of speed limit reductions and associated roadway design modifications
 48.15 to support safety and mobility in active transportation.

48.16 Sec. 43. Minnesota Statutes 2022, section 216E.02, subdivision 1, is amended to read:

48.17 Subdivision 1. **Policy.** The legislature hereby declares it to be the policy of the state to
 48.18 locate large electric power facilities and high voltage transmission lines in an orderly manner
 48.19 compatible with environmental preservation and the efficient use of resources. In accordance
 48.20 with this policy the commission shall choose locations that minimize adverse human and
 48.21 environmental impact while insuring continuing electric power system reliability and integrity
 48.22 and insuring that electric energy needs are met and fulfilled in an orderly and timely fashion.

48.23 **EFFECTIVE DATE.** This section is effective the day following final enactment.

48.24 Sec. 44. Minnesota Statutes 2023 Supplement, section 219.015, subdivision 2, is amended
 48.25 to read:

48.26 Subd. 2. **Railroad company assessment; account; appropriation.** (a) As provided in
 48.27 this subdivision, the commissioner must annually assess railroad companies that are (1)
 48.28 defined as common carriers under section 218.011; (2) classified by federal law or regulation
 48.29 as Class I Railroads, Class I Rail Carriers, Class II Railroads, or Class II Rail Carriers; and
 48.30 (3) operating in this state.

49.1 (b) The assessment must be calculated to allocate state rail safety inspection program
 49.2 costs proportionally among carriers based on route miles operated in Minnesota at the time
 49.3 of assessment. The commissioner must include in the assessment calculation all state rail
 49.4 safety inspection program costs to support up to six rail safety inspector positions, including
 49.5 but not limited to salary, administration, supervision, travel, equipment, training, and ongoing
 49.6 state rail inspector duties.

49.7 (c) The assessments collected under this subdivision must be deposited in a state rail
 49.8 safety inspection account, which is established in the special revenue fund. The account
 49.9 consists of funds provided by this subdivision and section 221.0255 and any other money
 49.10 donated, allotted, transferred, or otherwise provided to the account. Money in the account
 49.11 is annually appropriated to the commissioner to administer the state rail safety inspection
 49.12 program and for costs under section 221.0255.

92.26 (ii) highway system categorization based on context, including population density, land
 92.27 use, density and scale of surrounding development, volume of highway use, and the nature
 92.28 and extent of active transportation; and

93.1 (iii) relative emphasis for different road system users in each of the categories under
 93.2 item (ii) in a manner that supports safety and mobility of vulnerable road users, motorcyclists
 93.3 or other operators of two- or three-wheeled vehicles, and public transit users; and

93.4 (2) an analysis of speed limit reductions and associated roadway design modifications
 93.5 to support safety and mobility in active transportation.

93.6 Sec. 91. Minnesota Statutes 2022, section 216E.02, subdivision 1, is amended to read:

93.7 Subdivision 1. **Policy.** The legislature hereby declares it to be the policy of the state to
 93.8 locate large electric power facilities and high voltage transmission lines in an orderly manner
 93.9 compatible with environmental preservation and the efficient use of resources. In accordance
 93.10 with this policy the commission shall choose locations that minimize adverse human and
 93.11 environmental impact while insuring continuing electric power system reliability and integrity
 93.12 and insuring that electric energy needs are met and fulfilled in an orderly and timely fashion.

93.13 **EFFECTIVE DATE.** This section is effective the day following final enactment.

49.13 Sec. 45. **[219.382] WAYSIDE DETECTOR SYSTEMS.**

49.14 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
49.15 the meanings given.

49.16 (b) "Hazardous substance" has the meaning given in section 219.055, subdivision 1,
49.17 paragraph (e).

49.18 (c) "Wayside detector system" means one or more electronic devices that: (1) perform
49.19 automated scanning of passing trains, rolling stock, and on-track equipment to detect defects
49.20 or precursors to defects in equipment or component parts; and (2) provide notification to
49.21 individuals of a defect or precursor to a defect.

49.22 Subd. 2. **Application.** The requirements in this section apply to:

49.23 (1) a Class I railroad; and

49.24 (2) a Class II railroad or Class III railroad when transporting a hazardous substance at
49.25 a speed that exceeds ten miles per hour.

49.26 Subd. 3. **Wayside detector system requirements.** (a) A railroad must maintain
49.27 operational wayside detector systems located at intervals of:

49.28 (1) at least every ten miles of mainline track in the state; or

49.29 (2) at least every 15 miles of mainline track in the state if necessary due to the natural
49.30 terrain.

49.31 (b) A wayside detector system under this section must include a hot bearings detector
49.32 and a dragging equipment detector.

50.1 Subd. 4. **Defect notifications.** Promptly after a wayside detector system provides a
50.2 notification regarding a defect, the railroad must:

50.3 (1) stop the train in accordance with the railroad's applicable safety procedures;

50.4 (2) inspect the location of the defect from a position on the ground;

50.5 (3) if the inspection indicates that the train is not safe for movement, make necessary
50.6 repairs prior to movement;

50.7 (4) if the inspection indicates that the train is safe for movement or if repairs are
50.8 performed under clause (3):

135.22 Sec. 140. **STUDY; WAYSIDE DETECTORS.**

135.23 (a) For purposes of this section, the following terms have the meanings given:

135.24 (1) "commissioner" means the commissioner of transportation; and

135.25 (2) "wayside detector" or "wayside detector system" means one or more electronic
135.26 devices that:

135.27 (i) perform automated scanning of passing trains, rolling stock, and on-track equipment
135.28 to detect defects or precursors to defects in equipment or component parts; and

135.29 (ii) provide notification to individuals of a defect or precursor to a defect.

- 50.9 (i) proceed at a speed that does not exceed (A) 30 miles per hour if the train is not
 50.10 transporting a hazardous substance, or (B) ten miles per hour if the train is transporting a
 50.11 hazardous substance; and
- 50.12 (ii) remove and set out any defective car at the earliest opportunity; and
- 50.13 (5) provide for the train crew to prepare a written inspection report and submit it to the
 50.14 appropriate personnel within the railroad.

- 135.30 (b) The commissioner must conduct a comprehensive study on wayside detector systems
 135.31 and other rail inspection technologies. The commissioner must engage with the governor's
 136.1 Freight Rail Council under Executive Order 24-01 to consider and review issues related to
 136.2 wayside detectors, including analyzing existing federal regulations and guidance, incidents
 136.3 and performance data, safety complaints, and best practices.
- 136.4 (c) The study must:
- 136.5 (1) analyze deployed and emerging wayside detector system technology, including
 136.6 known detector types and quantities and may include, but is not limited to, the following
 136.7 inspection technologies:
- 136.8 (i) acoustic bearing detectors;
- 136.9 (ii) hot box detectors;
- 136.10 (iii) wheel tread inspection detectors;
- 136.11 (iv) wheel impact load detectors;
- 136.12 (v) wheel temperature detectors;
- 136.13 (vi) wheel profile detectors; and
- 136.14 (vii) machine vision systems;
- 136.15 (2) analyze wayside detector systems' impacts on railroad safety and identify accidents
 136.16 and incident trends of rolling stock or other conditions monitored by wayside detectors;
- 136.17 (3) identify current practices for defect notification to train crews;
- 136.18 (4) identify current practices for wayside detector systems or other inspection technology
 136.19 deployment and maintenance;
- 136.20 (5) estimate costs of requiring wayside detector systems for Class II and Class III railroads
 136.21 and rail carriers, and identify potential state funding mechanisms to institute such
 136.22 requirements;

50.25 Subd. 6. **Notification of validity.** Using existing resources, the commissioner must
 50.26 perform a federal preemption analysis of the requirements under this section that includes
 50.27 examination of federal law, case law, and federal guidance. The commissioner must make
 50.28 a preemption determination based on the analysis. If the commissioner determines that the
 50.29 requirements under this section are not reasonably expected to be preempted by federal law,
 50.30 the commissioner must submit a notification of validity to the revisor of statutes and to the
 51.1 chairs and ranking minority members of the legislative committees with jurisdiction over
 51.2 transportation policy and finance.

51.3 Subd. 7. **Notification of impacts.** Using existing resources, the commissioner of
 51.4 agriculture must perform an analysis of impacts on agricultural sector costs or other adverse
 51.5 impacts on transportation of agricultural goods as a result of the requirements under this
 51.6 section, and must make a determination based on the analysis. If the commissioner of
 51.7 agriculture determines that the requirements under this section are anticipated to result in
 51.8 minimal agricultural sector impacts, the commissioner must submit a notification of minimal
 51.9 impacts to the revisor of statutes and to the chairs and ranking minority members of the
 51.10 legislative committees with jurisdiction over transportation policy and finance.

50.15 Subd. 5. **Report to commissioner.** By January 15 annually, a railroad that is subject to
 50.16 this section must submit a report to the commissioner on wayside detector systems installed
 50.17 in this state. At a minimum, the report must include:

50.18 (1) an overview of each wayside detector system, which must include:

50.19 (i) its type and primary characteristics;

50.20 (ii) the nearest milepost number, latitude and longitude coordinates, or other information
 50.21 that specifically identifies its location; and

50.22 (iii) a review of the operational status of the hot bearings detector and the dragging
 50.23 equipment detector throughout the prior 12 months; and

50.24 (2) other information on wayside detector systems as required by the commissioner.

51.11 **EFFECTIVE DATE.** This section is effective January 1, 2025.

51.12 Sec. 46. **[219.5505] TRAIN LENGTH.**

51.13 Subdivision 1. **Definition.** For purposes of this section, "railroad" means a common
 51.14 carrier that is classified by federal law or regulation as a Class I railroad, Class II railroad,
 51.15 or Class III railroad.

136.23 (6) include a federal preemption analysis of mandating wayside detector systems under
 136.24 state law that includes an analysis and examination of federal law, case law, and federal
 136.25 guidance;

136.26 (7) analyze the costs and impacts, if any, on the transport of goods on certain Minnesota
 136.27 industries and sectors, including agriculture, taconite mining, manufacturing, timber, retail,
 136.28 and automotive, if implementation of a wayside detector system is required in Minnesota;
 136.29 and

137.1 (8) review current and anticipated Federal Railroad Administration efforts to regulate
 137.2 wayside detector systems, including guidance from the federal Railroad Safety Advisory
 137.3 Committee on wayside detectors.

137.4 (d) By February 1, 2025, the commissioner must submit a joint report with the governor's
 137.5 Freight Rail Council on the study to the chairs and ranking minority members of the
 137.6 legislative committees with jurisdiction over transportation, commerce, and civil law policy
 137.7 and finance.

137.8 **EFFECTIVE DATE.** This section is effective the day following final enactment.

51.16 Subd. 2. **Application.** This section does not apply to a train transporting taconite that
 51.17 originates within this state.

51.18 Subd. 3. **Maximum length.** A railroad must not operate a train in this state that has a
 51.19 total length in excess of 8,500 feet.

51.20 Subd. 4. **Penalty.** (a) A railroad that violates this section is subject to a penalty of:

51.21 (1) not less than \$1,000 or more than \$5,000 for a first offense;

51.22 (2) not less than \$5,000 or more than \$10,000 for a second offense committed within
 51.23 three years of the first offense; and

51.24 (3) not less than \$25,000 for a third or subsequent offense committed within three years
 51.25 of the first offense.

51.26 (b) The commissioner of transportation may enforce this section in a civil action before
 51.27 a judge of a county in which the violation occurs.

51.28 (c) Fines collected under this section must be deposited in the state rail safety inspection
 51.29 account in the special revenue fund.

51.30 Subd. 5. **Notification of validity.** Using existing resources, the commissioner must
 51.31 perform a federal preemption analysis of the requirements under this section that includes
 52.1 examination of federal law, case law, and federal guidance. The commissioner must make
 52.2 a preemption determination based on the analysis. If the commissioner determines that the
 52.3 requirements under this section are not reasonably expected to be preempted by federal law,
 52.4 the commissioner must submit a notification of validity to the revisor of statutes and to the
 52.5 chairs and ranking minority members of the legislative committees with jurisdiction over
 52.6 transportation policy and finance.

52.7 Subd. 6. **Notification of impacts.** Using existing resources, the commissioner of
 52.8 agriculture must perform an analysis of impacts on agricultural sector costs or other adverse
 52.9 impacts on transportation of agricultural goods as a result of the requirements under this
 52.10 section, and must make a determination based on the analysis. If the commissioner of
 52.11 agriculture determines that the requirements under this section are anticipated to result in
 52.12 minimal agricultural sector impacts, the commissioner must submit a notification of minimal
 52.13 impacts to the revisor of statutes and to the chairs and ranking minority members of the
 52.14 legislative committees with jurisdiction over transportation policy and finance.

52.15 **EFFECTIVE DATE.** This section is effective August 1, 2024, and applies to violations
 52.16 committed on or after that date.

52.17 Sec. 47. **[219.756] YARDMASTER HOURS OF SERVICE.**

52.18 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
 52.19 the meanings given.

93.14 Sec. 92. **[219.756] YARDMASTER HOURS OF SERVICE.**

93.15 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
 93.16 the meanings given.

52.20 (b) "Railroad" means a common carrier that is classified by federal law or regulation as
 52.21 Class I railroad, Class II railroad, or Class III railroad.

52.22 (c) "Yardmaster" means an employee of a common carrier who is responsible for
 52.23 supervising and coordinating the control of trains and engines operating within a railyard,
 52.24 not including a dispatching service employee, signal employee, or train employee as those
 52.25 terms are defined in United States Code, title 49, section 21101.

52.26 Subd. 2. **Hours of service.** (a) A railroad operating in this state must not require or allow
 52.27 a yardmaster to remain or go on duty:

52.28 (1) in any month when the employee has spent a total of 276 hours on duty or in any
 52.29 other mandatory service for the carrier;

52.30 (2) for a period exceeding 12 consecutive hours; and

52.31 (3) unless the employee has had at least ten consecutive hours off duty during the prior
 52.32 24 hours.

53.1 (b) A railroad operating in this state must not require or allow a yardmaster to remain
 53.2 or go on duty after the employee has initiated an on-duty period each day for six consecutive
 53.3 days unless the employee has had 48 consecutive hours off at the employee's home terminal,
 53.4 during which time the employee is unavailable for any service.

53.5 Subd. 3. **Notification of validity.** Using existing resources, the commissioner must
 53.6 perform a federal preemption analysis of the requirements under this section that includes
 53.7 examination of federal law, case law, and federal guidance. The commissioner must make
 53.8 a preemption determination based on the analysis. If the commissioner determines that the
 53.9 requirements under this section are not reasonably expected to be preempted by federal law,
 53.10 the commissioner must submit a notification of validity to the revisor of statutes and to the
 53.11 chairs and ranking minority members of the legislative committees with jurisdiction over
 53.12 transportation policy and finance.

53.13 Subd. 4. **Notification of impacts.** Using existing resources, the commissioner of
 53.14 agriculture must perform an analysis of impacts on agricultural sector costs or other adverse
 53.15 impacts on transportation of agricultural goods as a result of the requirements under this
 53.16 section, and must make a determination based on the analysis. If the commissioner of
 53.17 agriculture determines that the requirements under this section are anticipated to result in
 53.18 minimal agricultural sector impacts, the commissioner must submit a notification of minimal
 53.19 impacts to the revisor of statutes and to the chairs and ranking minority members of the
 53.20 legislative committees with jurisdiction over transportation policy and finance.

53.21 **EFFECTIVE DATE.** This section is effective August 1, 2024.

93.17 (b) "Railroad" means a common carrier that is classified by federal law or regulation as
 93.18 a Class I railroad, Class I rail carrier, Class II railroad, Class II rail carrier, Class III railroad,
 93.19 or Class III rail carrier.

93.20 (c) "Yardmaster" means an employee of a common carrier who is responsible for
 93.21 supervising and coordinating the control of trains and engines operating within a railyard,
 93.22 not including a dispatching service employee, signal employee, or train employee as those
 93.23 terms are defined in United States Code, title 49, section 21101.

93.24 Subd. 2. **Hours of service.** (a) A railroad operating in this state must not require or allow
 93.25 a yardmaster to remain or go on duty:

93.26 (1) in any month when the employee has spent a total of 276 hours on duty or in any
 93.27 other mandatory service for the carrier;

93.28 (2) for a period exceeding 12 consecutive hours; and

93.29 (3) unless the employee has had at least ten consecutive hours off duty during the prior
 93.30 24 hours.

94.1 (b) A railroad operating in this state must not require or allow a yardmaster to remain
 94.2 or go on duty after the employee has initiated an on-duty period each day for six consecutive
 94.3 days unless the employee has had 48 consecutive hours off at the employee's home terminal,
 94.4 during which time the employee is unavailable for any service.

- 53.22 Sec. 48. Minnesota Statutes 2022, section 221.0255, subdivision 4, is amended to read:
- 53.23 Subd. 4. **Motor carrier of railroad employees; requirements.** (a) The motor carrier
- 53.24 of railroad employees must implement a policy that provides for annual training and
- 53.25 certification of the operator in:
- 53.26 (1) safe operation of the vehicle transporting railroad employees;
- 53.27 (2) knowing and understanding relevant laws, rules of the road, and safety policies;
- 53.28 (3) handling emergency situations;
- 53.29 (4) proper use of seat belts;
- 53.30 (5) performance of pretrip and posttrip vehicle inspections, and inspection record keeping;
- 53.31 and
- 53.32 (6) proper maintenance of required records.
- 54.1 (b) The motor carrier of railroad employees must:
- 54.2 (1) confirm that the person is not disqualified under subdivision 6, by performing a
- 54.3 criminal background check of the operator, which must include:
- 54.4 (i) a criminal history check of the state criminal records repository; and
- 54.5 (ii) if the operator has resided in Minnesota less than five years, a criminal history check
- 54.6 from each state of residence for the previous five years;
- 54.7 (2) annually verify the operator's driver's license;
- 54.8 (3) document meeting the requirements in this subdivision, which must include
- 54.9 maintaining at the carrier's business location:
- 54.10 (i) a driver qualification file on each operator who transports passengers under this
- 54.11 section; and
- 54.12 (ii) records of pretrip and posttrip vehicle inspections as required under subdivision 3,
- 54.13 paragraph (a), clause (3);
- 54.14 (4) maintain liability insurance in a minimum amount of \$5,000,000 regardless of the
- 54.15 seating capacity of the vehicle;
- 54.16 (5) maintain uninsured and underinsured coverage in a minimum amount of ~~\$1,000,000~~
- 54.17 \$5,000,000; and
- 54.18 (6) ensure inspection of each vehicle operated under this section as provided under
- 54.19 section 169.781.
- 54.20 (c) A driver qualification file under paragraph (b), clause (3), must include:
- 54.21 (1) a copy of the operator's most recent medical examiner's certificate;

- 54.22 (2) a copy of the operator's current driver's license;
- 54.23 (3) documentation of annual license verification;
- 54.24 (4) documentation of annual training;
- 54.25 (5) documentation of any known violations of motor vehicle or traffic laws; and
- 54.26 (6) responses from previous employers, if required by the current employer.
- 54.27 (d) The driver qualification file must be retained for one year following the date of
- 54.28 separation of employment of the driver from the carrier. A record of inspection under
- 54.29 paragraph (b), clause (3), item (ii), must be retained for one year following the date of
- 54.30 inspection.
- 55.1 (e) If a party contracts with the motor carrier on behalf of the railroad to transport the
- 55.2 railroad employees, then the insurance requirements may be satisfied by either that party
- 55.3 or the motor carrier, so long as the motor carrier is a named insured or additional insured
- 55.4 under any policy.
- 55.5 **EFFECTIVE DATE.** This section is effective August 1, 2024.
- 55.6 Sec. 49. Minnesota Statutes 2022, section 221.0255, subdivision 9, is amended to read:
- 55.7 Subd. 9. **Inspection and investigation authority.** (a) Upon receipt of a complaint form
- 55.8 or other information alleging a violation of this section, the commissioner must investigate
- 55.9 the relevant matter. Representatives of the Department of Transportation and the State Patrol
- 55.10 have the authority to enter, at a reasonable time and place, any vehicle or facility of the
- 55.11 carrier for purposes of complaint investigations, random inspections, safety reviews, audits,
- 55.12 or accident investigations.
- 55.13 (b) Failure of a railroad or motor carrier of railroad employees to permit a complaint
- 55.14 investigation under this subdivision is grounds for issuance of a civil penalty under
- 55.15 subdivision 10.
- 55.16 **EFFECTIVE DATE.** This section is effective August 1, 2024.
- 55.17 Sec. 50. Minnesota Statutes 2022, section 221.0255, is amended by adding a subdivision
- 55.18 to read:
- 55.19 Subd. 10. **Civil penalty.** (a) After completion of an investigation or as provided in
- 55.20 subdivision 9, paragraph (b), the commissioner may issue a civil penalty to a railroad or
- 55.21 motor carrier of railroad employees that violates this section. A civil penalty issued under
- 55.22 this paragraph is in the amount of:
- 55.23 (1) not less than \$200 but not more than \$500 for a first offense;
- 55.24 (2) not less than \$500 but not more than \$1,000 for a second offense; and

55.25 (3) not less than \$1,000 but not more than \$5,000 for a third or subsequent offense
55.26 committed within three years of the first offense.

55.27 (b) The civil penalty amounts identified under paragraph (a) are for all violations
55.28 identified in a single investigation and are not per violation.

55.29 (c) The recipient of a civil penalty under this subdivision has 30 days to notify the
55.30 commissioner in writing of intent to contest the civil penalty. If within 30 days after receiving
56.1 the civil penalty the recipient fails to notify the commissioner of intent to contest the penalty,
56.2 the civil penalty is not subject to further review.

56.3 (d) Civil penalties assessed under this subdivision are subject to chapter 14 and may be
56.4 recovered in a civil action.

56.5 (e) Civil penalties collected under this section must be deposited in the state rail safety
56.6 inspection account in the special revenue fund.

56.7 **EFFECTIVE DATE.** This section is effective August 1, 2024, and applies to violations
56.8 committed on or after that date.

56.9 Sec. 51. Minnesota Statutes 2022, section 221.0255, is amended by adding a subdivision
56.10 to read:

56.11 Subd. 11. **Notification of validity.** Using existing resources, the commissioner must
56.12 perform a federal preemption analysis of the requirements under subdivisions 9, paragraph
56.13 (b), and 10 that includes examination of federal law, case law, and federal guidance. The
56.14 commissioner must make a preemption determination based on the analysis. If the
56.15 commissioner determines that the requirements under this section are not reasonably expected
56.16 to be preempted by federal law, the commissioner must submit a notification of validity to
56.17 the revisor of statutes and to the chairs and ranking minority members of the legislative
56.18 committees with jurisdiction over transportation policy and finance.

56.19 **EFFECTIVE DATE.** This section is effective August 1, 2024.

56.20 Sec. 52. Minnesota Statutes 2022, section 221.0255, is amended by adding a subdivision
56.21 to read:

56.22 Subd. 12. **Notification of impacts.** Using existing resources, the commissioner of
56.23 agriculture must perform an analysis of impacts on agricultural sector costs or other adverse
56.24 impacts on transportation of agricultural goods as a result of the requirements under
56.25 subdivisions 9, paragraph (b), and 10, and must make a determination based on the analysis.
56.26 If the commissioner of agriculture determines that the requirements under this section are
56.27 anticipated to result in minimal agricultural sector impacts, the commissioner must submit
56.28 a notification of minimal impacts to the revisor of statutes and to the chairs and ranking
56.29 minority members of the legislative committees with jurisdiction over transportation policy
56.30 and finance.

56.31

EFFECTIVE DATE. This section is effective August 1, 2024.

- 94.5 Sec. 93. Minnesota Statutes 2022, section 297A.815, subdivision 3, is amended to read:
- 94.6 Subd. 3. **Motor vehicle lease sales tax revenue.** (a) On or before June 30 of each fiscal
94.7 year, the commissioner of revenue must estimate the revenues, including interest and
94.8 penalties and minus refunds, collected under this section for the current fiscal year.
- 94.9 (b) By July 15 of the subsequent fiscal year, the commissioner of management and
94.10 budget must transfer the revenues estimated under paragraph (a) from the general fund as
94.11 follows:
- 94.12 (1) 38 percent to the county state-aid highway fund;
- 94.13 (2) 38 percent to the greater Minnesota transit account;
- 94.14 (3) 13 percent to the ~~Minnesota state transportation fund~~ local bridge program account
94.15 in the special revenue fund, which is hereby created; and
- 94.16 (4) 11 percent to the highway user tax distribution fund.
- 94.17 (c) Notwithstanding any other law to the contrary, the commissioner of transportation
94.18 must allocate the funds transferred under paragraph (b), clause (1), to the counties in the
94.19 metropolitan area, as defined in section 473.121, subdivision 4, excluding the counties of
94.20 Hennepin and Ramsey, so that each county receives the percentage that its population, as
94.21 defined in section 477A.011, subdivision 3, estimated or established by July 15 of the year
94.22 prior to the current calendar year, bears to the total population of the counties receiving
94.23 funds under this paragraph.
- 94.24 (d) ~~The amount transferred~~ Money in the local bridge program account under paragraph
94.25 (b), clause (3), ~~must be used~~ is appropriated to the commissioner of transportation for the
94.26 local bridge program under section 174.50, subdivisions 6 to 7.
- 94.27 (e) The revenues under this subdivision do not include the revenues, including interest
94.28 and penalties and minus refunds, generated by the sales tax imposed under section 297A.62,
94.29 subdivision 1a, which must be deposited as provided under the Minnesota Constitution,
94.30 article XI, section 15.
- 95.1 Sec. 94. Minnesota Statutes 2023 Supplement, section 297A.993, subdivision 2a, is
95.2 amended to read:
- 95.3 Subd. 2a. **Uses reporting.** By February 15 of each even-numbered year, a metropolitan
95.4 county, as defined in section 473.121, subdivision 4, that imposes the taxes under this section
95.5 must submit a report to the chairs, ranking minority members, and staff of the legislative
95.6 committees with jurisdiction over transportation policy and finance. For the purpose of this
95.7 subdivision, "staff" means those employees who are identified in any of the following roles
95.8 for the legislative committees: committee administrator, committee legislative assistant,

57.1 Sec. 53. **[325F.661] SALE OF ELECTRIC-ASSISTED BICYCLES AND POWERED**
 57.2 **CYCLES.**

57.3 Subdivision 1. Definitions. (a) For purposes of this section, the following terms have
 57.4 the meanings given.

57.5 (b) "Class 1 electric-assisted bicycle," "class 2 electric-assisted bicycle," and "class 3
 57.6 electric-assisted bicycle" have the meanings given in section 169.011, subdivisions 15a,
 57.7 15b, and 15c.

57.8 (c) "Electric-assisted bicycle" has the meaning given in section 169.011, subdivision
 57.9 27.

57.10 (d) "Multiple mode electric-assisted bicycle" has the meaning given in section 169.011,
 57.11 subdivision 45a.

95.9 caucus research, fiscal analysis, counsel, or nonpartisan research. At a minimum, the report
 95.10 must include:

95.11 (1) actual transportation sales tax collections by the county over the previous five calendar
 95.12 years;

95.13 (2) an estimation of the total sales tax revenue that is estimated to be collected by the
 95.14 county in the current year and for the next ten calendar years; and

95.15 (3) for each of the previous five calendar years, the current calendar year, and for the
 95.16 next ten calendar years:

95.17 (i) the amount of sales tax revenue expended or proposed to be expended for each of
 95.18 the following:

95.19 (A) planning, construction, operation, or maintenance of guideways, as defined in section
 95.20 473.4485, subdivision 1, paragraph (d);

95.21 (B) nonguideway transit and active transportation uses;

95.22 (C) highway uses; and

95.23 (D) uses not otherwise specified in subitems (A) to (C); and

95.24 (ii) completed, current, planned, and eligible projects for each category under item (i);
 95.25 and

95.26 (iii) an estimated balance of unspent or undesignated county sales tax revenue.

95.27 Sec. 95. **[325F.661] SALE OF ELECTRIC-ASSISTED BICYCLES AND OTHER**
 95.28 **ELECTRIC CYCLES.**

95.29 Subdivision 1. Definitions. (a) For purposes of this section, the following terms have
 95.30 the meanings given.

96.1 (b) "Class 1 electric-assisted bicycle," "class 2 electric-assisted bicycle," and "class 3
 96.2 electric-assisted bicycle" have the meanings given in section 169.011, subdivisions 15a,
 96.3 15b, and 15c.

96.4 (c) "Electric-assisted bicycle" has the meaning given in section 169.011, subdivision
 96.5 27.

96.6 (d) "Motorcycle" has the meaning given in section 169.011, subdivision 44.

96.7 (e) "Motorized bicycle" has the meaning given in section 169.011, subdivision 45.

96.8 (f) "Multiple mode electric-assisted bicycle" has the meaning given in section 169.011,
 96.9 subdivision 45a.

57.12 (e) "Powered cycle" means a vehicle that has an electric motor, has fewer than four
 57.13 wheels, and:

57.14 (1) does not meet all of the requirements of an electric-assisted bicycle as sold or due
 57.15 to modification by any person; or

57.16 (2) is designed, manufactured, or intended by the manufacturer or seller to be easily
 57.17 configured so as not to meet all of the requirements of an electric-assisted bicycle, whether
 57.18 by a mechanical switch or button, by changing a setting in software controlling the drive
 57.19 system, by use of an app, or through any other means intended by the manufacturer or seller.

57.20 A vehicle that meets the requirements of a powered cycle is not an electric-assisted bicycle.

57.21 Subd. 2. **Electric-assisted bicycle.** Before a purchase is completed, a seller of an
 57.22 electric-assisted bicycle must disclose to a consumer in written form:

57.23 (1) the maximum motor power of the electric-assisted bicycle;

57.24 (2) the maximum speed of the electric-assisted bicycle, as evaluated using a test method
 57.25 matching the criteria specified in Code of Federal Regulations, title 16, section 1512.2(a)(2),
 57.26 or successor requirements; and

57.27 (3) whether the electric-assisted bicycle is a class 1, class 2, class 3, or multiple mode
 57.28 electric-assisted bicycle.

57.29 Subd. 3. **Powered cycle.** (a) A seller of a new powered cycle may not sell the vehicle
 57.30 or offer the vehicle for sale if it is labeled as a class 1, class 2, class 3, or multiple mode
 57.31 electric-assisted bicycle.

58.1 (b) Before a purchase is completed and in any advertising materials, a seller of a new
 58.2 powered cycle who describes the vehicle as an "electric bicycle," "electric bike," "e-bike,"
 58.3 or other similar term must disclose to a consumer:

58.4 (1) the name or classification of the vehicle under state law or the most likely
 58.5 classification following an intended or anticipated vehicle modification; and

58.6 (2) the following statement:

58.7 "This vehicle is not an "electric-assisted bicycle" as defined in Minnesota law. It is
 58.8 instead a type of motor vehicle and subject to applicable motor vehicle laws if used on
 58.9 public roads or public lands. Your insurance policies might not provide coverage for crashes
 58.10 involving the use of this vehicle. To determine coverage, you should contact your insurance
 58.11 company or agent."

58.12 (c) Advertising materials under paragraph (b) include but are not limited to a website
 58.13 or social media post that identifies or promotes the vehicle.

96.10 Subd. 2. **Electric-assisted bicycle.** Before a purchase is completed, a seller of an
 96.11 electric-assisted bicycle must disclose to a consumer in written form:

96.12 (1) the maximum motor power of the electric-assisted bicycle;

96.13 (2) the maximum speed of the electric-assisted bicycle, as evaluated using a test method
 96.14 matching the criteria specified in Code of Federal Regulations, title 16, section 1512.2(a)(2),
 96.15 or successor requirements; and

96.16 (3) whether the electric-assisted bicycle is a class 1, class 2, class 3, or multiple mode
 96.17 electric-assisted bicycle.

96.18 Subd. 3. **Other electric cycles.** (a) A seller of a motorized bicycle or motorcycle equipped
 96.19 with an electric motor for propulsion may not sell the vehicle or offer the vehicle for sale
 96.20 if it is labeled as a class 1, class 2, class 3, or multiple mode electric-assisted bicycle.

96.21 (b) Before a purchase is completed and in any advertising materials, a seller of a
 96.22 motorized bicycle or motorcycle equipped with an electric motor for propulsion who
 96.23 describes the vehicle as an "electric bicycle," "electric bike," "e-bike," or other similar term
 96.24 must disclose to a consumer:

96.25 (1) the name or classification of the vehicle under state law or the most likely
 96.26 classification following an intended or anticipated vehicle modification as defined in section
 96.27 169.011, subdivision 27, paragraph (b); and

96.28 (2) the following statement:

96.29 "This vehicle is not an "electric-assisted bicycle" as defined in Minnesota law. It is
 96.30 instead a type of motor vehicle and subject to applicable motor vehicle laws if used on
 96.31 public roads or public lands. Your insurance policies might not provide coverage for crashes
 97.1 involving the use of this vehicle. To determine coverage, you should contact your insurance
 97.2 company or agent."

97.3 (c) Advertising materials under paragraph (b) include but are not limited to a website
 97.4 or social media post that identifies or promotes the vehicle.

- 58.14 (d) The disclosure under paragraph (b) must be (1) written, and (2) provided clearly and
58.15 conspicuously and in a manner designed to attract the attention of a consumer.
- 58.16 Subd. 4. **Unlawful practices.** It is an unlawful practice under section 325F.69 to advertise,
58.17 offer for sale, or sell a powered cycle:
- 58.18 (1) as an electric-assisted bicycle; or
- 58.19 (2) using the words "electric bicycle," "electric bike," "e-bike," or other similar term
58.20 without providing the disclosure required under subdivision 3.

- 97.5 (d) The disclosure under paragraph (b) must be (1) written, and (2) provided clearly and
97.6 conspicuously and in a manner designed to attract the attention of a consumer.
- 97.7 Subd. 4. **Unlawful practices.** It is an unlawful practice under section 325F.69 to advertise,
97.8 offer for sale, or sell a motorized bicycle or motorcycle equipped with an electric motor for
97.9 propulsion:
- 97.10 (1) as an electric-assisted bicycle; or
- 97.11 (2) using the words "electric bicycle," "electric bike," "e-bike," or other similar term
97.12 without providing the disclosure required under subdivision 3.
- 97.13 Sec. 96. Minnesota Statutes 2023 Supplement, section 357.021, subdivision 6, is amended
97.14 to read:
- 97.15 Subd. 6. **Surcharges on criminal and traffic offenders.** (a) Except as provided in this
97.16 subdivision, the court shall impose and the court administrator shall collect a \$75 surcharge
97.17 on every person convicted of any felony, gross misdemeanor, misdemeanor, or petty
97.18 misdemeanor offense, other than a violation of: (1) a law or ordinance relating to vehicle
97.19 parking, for which there is a \$12 surcharge; and (2) section 609.855, subdivision 1, 3, or
97.20 3a, for which there is a \$25 surcharge. When a defendant is convicted of more than one
97.21 offense in a case, the surcharge shall be imposed only once in that case. In the Second
97.22 Judicial District, the court shall impose, and the court administrator shall collect, an additional
97.23 \$1 surcharge on every person convicted of any felony, gross misdemeanor, misdemeanor,
97.24 or petty misdemeanor offense, including a violation of a law or ordinance relating to vehicle
97.25 parking, if the Ramsey County Board of Commissioners authorizes the \$1 surcharge. The
97.26 surcharge shall be imposed whether or not the person is sentenced to imprisonment or the
97.27 sentence is stayed. The surcharge shall not be imposed when a person is convicted of a petty
97.28 misdemeanor for which no fine is imposed.
- 97.29 (b) The court may reduce the amount or waive payment of the surcharge required under
97.30 this subdivision on a showing of indigency or undue hardship upon the convicted person
97.31 or the convicted person's immediate family. Additionally, the court may permit the defendant
97.32 to perform community work service in lieu of a surcharge.
- 98.1 (c) The court administrator or other entity collecting a surcharge shall forward it to the
98.2 commissioner of management and budget.
- 98.3 (d) If the convicted person is sentenced to imprisonment and has not paid the surcharge
98.4 before the term of imprisonment begins, the chief executive officer of the correctional
98.5 facility in which the convicted person is incarcerated shall collect the surcharge from any
98.6 earnings the inmate accrues from work performed in the facility or while on conditional
98.7 release. The chief executive officer shall forward the amount collected to the court
98.8 administrator or other entity collecting the surcharge imposed by the court.
- 98.9 (e) A person who enters a diversion program, continuance without prosecution,
98.10 continuance for dismissal, or stay of adjudication for a violation of chapter 169 must pay

98.11 the surcharge described in this subdivision. A surcharge imposed under this paragraph shall
98.12 be imposed only once per case.

98.13 (f) The surcharge does not apply to:

98.14 (1) citations issued pursuant to section 169.06, subdivision 10;

98.15 (2) citations issued pursuant to section 169.14, subdivision 13;

98.16 (3) administrative citations issued pursuant to section 169.999; or

98.17 (g) The surcharge does not apply to (4) administrative citations issued by transit rider
98.18 investment program personnel pursuant to section 473.4075.

98.19 **EFFECTIVE DATE.** This section is effective August 1, 2025.

98.20 Sec. 97. Minnesota Statutes 2022, section 360.013, is amended by adding a subdivision
98.21 to read:

98.22 Subd. 57c. **Roadable aircraft.** "Roadable aircraft" has the meaning given in section
98.23 169.011, subdivision 67a.

98.24 Sec. 98. **[430.001] DEFINITIONS.**

98.25 Subdivision 1. **Definitions.** For the purposes of this chapter, the following terms have
98.26 the meanings given.

98.27 Subd. 2. **City.** "City" means a home rule charter or statutory city.

98.28 Subd. 3. **City council.** "City council" means the governing body of a city.

99.1 Subd. 4. **System of streets, parks, and parkways.** "System of streets, parks, and
99.2 parkways" means a body of contiguous land designated to be used in part for streets and in
99.3 part for parks or parkways.

99.4 Sec. 99. Minnesota Statutes 2022, section 430.01, subdivision 2, is amended to read:

99.5 Subd. 2. **Parking lots; pedestrian malls and uses.** The council of a city of the first
99.6 class may by resolution designate land to be acquired, improved, and operated for motor
99.7 vehicle parking lots. By resolution, the council may designate lands to be acquired, improved,
99.8 and operated for pedestrian malls. By ordinance adopted under section 430.011, the council
99.9 may designate streets in central business districts any property within a city right-of-way
99.10 to be improved primarily for pedestrian uses.

99.11 Sec. 100. Minnesota Statutes 2022, section 430.011, subdivision 1, is amended to read:

99.12 Subdivision 1. **Legislative findings.** The legislature finds that: (1) increases in population
99.13 and automobile usage have created traffic congestion in central business districts of cities
99.14 of the first class cities; (2) those conditions endanger pedestrians and impede the movement
99.15 of police and fire equipment, ambulances, and other emergency vehicles; (3) certain streets
99.16 in those central business districts cities have been improved to their maximum width for

99.17 sidewalk and roadway purposes and cannot be further widened without taking valuable
 99.18 buildings and improvements, substantially impairing the primary function of those city
 99.19 streets as pedestrian facilities, and impairing the cities' sources of tax revenue; and (4)
 99.20 limitation on the use of those streets by private vehicles may be found by the council of any
 99.21 city of the first class to be in the interest of the city and state, to be of benefit to adjoining
 99.22 properties, and to be essential to the effective use of the streets for street purposes.

99.23 Sec. 101. Minnesota Statutes 2022, section 430.011, subdivision 2, is amended to read:

99.24 Subd. 2. **Statement of policy.** It is the state's policy to permit the city council of any
 99.25 city of the first class to protect the public welfare and the interests of the public in the safe
 99.26 and effective movement of persons and to preserve and enhance the function and appearance
 99.27 of the central business districts of cities of the first class cities by adopting pedestrian mall
 99.28 ordinances under this section.

99.29 Sec. 102. Minnesota Statutes 2022, section 430.011, subdivision 3, is amended to read:

99.30 Subd. 3. **Pedestrian mall ordinances authorized.** (a) A pedestrian mall ordinance may
 99.31 be adopted if the city council finds that:

100.1 (1) a street or a part of a street (i) is not a part of any state highway, (ii) is located
 100.2 primarily in a central business district within a city right-of-way, and (iii) is improved to
 100.3 its maximum width for roadway and sidewalk purposes, and (iv) is congested during all or
 100.4 a substantial part of normal business hours;

100.5 (2) the movement of police and fire equipment and other emergency vehicles would not
 100.6 be impeded;

100.7 ~~(2)~~ (3) reasonably convenient alternate routes exist for private vehicles to other parts of
 100.8 the city and state;

100.9 ~~(3)~~ (4) continued unlimited use of the street or part of the street by private vehicles may
 100.10 endanger pedestrians;

100.11 ~~(4)~~ (5) abutting properties can reasonably and adequately receive and deliver merchandise
 100.12 and materials from other streets and alleys or through arrangements for limited use of the
 100.13 streets by carriers of merchandise and materials; and

100.14 ~~(5)~~ (6) it would be in the best interests of the city and the public and of benefit to adjacent
 100.15 properties to use the street primarily for pedestrian purposes and pedestrian use is the highest
 100.16 and best use of the street or part of it.

100.17 (b) In addition to meeting the criteria under paragraph (a), a pedestrian mall ordinance
 100.18 may be adopted relating to property that is immediately adjacent to at least one side of an
 100.19 intersection with a road that is not within the city right-of-way only if the city has consulted
 100.20 with the other road authority, including for consideration of changes to traffic flow. If the
 100.21 other road authority is opposed to the location of the proposed pedestrian mall, the city must

- 100.22 make publicly available a detailed written response to the road authority before adopting
 100.23 the ordinance.
- 100.24 (c) A city must receive the approval of the county to use part of a county road as a
 100.25 pedestrian mall and must collaborate with all relevant state and local governments in the
 100.26 pedestrian mall planning process.
- 100.27 Sec. 103. Minnesota Statutes 2022, section 430.023, is amended to read:
- 100.28 **430.023 WHEN CLERK TO MAIL NOTICE IN CONDEMNATION**
 100.29 **PROCEEDING.**
- 100.30 If a city of the first class is authorized in its charter to condemn property for public use
 100.31 and to appoint commissioners to assess damages or benefits on condemned property and is
 100.32 required by its charter to give notice of the filing of the commissioners' report, the city clerk
 101.1 shall give the required notice. Notice must be given by mailing it to the person whose name
 101.2 appears on the records of the auditor of the county in which the city is located as the person
 101.3 who last paid the taxes on the property proposed to be taken, within 48 hours after the filing
 101.4 of the commissioners' report.
- 101.5 Sec. 104. Minnesota Statutes 2022, section 430.031, subdivision 1, is amended to read:
- 101.6 Subdivision 1. **Limitation of actions.** No action may be commenced or maintained, and
 101.7 no defense interposed, questioning the validity, regularity, or legality of all or part of a
 101.8 pedestrian mall ordinance, or an amendment, to it adopted by a city of the first class under
 101.9 section 430.011, subdivision 3 or 13 except by an appeal to the district court of the county
 101.10 in which the city is located within 20 days after the final adoption and publication of the
 101.11 ordinance or amendment.
- 101.12 Sec. 105. Minnesota Statutes 2022, section 430.13, is amended to read:
- 101.13 **430.13 SCOPE OF CHAPTER; DEFINITION; BONDED DEBT.**
- 101.14 This chapter applies to cities of the first class.
- 101.15 The term "city council" means the governing body of a city.
- 101.16 Certificates or bonds that may be issued to finance an improvement under this chapter
 101.17 are part of the bonded debt of the city. In calculating the net indebtedness of the city due to
 101.18 the issue of certificates or bonds, there may be deducted from the gross debt of the city the
 101.19 amount of certificates or bonds that are payable wholly or partly from collections of special
 101.20 assessments levied on property benefited by the improvements, including general obligations
 101.21 of the issuing city, if the city is entitled to reimbursement, in whole or in part, from the
 101.22 proceeds of special assessments levied upon property especially benefited by the
 101.23 improvements.

58.21 Sec. 54. Minnesota Statutes 2022, section 473.13, is amended by adding a subdivision to
 58.22 read:

58.23 Subd. 6. **Transportation financial review.** (a) By **April 1** annually, the council must
 58.24 prepare and submit a financial review **in consultation with the commissioner of management**
 58.25 **and budget** that details revenue and expenditures for the transportation components under
 58.26 the council's budget. The council must submit the financial review to the chairs **and ranking**
 58.27 minority members of the legislative committees and divisions with jurisdiction over
 58.28 transportation policy and finance.

58.29 (b) At a minimum, the financial review must identify:

58.30 (1) the actual revenues, expenditures, transfers, reserves, and balances in each of the
 58.31 previous four budget years;

59.1 (2) budgeted and forecasted revenues, expenditures, transfers, reserves, and balances in
 59.2 the current year and each budget year within the state forecast period;

59.3 (3) for the most recent completed budget year, a comparison between the budgeted and
 59.4 actual amounts under clause (1); and

59.5 (4) for the most recent completed budget year, fund balances for each replacement service
 59.6 provider under section 473.388.

59.7 (c) The information under paragraph (b), clauses (1) to (3), must include:

59.8 (1) a breakout for each transportation funding source identified by the council;

59.9 (2) a breakout for each transportation operating budget category established by the
 59.10 council, including but not limited to bus, light rail transit, commuter rail, planning, special
 59.11 transportation service under section 473.386, and assistance to replacement service providers
 59.12 under section 473.388; and

59.13 (3) data for operations, capital maintenance, and transit capital.

59.14 (d) The financial review must summarize reserve policies, identify the methodology for
 59.15 cost allocation, and describe revenue assumptions and variables affecting the assumptions.

59.16 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
 59.17 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
 59.18 Scott, and Washington.

101.24 Sec. 106. Minnesota Statutes 2022, section 473.13, is amended by adding a subdivision
 101.25 to read:

101.26 Subd. 6. **Transportation financial review.** (a) By **December 1** annually, the council
 101.27 must prepare and submit a financial review that details revenue and expenditures for the
 101.28 transportation components under the council's budget. The council must submit the financial
 101.29 review to the chairs; ranking minority members, and staff of the legislative committees and
 101.30 divisions with jurisdiction over transportation policy and finance **and to the commissioner**
 101.31 of management and budget. For the purposes of this subdivision, "staff" means those
 101.32 employees who are identified in any of the following roles for the legislative committees:
 102.1 committee administrator, committee legislative assistant, caucus research, fiscal analysis,
 102.2 counsel, or nonpartisan research.

102.3 (b) At a minimum, the financial review must identify:

102.4 (1) the actual revenues, expenditures, transfers, reserves, and balances in each of the
 102.5 previous four state fiscal years;

102.6 (2) budgeted and forecasted revenues, expenditures, transfers, reserves, and balances in
 102.7 the current state fiscal year and each state fiscal year within the state forecast period;

102.8 (3) for the most recent completed state fiscal year, a comparison between the budgeted
 102.9 and actual amounts under clause (1); and

102.10 (4) for the most recent completed state fiscal year, fund balances for each replacement
 102.11 service provider under section 473.388.

102.12 (c) The information under paragraph (b), clauses (1) to (3), must include:

102.13 (1) a breakdown by each transportation funding source identified by the council, including
 102.14 but not limited to legislative appropriations; federal funds; fare collections; property tax;
 102.15 and sales tax, including sales tax used for active transportation under section 473.4465;
 102.16 subdivision 2, paragraph (a), clause (1);

102.17 (2) a breakdown by each transportation operating budget category established by the
 102.18 council, including but not limited to bus, light rail transit, commuter rail, planning, special
 102.19 transportation service under section 473.386, and assistance to replacement service providers
 102.20 under section 473.388; and

102.21 (3) data for operations, capital maintenance, and transit capital.

102.22 (d) The financial review must summarize reserve policies, identify the methodology for
 102.23 cost allocation, and describe revenue assumptions and variables affecting the assumptions.

102.24 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
 102.25 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
 102.26 Scott, and Washington.

59.19 Sec. 55. Minnesota Statutes 2022, section 473.3927, is amended to read:

59.20 **473.3927 ZERO-EMISSION AND ELECTRIC TRANSIT VEHICLES.**

59.21 Subdivision 1. **Transition plan required.** (a) The council must develop and maintain

59.22 a zero-emission and electric transit vehicle transition plan.

59.23 (b) The council must ~~complete the initial~~ revise the plan by February 15, ~~2022~~ 2025,

59.24 and revise the plan at least once every ~~five~~ three years following each prior revision.

59.25 Subd. 1a. **Definitions.** (a) For purposes of this section, the following terms have the

59.26 meanings given.

59.27 (b) "Greenhouse gas emissions" includes those emissions described in section 216H.01,

59.28 subdivision 2.

59.29 (c) "Qualified transit bus" means a motor vehicle that meets the requirements under

59.30 paragraph (d), clauses (1) and (2).

60.1 (d) "Zero-emission transit bus" means a motor vehicle that:

60.2 (1) is designed for public transit service;

60.3 (2) has a capacity of more than 15 passengers, including the driver; and

60.4 (3) produces no exhaust-based greenhouse gas emissions from the onboard source of

60.5 motive power of the vehicle under all operating conditions.

60.6 Subd. 2. **Plan development.** At a minimum, the plan must:

60.7 (1) establish ~~implementation~~ policies and, guidance, and recommendations to implement

60.8 the transition to a transit service fleet of exclusively zero-emission and electric transit

60.9 vehicles, including for recipients of financial assistance under section 473.388;

60.10 (2) establish a bus procurement transition strategy so that beginning on January 1, 2035,

60.11 any qualified transit bus purchased for regular route transit service or special transportation

60.12 service under section 473.386 by the council is a zero-emission transit bus;

60.13 (3) consider methods for transit providers to maximize greenhouse gas reduction in

60.14 addition to zero-emission transit bus procurement, including but not limited to service

60.15 expansion, reliability improvements, and other transit service improvements;

60.16 (4) analyze greenhouse gas emission reduction from transit improvements identified

60.17 under clause (3) in comparison to the zero-emission transit bus procurement strategy under

60.18 clause (2);

60.19 (5) set transition milestones or performance measures, or both, which may include vehicle

60.20 procurement goals over the transition period in conjunction with the strategy under clause

60.21 (2);

102.27 Sec. 107. Minnesota Statutes 2022, section 473.3927, is amended to read:

102.28 **473.3927 ZERO-EMISSION AND ELECTRIC TRANSIT VEHICLES.**

102.29 Subdivision 1. **Transition plan required.** (a) The council must develop and maintain

102.30 a zero-emission and electric transit vehicle transition plan.

103.1 (b) The council must ~~complete the initial~~ revise the plan by February 15, ~~2022~~ 2025,

103.2 and revise the plan at least once every ~~five~~ three years following each prior revision.

103.3 Subd. 1a. **Definitions.** (a) For purposes of this section, the following terms have the

103.4 meanings given.

103.5 (b) "Greenhouse gas emissions" includes those emissions described in section 216H.01,

103.6 subdivision 2.

103.7 (c) "Qualified transit bus" means a motor vehicle that meets the requirements under

103.8 paragraph (d), clauses (1) and (2).

103.9 (d) "Zero-emission transit bus" means a motor vehicle that:

103.10 (1) is designed for public transit service;

103.11 (2) has a capacity of more than 15 passengers, including the driver; and

103.12 (3) produces no exhaust-based greenhouse gas emissions from the onboard source of

103.13 motive power of the vehicle under all operating conditions.

103.14 Subd. 2. **Plan development.** At a minimum, the plan must:

103.15 (1) establish ~~implementation~~ policies and, guidance, and recommendations to implement

103.16 the transition to a transit service fleet of exclusively zero-emission and electric transit

103.17 vehicles, including for recipients of financial assistance under section 473.388;

103.18 (2) establish a bus procurement transition strategy so that beginning on January 1, 2035,

103.19 any qualified transit bus purchased for regular route transit service or special transportation

103.20 service under section 473.386 by the council is a zero-emission transit bus;

103.21 (3) consider methods for transit providers to maximize greenhouse gas reduction in

103.22 addition to zero-emission transit bus procurement, including but not limited to service

103.23 expansion, reliability improvements, and other transit service improvements;

103.24 (4) analyze greenhouse gas emission reduction from transit improvements identified

103.25 under clause (3) in comparison to the zero-emission transit bus procurement strategy under

103.26 clause (2);

103.27 (5) set transition milestones or performance measures, or both, which may include vehicle

103.28 procurement goals over the transition period in conjunction with the strategy under clause

103.29 (2);

60.22 ~~(2)~~ (6) identify barriers, constraints, and risks, and determine objectives and strategies
 60.23 to address the issues identified;

60.24 ~~(4)~~ (7) consider findings and best practices from other transit agencies;

60.25 ~~(5)~~ (8) analyze zero-emission and electric transit vehicle technology impacts, including
 60.26 cold weather operation and emerging technologies;

60.27 (9) prioritize deployment of zero-emission transit buses based on the extent to which
 60.28 service is provided to environmental justice areas, as defined in section 116.065, subdivision
 60.29 1;

60.30 ~~(6)~~ (10) consider opportunities to prioritize the deployment of zero-emissions vehicles
 60.31 in areas with poor air quality;

61.1 (11) consider opportunities to prioritize deployment of zero-emission transit buses along
 61.2 arterial and highway bus rapid transit routes, including methods to maximize cost
 61.3 effectiveness with bus rapid transit construction projects;

61.4 ~~(7)~~ (12) provide detailed estimates of implementation costs to implement the plan and
 61.5 achieve the transition under clause (2), which, to the extent feasible, must include a forecast
 61.6 of annual expenditures, identification of potential sources of funding, and a summary of
 61.7 any anticipated or planned activity to seek additional funds; ~~and~~

61.8 ~~(8)~~ (13) examine capacity, constraints, and potential investments in the electric
 61.9 transmission and distribution grid, in consultation with appropriate public utilities;

61.10 (14) identify methods to coordinate necessary facility upgrades in a manner that
 61.11 maximizes cost effectiveness and overall system reliability;

61.12 (15) examine workforce impacts under the transition plan, including but not limited to
 61.13 changes in staffing complement; personnel skill gaps and needs; and employee training,
 61.14 retraining, or role transitions; and

61.15 (16) summarize updates to the plan from the most recent version.

61.16 Subd. 3. **Copy to legislature.** Upon completion or revision of the plan, the council must
 61.17 provide a copy to the chairs, ranking minority members, and staff of the legislative
 61.18 committees with jurisdiction over transportation policy and finance.

61.19 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
 61.20 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
 61.21 Scott, and Washington.

103.30 ~~(2)~~ (6) identify barriers, constraints, and risks, and determine objectives and strategies
 103.31 to address the issues identified;

104.1 ~~(4)~~ (7) consider findings and best practices from other transit agencies;

104.2 ~~(5)~~ (8) analyze zero-emission and electric transit vehicle technology impacts, including
 104.3 cold weather operation and emerging technologies;

104.4 (9) prioritize deployment of zero-emission transit buses based on the extent to which
 104.5 service is provided to environmental justice areas, as defined in section 116.065, subdivision
 104.6 1;

104.7 ~~(6)~~ (10) consider opportunities to prioritize the deployment of zero-emissions vehicles
 104.8 in areas with poor air quality;

104.9 (11) consider opportunities to prioritize deployment of zero-emission transit buses along
 104.10 arterial and highway bus rapid transit routes, including methods to maximize cost
 104.11 effectiveness with bus rapid transit construction projects;

104.12 ~~(7)~~ (12) provide detailed estimates of implementation costs to implement the plan and
 104.13 achieve the transition under clause (2), which, to the extent feasible, must include a forecast
 104.14 of annual expenditures, identification of potential sources of funding, and a summary of
 104.15 any anticipated or planned activity to seek additional funds; ~~and~~

104.16 ~~(8)~~ (13) examine capacity, constraints, and potential investments in the electric
 104.17 transmission and distribution grid, in consultation with appropriate public utilities;

104.18 (14) identify methods to coordinate necessary facility upgrades in a manner that
 104.19 maximizes cost effectiveness and overall system reliability;

104.20 (15) examine workforce impacts under the transition plan, including but not limited to
 104.21 changes in staffing complement; personnel skill gaps and needs; and employee training,
 104.22 retraining, or role transitions; and

104.23 (16) summarize updates to the plan from the most recent version.

104.24 Subd. 3. **Copy to legislature.** Upon completion or revision of the plan, the council must
 104.25 provide a copy to the chairs, ranking minority members, and staff of the legislative
 104.26 committees with jurisdiction over transportation policy and finance.

104.27 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
 104.28 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
 104.29 Scott, and Washington.

105.1 Sec. 108. Minnesota Statutes 2022, section 473.3994, subdivision 1a, is amended to read:

105.2 Subd. 1a. **Designation of responsible authority.** For each proposed light rail transit
 105.3 facility in the metropolitan area, the governor must designate ~~either the Metropolitan Council~~
 105.4 ~~or~~ the state of Minnesota acting through the commissioner of transportation as the entity

- 105.5 responsible for planning, designing, acquiring, constructing, and equipping the facility.
 105.6 ~~Notwithstanding such designation,~~ The commissioner ~~and the council~~ may enter into one
 105.7 or more cooperative agreements with the Metropolitan Council with respect to the planning,
 105.8 designing, ~~acquiring, constructing,~~ or equipping of a particular light rail transit facility that
 105.9 provide for the parties to exercise their respective authorities in support of the project in a
 105.10 manner that best serves the project and the public.
- 105.11 **EFFECTIVE DATE.** This section is effective the day following final enactment and
 105.12 applies to projects that enter into full funding grant agreements on or after that date.
- 105.13 Sec. 109. Minnesota Statutes 2022, section 473.3994, subdivision 4, is amended to read:
- 105.14 Subd. 4. **Preliminary design plans; council hearing.** If the governing body of one or
 105.15 more cities, counties, or towns disapproves the preliminary design plans within the period
 105.16 allowed under subdivision 3, the council shall hold a hearing on the plans, giving the
 105.17 commissioner of transportation, ~~if the responsible authority,~~ any disapproving local
 105.18 governmental units, and other persons an opportunity to present their views on the plans.
 105.19 The council may conduct independent study as it deems desirable and may mediate and
 105.20 attempt to resolve disagreements about the plans. Within 60 days after the hearing, the
 105.21 council shall review the plans and shall decide what amendments to the plans, if any, must
 105.22 be made to accommodate the objections presented by the disapproving local governmental
 105.23 units. Amendments to the plans as decided by the council must be made before continuing
 105.24 the planning and designing process.
- 105.25 **EFFECTIVE DATE.** This section is effective the day following final enactment and
 105.26 applies to projects that enter into full funding grant agreements on or after that date.
- 105.27 Sec. 110. Minnesota Statutes 2022, section 473.3994, subdivision 7, is amended to read:
- 105.28 Subd. 7. **Council review.** ~~If the commissioner is the responsible authority,~~ Before
 105.29 proceeding with construction of a light rail transit facility, the commissioner must submit
 105.30 preliminary and final design plans to the Metropolitan Council. The council must review
 105.31 the plans for consistency with the council's development guide and approve the plans.
- 106.1 **EFFECTIVE DATE.** This section is effective the day following final enactment and
 106.2 applies to projects that enter into full funding grant agreements on or after that date.
- 106.3 Sec. 111. Minnesota Statutes 2022, section 473.3994, subdivision 9, is amended to read:
- 106.4 Subd. 9. **Light rail transit operating costs.** (a) Before submitting an application for
 106.5 federal assistance for light rail transit facilities in the metropolitan area, the Metropolitan
 106.6 Council must prepare an estimate of the amount of operating subsidy which will be required
 106.7 to operate light rail transit in the corridor to which the federal assistance would be applied.
 106.8 The estimate must indicate the amount of operating subsidy estimated to be required in each
 106.9 of the first ten years of operation of the light rail transit facility. ~~If the commissioner of~~
 106.10 ~~transportation is the responsible authority,~~ The commissioner must provide information
 106.11 requested by the council that is necessary to make the estimate.

- 106.12 (b) The council must review and evaluate the estimate developed under paragraph (a)
 106.13 with regard to the effect of operating the light rail transit facility on the currently available
 106.14 mechanisms for financing transit in the metropolitan area.
- 106.15 **EFFECTIVE DATE.** This section is effective the day following final enactment and
 106.16 applies to projects that enter into full funding grant agreements on or after that date.
- 106.17 Sec. 112. Minnesota Statutes 2022, section 473.3994, subdivision 14, is amended to read:
- 106.18 Subd. 14. **Transfer of facility after construction.** ~~If the commissioner of transportation~~
 106.19 ~~is the responsible authority for a particular light rail transit facility,~~ The commissioner must
 106.20 transfer to the Metropolitan Council all facilities constructed and all equipment and property
 106.21 acquired in developing the a particular light rail transit facility upon completion of
 106.22 construction.
- 106.23 **EFFECTIVE DATE.** This section is effective the day following final enactment and
 106.24 applies to projects that enter into full funding grant agreements on or after that date.
- 106.25 Sec. 113. Minnesota Statutes 2022, section 473.3995, is amended to read:
- 106.26 **473.3995 LIGHT RAIL TRANSIT; DESIGN-BUILD METHOD.**
- 106.27 (a) A responsible authority may use a design-build method of project development and
 106.28 construction for light rail transit. Notwithstanding any law to the contrary, a responsible
 106.29 authority may award a design-build contract on the basis of requests for proposals or requests
 106.30 for qualifications without bids. "Design-build method of project development and
 106.31 construction" means a project delivery system in which a single contractor is responsible
 107.1 for both the design and construction of the project and bids the design and construction
 107.2 together.
- 107.3 (b) If a responsible authority utilizes a design-build method of project development and
 107.4 construction for light rail transit, the requirements and procedures in sections 161.3410 to
 107.5 161.3426 apply to the procurement, subject to the following conditions and exceptions:
- 107.6 (1) if the Metropolitan Council is the responsible authority for a particular light rail
 107.7 transit project, when used in sections 161.3410 to 161.3426, (i) the terms "commissioner,"
 107.8 "Minnesota Department of Transportation," "department," "state agencies," and "road
 107.9 authority" refer to the Metropolitan Council, and (ii) the term "state" refers to the
 107.10 Metropolitan Council except in references to state law or in references to the state as a
 107.11 geographical location;
- 107.12 ~~(2)~~ (1) the provisions of section 161.3412, subdivisions 3 and 4, are not applicable to
 107.13 the procurement; and
- 107.14 ~~(3)~~ (2) if any federal funds are used in developing or constructing the light rail transit
 107.15 project, any provisions in sections 161.3410 to 161.3426 that are inconsistent with, or
 107.16 prohibited by, any federal law, regulation, or other requirement are not applicable to the
 107.17 procurement.

61.22 Sec. 56. Minnesota Statutes 2023 Supplement, section 473.4051, is amended by adding
61.23 a subdivision to read:

61.24 Subd. 4. **Bus rapid transit project infrastructure.** (a) The council must design,
61.25 construct, and fully fund the following elements of all bus rapid transit projects, regardless
61.26 of the project's scope: (1) sidewalk curb ramps and signals meeting the most current
61.27 Americans with Disabilities Act standards at all intersection quadrants in intersections
61.28 affected by construction of a bus rapid transit station; and (2) transit priority infrastructure,
61.29 including but not limited to red transit pavement marking and traffic signal modifications.

107.18 **EFFECTIVE DATE.** This section is effective the day following final enactment and
107.19 applies to projects that enter into full funding grant agreements on or after that date.

107.20 Sec. 114. Minnesota Statutes 2022, section 473.3997, is amended to read:

107.21 **473.3997 FEDERAL FUNDING; LIGHT RAIL TRANSIT.**

107.22 (a) Upon completion of the alternatives analysis and draft environmental impact statement,
107.23 and selection of the locally preferred alternative, for each light rail transit facility, the
107.24 responsible authority may prepare an application for federal assistance for the light rail
107.25 transit facility. ~~If the commissioner is the responsible authority,~~ The application must be
107.26 reviewed and approved by the Metropolitan Council before it is submitted by the
107.27 commissioner. In reviewing the application the council must consider the operating cost
107.28 estimate developed under section 473.3994, subdivision 9.

107.29 (b) Except for the designated responsible authority for a particular light rail transit
107.30 facility, no political subdivision in the metropolitan area may on its own apply for federal
107.31 assistance for light rail transit planning or construction.

108.1 **EFFECTIVE DATE.** This section is effective the day following final enactment and
108.2 applies to projects that enter into full funding grant agreements on or after that date.

108.3 Sec. 115. Minnesota Statutes 2022, section 473.405, subdivision 4, is amended to read:

108.4 Subd. 4. **Transit systems.** Except as provided by sections 174.46 and 473.3993 to
108.5 473.3997, the council may engineer, construct, equip, and operate transit and paratransit
108.6 systems, projects, or any parts thereof, including road lanes or rights-of-way, terminal
108.7 facilities, maintenance and garage facilities, ramps, parking areas, and any other facilities
108.8 useful for or related to any public transit or paratransit system or project. The council may
108.9 sell or lease naming rights with regard to light rail transit stations and apply revenues from
108.10 sales or leases to light rail transit operating costs.

108.11 **EFFECTIVE DATE.** This section is effective the day following final enactment and
108.12 applies to projects that enter into full funding grant agreements on or after that date.

111.1 Sec. 119. Minnesota Statutes 2022, section 473.4485, is amended by adding a subdivision
111.2 to read:

111.3 Subd. 3. **Bus rapid transit project scope; infrastructure.** (a) The Metropolitan Council
111.4 must design, construct, and fully scope and fund all bus rapid transit projects with the
111.5 following elements:

111.6 (1) sidewalk curb ramps and pedestrian signals, meeting the most current Americans
111.7 with Disabilities Act standards as of the time of engineering completion, at four intersection
111.8 quadrants of the intersection at a bus rapid transit station not currently compliant with the
111.9 standards and not otherwise included in a programmed and colocated roadway reconstruction
111.10 project; and

61.30 (b) Intersections impacted by the requirements under paragraph (a) must include
 61.31 infrastructure serving the bus rapid transit station from the opposite side of a street or from
 61.32 a nonadjacent mid-block location. This paragraph must be construed to require full and
 62.1 complete intersection upgrades to the most current Americans with Disabilities Act design
 62.2 standards, notwithstanding any conflicting or lesser minimum requirements or suggestions
 62.3 set forth in separate laws, regulations, advisories, or other published Americans with
 62.4 Disabilities Act materials.

62.5 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
 62.6 final enactment for projects that first commence construction on or after that date. This
 62.7 section applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and
 62.8 Washington.

111.11 (2) traffic signal transit priority modifications, where feasible and reasonable, to improve
 111.12 speed and efficiency of service.

111.13 (b) Intersections impacted by the standards under paragraph (a) must include infrastructure
 111.14 serving the bus rapid transit station from the opposite side of a street. The standards must
 111.15 exclude locations already compliant with current Americans with Disabilities Act standards
 111.16 as of the time of engineering completion and those locations included in a programmed and
 111.17 colocated roadway reconstruction project.

111.18 **EFFECTIVE DATE.** This section is effective October 1, 2024, for transit projects that
 111.19 begin preliminary engineering on or after that date.

108.13 Sec. 116. Minnesota Statutes 2023 Supplement, section 473.412, subdivision 2, is amended
 108.14 to read:

108.15 Subd. 2. **Standards established.** (a) By October 1, 2023, The Metropolitan Council
 108.16 must adopt standards on cleanliness and repair of transit vehicles and stations. To the extent
 108.17 practicable, the standards must address:

108.18 (1) cleaning requirements for transit stations and vehicles operated by the council;

108.19 (2) a strategy for discovering and removing vandalism, graffiti, or other defacement to
 108.20 transit stations or vehicles operated by the council;

108.21 (3) a proposal for the timely repair of damage to transit stations and transit vehicle
 108.22 fixtures, structures, or other property used for the purpose of supporting public transit; and

108.23 (4) any other cleanliness standards necessary to provide a quality ridership experience
 108.24 for all transit users.

108.25 (b) By February 1, 2024, The Metropolitan Council must provide information on the
 108.26 council's website on how the council solicits public feedback on cleanliness and rider
 108.27 experience at transit stations and on transit vehicles. The council must post conspicuous
 108.28 notice of the public feedback options at each light rail transit station and bus rapid transit
 108.29 station operated by the council.

108.30 **EFFECTIVE DATE.** This section is effective the day following final enactment.

109.1 Sec. 117. Minnesota Statutes 2023 Supplement, section 473.412, subdivision 3, is amended
 109.2 to read:

109.3 Subd. 3. **Report required; cleaning standards and expenditures.** (a) By October 1,
 109.4 2023, and every two years October 1, 2024, and every year thereafter, the Metropolitan
 109.5 Council must report to the chairs and ranking minority members of the legislative committees

- 109.6 with jurisdiction over transit policy and finance on transit cleanliness and the ridership
 109.7 experience.
- 109.8 (b) The first report due under paragraph (a) must provide information on the council's
 109.9 adopted cleanliness standards required under subdivision 2, including whether the council
 109.10 adopted new cleanliness standards or revisions to current cleanliness standards. The first
 109.11 report must also provide information on how the council developed the cleanliness standards,
 109.12 the stakeholders it consulted in drafting the cleanliness standards, and the financial resources
 109.13 needed to implement the cleaning and repair standards. The first report must also identify
 109.14 the council's proposal for soliciting public feedback on cleanliness and rider experience at
 109.15 transit stations and on transit vehicles operated by the council. A report prepared under this
 109.16 subdivision must include information gathered from the required public feedback on
 109.17 cleanliness and rider experience required in subdivision 2, paragraph (b). The council must
 109.18 consider and recommend revisions to cleanliness standards based on the collection of public
 109.19 feedback and must summarize feedback received by the council in the report.
- 109.20 (c) For reports submitted on October 1, 2025, and every two years thereafter, the report
 109.21 A report submitted under this subdivision must include:
- 109.22 (1) the total expenditures for cleaning and repairing transit stations and transit vehicles;
 109.23 (2) a report on the frequency, type, and location of repairs;
 109.24 (3) a report on whether specific transit stations needed a higher proportion of cleaning
 109.25 or repairs and detail the council's strategy to resolve identified and persistent concerns at
 109.26 those locations;
 109.27 (4) a report on recommendations to address workforce challenges for maintaining the
 109.28 the implementation and maintenance of cleanliness and repair standards adopted by the
 109.29 council, including whether the council maintained agreements with third-party services for
 109.30 cleaning and repair;
- 109.31 (5) whether the council has adopted preventative measures against vandalism or graffiti;
 109.32 and
- 110.1 (6) any recommendations for additions to the transit rider code of conduct adopted by
 110.2 the council under section 473.4065 or the transit rider investment program under section
 110.3 473.4075.
- 110.4 (d) The council must collect and summarize the public comments it receives and
 110.5 incorporate those comments into the report required under paragraph (c).
- 110.6 **EFFECTIVE DATE.** This section is effective the day following final enactment.

110.7 Sec. 118. Minnesota Statutes 2023 Supplement, section 473.4465, subdivision 4, is amended
110.8 to read:

110.9 Subd. 4. **Use of funds; metropolitan counties; reporting.** (a) A metropolitan county
110.10 must use revenue from the regional transportation sales and use tax under section 297A.9915
110.11 in conformance with the requirements under section 174.49, subdivision 6.

110.12 (b) By February 15 of each even-numbered year, a metropolitan county must submit a
110.13 report to the chairs, ranking minority members, and staff of the legislative committees with
110.14 jurisdiction over transportation policy and finance on the use of funds received under section
110.15 297A.9915. This report must be submitted in conjunction with the report required under
110.16 section 297A.993, subdivision 2a. At a minimum, the report must include:

110.17 (1) actual sales tax collections allocated to the county over the previous five calendar
110.18 years;

110.19 (2) an estimation of the total sales tax revenue that is estimated to be allocated to the
110.20 county in the current year and for the next ten calendar years; and

110.21 (3) for each of the previous five calendar years, the current calendar year, and for the
110.22 next ten calendar years:

110.23 (i) the amount of sales tax revenue expended or proposed to be expended for each of
110.24 the allowable uses under section 174.49, subdivision 6;

110.25 (ii) completed, current, planned, and eligible projects or programs for each category
110.26 under item (i); and

110.27 (iii) an estimated balance of unspent or undesignated regional transportation sales and
110.28 use tax revenue.

111.20 Sec. 120. Minnesota Statutes 2022, section 473.452, is amended to read:

111.21 **473.452 TRANSIT OPERATING RESERVES; REPORT.**

111.22 (a) By ~~February~~ November 1 each year, each replacement service provider under section
111.23 473.388 must report to the council its projected total operating expenses for the current
111.24 calendar state fiscal year and its projected operating reserve fund balance as of the previous
111.25 ~~December~~ July 31.

111.26 (b) By ~~March~~ December 1 each year, the council must submit a report to the chairs ~~and,~~
111.27 ranking minority members, and staff of the legislative committees with jurisdiction over
111.28 transportation policy and finance. The report must include:

111.29 (1) the information from each provider received under paragraph (a); and

111.30 (2) the council's projected total operating expenses for the current ~~calendar state fiscal~~
111.31 year and its projected operating reserve fund balance as of the previous ~~December~~ July 31.

- 112.1 (c) For the purpose of this section, "staff" means those employees who are identified in
 112.2 any of the following roles for the legislative committees: committee administrator, committee
 112.3 legislative assistant, caucus research, fiscal analysis, counsel, or nonpartisan research.
- 112.4 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
 112.5 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
 112.6 Scott, and Washington.
- 112.7 Sec. 121. Minnesota Statutes 2022, section 480.15, is amended by adding a subdivision
 112.8 to read:
- 112.9 Subd. 10d. **Uniform collections policies and procedures; limitations.** The uniform
 112.10 collections policies and procedures under subdivision 10c must not allow collections of
 112.11 court debt, as defined in subdivision 10c, or referral of court debt to the Department of
 112.12 Revenue, that only arises from a single violation under section 169.06, subdivision 10, or
 112.13 169.14, subdivision 13.
- 112.14 Sec. 122. Laws 2021, First Special Session chapter 5, article 4, section 141, is amended
 112.15 to read:
- 112.16 Sec. 141. **DRIVER'S LICENSE SAME-DAY ISSUANCE PILOT PROJECT.**
- 112.17 (a) The commissioner of public safety must conduct a same-day driver's license pilot
 112.18 project as described in this section. The pilot project must be in the cities of Lakeville and
 112.19 Moorhead and include any driver's license agent in either city that requests to participate
 112.20 in the pilot project. This section applies to driver's license agents participating in the pilot
 112.21 project.
- 112.22 (b) An applicant who submits a properly completed application for a noncompliant
 112.23 driver's license, instruction permit, or identification card must be provided with the license
 112.24 or card at the time of the application. The license or card must be processed and produced
 112.25 at the site of the application. The applicant must not be required to go to another location
 112.26 to receive the license or card. The applicant must not be provided with a temporary license
 112.27 or card.
- 112.28 (c) The commissioner must provide the participating driver's license agents with any
 112.29 necessary equipment to process and produce the driver's licenses and identification cards
 112.30 on site.
- 112.31 (d) The design and construction of a noncompliant driver's license, instruction permit,
 112.32 or identification card issued under the pilot project must be substantially similar to centrally
 113.1 issued drivers' licenses, instruction permits, or identification cards issued under Minnesota
 113.2 Statutes, chapter 171.
- 113.3 (e) A same-day noncompliant driver's license, instruction permit, or identification card
 113.4 must, as much as practicable, contain the same security features as centrally issued
 113.5 noncompliant drivers' licenses, identification cards, or instruction permits. The security

- 113.6 features of a same-day noncompliant driver's license, instruction permit, or identification
 113.7 card must not obscure the colored photograph of the licensee.
- 113.8 (f) To the extent practicable, the materials used in printing the noncompliant driver's
 113.9 license, instruction permit, or identification card must be substantially similar to and must
 113.10 not have significant differences in weight, thickness, or rigidity when compared to centrally
 113.11 issued licenses or cards.
- 113.12 (g) By January 1, 2024 2026, the commissioner must submit a report on the pilot project
 113.13 to the chairs and ranking minority members of the legislative committees with jurisdiction
 113.14 over transportation policy and finance. At a minimum, the report must include the following:
- 113.15 (1) a description of the pilot project and the locations that participated in the pilot project;
 113.16 (2) how many noncompliant drivers' licenses, instruction permits, or identification cards
 113.17 were processed during the pilot project;
- 113.18 (3) any information or feedback from the driver's license agents about the pilot project;
 113.19 (4) a an updated recommendation on whether the issuance of same-day noncompliant
 113.20 drivers' licenses, instruction permits, or identification cards should be expanded statewide
 113.21 or whether the pilot project should be expanded to additional locations across the state; and
- 113.22 (5) detailed information on the commissioner's implementation of the requirements in
 113.23 paragraphs (d) to (f), including a review of security features and a comparison of a centrally
 113.24 issued noncompliant driver's license, instruction permit, or identification card versus a
 113.25 noncompliant driver's license, instruction permit, or identification card issued under the
 113.26 pilot project.
- 113.27 Sec. 123. Laws 2021, First Special Session chapter 5, article 4, section 141, the effective
 113.28 date, is amended to read:
- 113.29 **EFFECTIVE DATE.** This section is Paragraphs (a) to (c) are effective on October 1,
 113.30 2022, and applies apply to applications received on or after that date. Paragraphs (d) to (g)
 113.31 are effective August 1, 2024, and apply to credentials issued on or after that date.
- 114.1 Sec. 124. Laws 2023, chapter 68, article 4, section 108, is amended to read:
 114.2 Sec. 108. **ADDITIONAL DEPUTY REGISTRAR OF MOTOR VEHICLES FOR**
 114.3 **RAMSEY COUNTY.**
- 114.4 Notwithstanding Minnesota Statutes, ~~section~~ sections 168.33 and 171.061, and rules
 114.5 adopted by the commissioner of public safety limiting sites for the office of deputy registrar
 114.6 or driver's license agent based on either the distance to an existing deputy registrar or driver's
 114.7 license agent office or the annual volume of transactions processed by any deputy registrar
 114.8 or driver's license agent within Ramsey County before or after the proposed appointment,
 114.9 the commissioner of public safety must appoint a new private deputy registrar of motor
 114.10 vehicles and driver's license agent to operate a new full-service office of deputy registrar,
 114.11 with full authority to function as a registration and motor vehicle tax collection bureau or

- 114.12 driver's license agent bureau, at or in the vicinity of the Hmong Village shopping center at
 114.13 1001 Johnson Parkway in the city of St. Paul. The addition of a driver's license agent
 114.14 establishes the location as a full-service office with full authority to function as a registration
 114.15 and motor vehicle tax collection and driver's license bureau. All other provisions regarding
 114.16 the appointment and operation of a deputy registrar of motor vehicles and driver's license
 114.17 agent under Minnesota Statutes, ~~section~~ sections 168.33 and 171.061, and Minnesota Rules,
 114.18 ~~chapter~~ chapters 7404 and 7406, apply to the office.
- 114.19 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 114.20 Sec. 125. Laws 2023, chapter 68, article 4, section 126, is amended to read:
 114.21 Sec. 126. **LEGISLATIVE REPORT; SPEED SAFETY CAMERAS.**
- 114.22 (a) By ~~November 1, 2024~~ January 15, 2025, the commissioner of public safety must
 114.23 submit a report to the chairs and ranking minority members of the legislative committees
 114.24 with jurisdiction over transportation policy and finance that identifies a process and associated
 114.25 policies for issuance of a mailed citation to the owner or lessee of a motor vehicle that a
 114.26 speed safety camera system detects is operated in violation of a speed limit.
- 114.27 (b) The commissioner must convene a task force to assist in the development of the
 114.28 report. The task force must include the Advisory Council on Traffic Safety under Minnesota
 114.29 Statutes, section 4.076, a representative from the Minnesota County Attorneys Association,
 114.30 a representative from the judicial branch, and a person with expertise in data privacy and
 114.31 may include other members as the commissioner determines are necessary to develop the
 114.32 report.
- 115.1 (c) At a minimum, the report must include consideration and analysis of:
- 115.2 (1) methods to identify the owner, operator, and any lessee of the motor vehicle;
- 115.3 (2) compliance with federal enforcement requirements related to holders of a commercial
 115.4 driver's license;
- 115.5 (3) authority of individuals who are not peace officers to issue citations;
- 115.6 (4) authority of individuals who are not peace officers to issue citations electronically;
- 115.7 (5) judicial capacity to handle administrative processing of violations issued under the
 115.8 pilot program authorized in Minnesota Statutes, section 169.147;
- 115.9 (6) the appropriate legal classification of citations issued under a camera-based traffic
 115.10 enforcement system;
- 115.11 (7) data practices, including but not limited to concerns related to data privacy;
- 115.12 ~~(5)~~ (8) due process, an appeals process, the judicial system, and other legal issues;
- 115.13 ~~(6)~~ (9) technology options, constraints, and factors, including the implementation of
 115.14 electronic citations; and

- 62.9 Sec. 57. **COMMUNITY ROADSIDE LANDSCAPE PARTNERSHIPS.**
- 62.10 Subject to available funds, the commissioner of transportation must assess and undertake
- 62.11 methods to improve and expand the Department of Transportation's community roadside
- 62.12 landscape partnership program, including:
- 62.13 (1) identifying and evaluating locations for partnership opportunities throughout the
- 62.14 state where there is high traffic volume and minimal existing vegetation coverage in the
- 62.15 form of trees or large shrubs;
- 62.16 (2) performing outreach and engagement about the program with eligible community
- 62.17 partners;
- 62.18 (3) prioritizing roadsides where vegetation could reduce neighborhood noise impacts or
- 62.19 improve aesthetics for neighborhoods that border interstate highways without regard to
- 62.20 whether there are existing noise walls; and
- 62.21 (4) analyzing methods to include cost sharing between the department and participating
- 62.22 community partners for ongoing landscape maintenance.

115.15 ~~(7)~~ (10) recommendations regarding implementation, including but not limited to any

115.16 legislative proposal and information on implementation costs.

115.17 **EFFECTIVE DATE.** This section is effective the day following final enactment.

115.18 Sec. 126. **ANTIDISPLACEMENT COMMUNITY PROSPERITY PROGRAM**

115.19 **BOARD.**

115.20 Subdivision 1. **Creation.** (a) The Antidisplacement Community Prosperity Program

115.21 Board is established to implement the requirements of section 128. The board consists of

115.22 the following members:

115.23 (1) two Hennepin County commissioners or appointed officials representing Hennepin

115.24 County;

115.25 (2) two elected or appointed officials representing the city of Minneapolis;

115.26 (3) one elected or appointed official representing the city of Robbinsdale, appointed by

115.27 the governor;

115.28 (4) one elected or appointed official representing the city of Crystal;

115.29 (5) one elected or appointed official representing the city of Brooklyn Park;

116.1 (6) two representatives appointed by the Blue Line Coalition;

116.2 (7) one representative appointed by the Blue Line Extension Community Advisory

116.3 Committee;

- 116.4 (8) one representative appointed by the Blue Line Extension Business Advisory
 116.5 Committee;
- 116.6 (9) two representatives who live in the corridor and represent either the community or
 116.7 a philanthropic organization, with one representative appointed by the senate majority leader
 116.8 and one representative appointed by the senate minority leader; and
- 116.9 (10) two representatives who live in the corridor and represent either the community or
 116.10 a philanthropic organization, with one representative appointed by the speaker of the house
 116.11 and one representative appointed by the house minority leader.
- 116.12 (b) Appointments to the board must be completed by July 1, 2024. Terms and vacancies
 116.13 for members of the board are as specified in Minnesota Statutes, section 15.0575.
- 116.14 Subd. 2. **Chair; other officers.** The chair of the Metropolitan Council, or their designee,
 116.15 is responsible for chairing the first meeting of the board. The board must elect from among
 116.16 its members a chair and vice-chair at the first meeting.
- 116.17 Subd. 3. **Duties.** (a) The board must establish an application process to review and
 116.18 approve proposed expenditures for the antidisplacement community prosperity program.
 116.19 An application for a proposed expenditure must receive approval from a majority of board
 116.20 members. The board may request information on financial disclosures from any entity or
 116.21 individual seeking program expenditure funds under section 138 including a complete
 116.22 independent financial audit of the entity. The board must not approve an expenditure if the
 116.23 expenditure is designated or designed to benefit, directly or indirectly, any board member,
 116.24 family member of a board member, or close associate of a board member.
- 116.25 (b) The application process must evaluate proposed expenditures to determine whether
 116.26 the expenditure is for a qualifying purpose under section 128, subdivision 3, whether an
 116.27 equal amount of funds have been secured from nonstate sources as required in section 128,
 116.28 and whether the expenditure benefits the people along the Blue Line light rail transit extension
 116.29 corridor.
- 116.30 (c) The Metropolitan Council and state and metropolitan agencies must cooperate with
 116.31 the board and provide information on the Blue Line light rail transit extension project in a
 116.32 timely manner to assist the board in conducting its business and reviewing applications for
 116.33 program expenditures.
- 117.1 (d) The board must review and consult with the Minnesota Housing Finance Agency,
 117.2 the Department of Employment and Economic Development, the Department of Labor and
 117.3 Industry, and the Metropolitan Council on applications for prospective expenditures to
 117.4 identify areas of need along the project corridor and ensure expenditures achieve the
 117.5 qualifying purpose established in section 128, subdivision 3.
- 117.6 (e) For purposes of this subdivision, the following terms have the meanings given:

- 117.7 (1) "close associate" means an individual who has a personal or professional relationship
 117.8 with a board member that may reasonably influence the board member's decision making;
 117.9 and
- 117.10 (2) "family" or "family member" means a spouse, parent, offspring, sibling, grandparent,
 117.11 grandchild, uncle, aunt, niece, nephew, or any other individual related by marriage or blood
 117.12 to a board member.
- 117.13 Subd. 4. **Expiration.** The Antidisplacement Community Prosperity Program Board
 117.14 expires on June 30, 2030.
- 117.15 Subd. 5. **Administration.** (a) By August 1, 2024, the board must be convened and meet
 117.16 a minimum of three times. On or after January 1, 2025, the board must meet at least quarterly
 117.17 to consider, review, and approve proposed expenditures.
- 117.18 (b) Appointments to the board must not include a member of the legislature.
- 117.19 Subd. 6. **Rulemaking.** The board may adopt rules to carry out the requirements of section
 117.20 135 and as needed to review, approve, and facilitate applications for program expenditures.
- 117.21 Subd. 7. **Compensation.** Board member compensation and reimbursement for expenses
 117.22 are governed by Minnesota Statutes, section 15.0575, subdivision 3.
- 117.23 Subd. 8. **Administrative support; staff.** Hennepin County must provide meeting space,
 117.24 administrative support, and staff support for the board. The board must hold its meetings
 117.25 within one mile of the Blue Line light rail transit extension project corridor.
- 117.26 Subd. 9. **Open meeting law.** Meetings of the board are subject to Minnesota Statutes,
 117.27 chapter 13D.
- 117.28 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 117.29 Sec. 127. **AUTONOMOUS MOWERS RESEARCH AND DEVELOPMENT.**
- 117.30 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
 117.31 the meanings given.
- 118.1 (b) "Autonomous mower" means a robotic or automated device designed, programmed,
 118.2 and operated to cut grass or vegetation with programming or predefined routes to minimize
 118.3 the need for manual assistance or intervention.
- 118.4 (c) "Commissioner" means the commissioner of transportation.
- 118.5 (d) "Project" means the autonomous ditch mowing pilot project authorized by this section.
- 118.6 Subd. 2. **Research and development authorized.** (a) The commissioner must research
 118.7 the use of robotics and automation for mowing and vegetation management at rest areas;
 118.8 highway rights-of-way, including ditches, shoulders, or other varied terrain; or other property
 118.9 owned by the Department of Transportation. The research must explore whether other states
 118.10 or governmental entities utilize autonomous mowing technology for mowing or vegetation

118.11 management to determine whether such a system could operate in Minnesota for mowing
118.12 at rest areas, at or alongside roadways or highways, or for other vegetation management
118.13 activities at property owned by the commissioner. The research conducted under this
118.14 paragraph may be utilized for any autonomous mowing pilot project established by the
118.15 commissioner.

118.16 (b) The commissioner must research the current and potential commercial availability
118.17 of autonomous mowing products used by public or private entities for applications that
118.18 include but are not limited to rest area mowing, highway right-of-way ditch mowing,
118.19 vegetation management, or other agricultural applications. The research conducted under
118.20 this section must analyze different configurations and types of autonomous mowers, including
118.21 mowers that require different levels of human intervention, to research for future statewide
118.22 deployment at rest areas, at or along the trunk highway system, or on other property owned
118.23 by the commissioner. The research must analyze whether an autonomous mower can operate
118.24 safely in varied terrain, including ditches, and navigate obstacles, such as culvert ends,
118.25 guardrails, signposts, or other barriers, including unexpected debris that may be found on
118.26 or alongside a highway right-of-way.

118.27 Subd. 3. **Report.** By February 15, 2025, the commissioner must submit a report to the
118.28 chairs and ranking minority members of the legislative committees with jurisdiction over
118.29 transportation finance and policy on the results of autonomous mower research authorized
118.30 in subdivision 2. The report must include:

118.31 (1) information and analysis of other governmental agencies or private entities using
118.32 autonomous mowing operations;

118.33 (2) the commissioner's detailed plan for conducting a pilot project with autonomous
118.34 mowing technology, once available, at rest areas; at or alongside trunk highway
119.1 rights-of-way, including ditches, shoulders, and other terrain; and at other properties owned
119.2 by the Department of Transportation;

119.3 (3) the timeline and funding needed to conduct the autonomous mowing pilot project
119.4 established in clause (2);

119.5 (4) a cost benefit analysis of whether autonomous mowing technology can yield
119.6 productivity or efficiency gains in maintenance of department property compared to
119.7 traditional methods of mowing;

119.8 (5) an analysis of whether the operation of autonomous mowing technology by the
119.9 department would yield improvements compared to traditional mowing methods in worker
119.10 safety, congestion, environmental impact outcomes, cost savings, maintenance scheduling,
119.11 or any other factor deemed relevant by the commissioner; and

119.12 (6) an analysis of the costs and any other short-term or long-term challenges posed by
119.13 the pilot project or the future operation of autonomous mowing technology on property
119.14 owned by the commissioner.

- 119.15 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 119.16 Sec. 128. **BLUE LINE LIGHT RAIL TRANSIT EXTENSION**
- 119.17 **ANTIDISPLACEMENT COMMUNITY PROSPERITY PROGRAM.**
- 119.18 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
- 119.19 the meanings given.
- 119.20 (b) "Antidisplacement community prosperity program" or "program" means the program
- 119.21 established under subdivision 2.
- 119.22 (c) "Antidisplacement community prosperity program money" or "program money"
- 119.23 means the money allocated to the program from the state.
- 119.24 (d) "Blue Line light rail transit extension corridor" or "corridor" means the neighborhoods
- 119.25 and communities within one mile of the route selected for the Blue Line light rail transit
- 119.26 extension project.
- 119.27 Subd. 2. **Establishment.** The antidisplacement community prosperity program is
- 119.28 established to preserve and enhance affordable housing, small business support, job training
- 119.29 and placement, and economic vitality and to benefit the people and sense of community
- 119.30 along the Blue Line light rail transit extension corridor. Proposed program expenditures are
- 119.31 reviewed and approved by the Antidisplacement Community Prosperity Program Board
- 119.32 under section 126.
- 120.1 Subd. 3. **Qualifying purposes.** Program money must only be expended for the following
- 120.2 purposes:
- 120.3 (1) affordable housing to support:
- 120.4 (i) existing residents staying in place along the project corridor; and
- 120.5 (ii) development, preservation, and access to safe affordable housing and house choice;
- 120.6 (2) small business and community ownership support to:
- 120.7 (i) incentivize community institutions, businesses, and community members to own
- 120.8 property along the corridor and preserve cultural heritage;
- 120.9 (ii) connect business owners, community institutions, and community members in the
- 120.10 corridor to other commercial nodes;
- 120.11 (iii) improve the business climate before, during, and after construction in the corridor;
- 120.12 (iv) prioritize the development of spaces for small businesses;
- 120.13 (v) support opportunities for existing businesses to stay in place and feel supported; and
- 120.14 (vi) create opportunities for further community ownership in the corridor while preserving
- 120.15 existing levels of ownership;

- 120.16 (3) public space infrastructure enhancements to:
- 120.17 (i) improve infrastructure around the project and corridor;
- 120.18 (ii) enhance community connections to the corridor; and
- 120.19 (iii) preserve cultural heritage in the corridor; and
- 120.20 (4) job training and placement to increase corridor resident participation in the Blue
- 120.21 Line transit extension project and program initiatives.
- 120.22 Subd. 4. **Program governance.** Expenditures funded under this section must be reviewed
- 120.23 and approved by the Antidisplacement Community Prosperity Program Board established
- 120.24 in section 126. The board's review must determine whether a prospective expenditure is for
- 120.25 a qualifying purpose as provided in subdivision 3. The board must not approve an expenditure
- 120.26 for any purpose unless the purpose has received an equal amount of funding from nonstate
- 120.27 sources, including federal, local, Metropolitan Council, or philanthropic funding. The board
- 120.28 is responsible for administering the program expenditure to the approved entity or individual.
- 120.29 Subd. 5. **Report.** By February 1 of each year, the Antidisplacement Community
- 120.30 Prosperity Program Board must submit a report to the chairs, ranking minority members,
- 121.1 and staff of the legislative committees with jurisdiction over transportation finance and
- 121.2 policy. The report must include a complete review and summary of antidisplacement
- 121.3 community programming, including:
- 121.4 (1) a detailed fiscal review of all expenditures, including a report on expenditures not
- 121.5 approved by the board;
- 121.6 (2) the criteria for determining whether a prospective expenditure is for a qualifying
- 121.7 purpose, including a detailed analysis of the decision-making process in applying the factors
- 121.8 set forth in subdivision 3;
- 121.9 (3) a description of programs or activities funded with expenditures approved by the
- 121.10 board, including any measurable outcomes achieved as a result of the funding;
- 121.11 (4) the source and amount of money collected and distributed by the board;
- 121.12 (5) an explanation of administrative expenses and staffing costs related to the board's
- 121.13 administration of the program, including identifying each board member's role and
- 121.14 responsibility;
- 121.15 (6) detailed financial information of nonstate funding received by the board;
- 121.16 (7) a detailed financial review of instances when the board required a complete,
- 121.17 independent financial audit to the extent allowed under law; and
- 121.18 (8) documentation of any identified misuse of expenditures or expenditures not deemed
- 121.19 to be a qualified purpose under the criteria of subdivision 3.

- 121.20 Subd. 6. **Expiration.** The antidisplacement community prosperity program expires on
 121.21 June 30, 2030.
- 121.22 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 121.23 Sec. 129. **COMMERCIAL DRIVER WORKFORCE STUDY REQUIRED.**
- 121.24 (a) The commissioners of public safety and transportation must jointly conduct a study
 121.25 to address commercial driver shortages in transportation and transit sectors and propose
 121.26 recommendations to address the challenges posed by driver shortages and the attrition rate
 121.27 of commercial vehicle drivers in Minnesota. The study must comprehensively examine
 121.28 challenges in test access, workforce development, driver compensation and retention, training
 121.29 and certification offered by postsecondary institutions, and how each of those challenges
 121.30 may be addressed by the legislature or other state regulatory action.
- 122.1 (b) In conducting the study, the commissioners must consult with stakeholders involved
 122.2 in the training, certification, licensing, development, and education of commercial drivers,
 122.3 including but not limited to representatives from trucking companies, freight and logistics
 122.4 companies, transit and bus operators, labor unions representing commercial motor vehicle
 122.5 drivers, public and private commercial driver's license testing providers and behind-the-wheel
 122.6 instructors, or any other entity that may assist the commissioners in conducting the study.
 122.7 Stakeholders must assist the commissioners to identify key issues or policies that warrant
 122.8 further examination, address or clarify competing claims across industries, provide analysis
 122.9 on the reasons behind an operator shortage in Minnesota, and identify ways to increase
 122.10 driver access, participation, and retention in commercial driving operations.
- 122.11 (c) The commissioners must also consult with the Department of Labor and Industry,
 122.12 the Department of Commerce, the Department of Employment and Economic Development,
 122.13 Metro Transit, the Center for Transportation Studies at the University of Minnesota, and
 122.14 the Board of Trustees of the State Colleges and Universities of Minnesota in conducting
 122.15 the study and developing the report to the legislature.
- 122.16 (d) The commissioners must convene an initial meeting with stakeholders and
 122.17 representatives from the agencies specified in paragraph (c) by July 15, 2024, to prepare
 122.18 for the study, identify areas of examination, and establish a solicitation process for public
 122.19 comment on the report. The public notification process required under this paragraph must
 122.20 attempt to solicit participation from the public on commercial driver shortage and workforce
 122.21 issues and include those comments in the report required under paragraph (f). The
 122.22 commissioners must convene at least six meetings before publication of the report.
- 122.23 (e) The commissioner of transportation is responsible for providing meeting space and
 122.24 administrative services for meetings with stakeholders in developing the report required
 122.25 under this section. Public members of the working group serve without compensation or
 122.26 payment of expenses. The commissioner of transportation must host the public notification,

- 122.27 participation, and comment requirements under paragraph (d) on its website and utilize the
 122.28 information in preparing the study.
- 122.29 (f) By February 15, 2025, the commissioners must submit the results of the study,
 122.30 stakeholder and public comments, and recommended legislative changes to the chairs,
 122.31 ranking minority members, and staff of the legislative committees with jurisdiction over
 122.32 transportation finance and policy.
- 122.33 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 123.1 Sec. 130. **DEPUTY REGISTRAR AND DRIVER'S LICENSE AGENT LOCATIONS**
 123.2 **COMPETITIVE BIDDING STUDY REQUIRED.**
- 123.3 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
 123.4 the meanings given.
- 123.5 (b) "Commissioner" means the commissioner of public safety.
- 123.6 (c) "Deputy registrar" means a public or private deputy registrar appointed by the
 123.7 commissioner under Minnesota Statutes, section 168.33.
- 123.8 (d) "Driver's license agent" means a public or private driver's license agent appointed
 123.9 by the commissioner under Minnesota Statutes, section 171.061.
- 123.10 Subd. 2. **Study required.** The commissioner must conduct a driver's license agent and
 123.11 deputy registrar open bidding process study. The study must evaluate and analyze the
 123.12 appointment process for a replacement deputy registrar or driver's license agent when an
 123.13 appointed deputy registrar or driver's license agent closes an approved office location. At
 123.14 a minimum, the study must evaluate the requirements established in Minnesota Statutes,
 123.15 sections 168.33, subdivision 8b, and 171.061, subdivision 5a, and must include:
- 123.16 (1) the commissioner's proposal to establish a competitive bidding process to appoint a
 123.17 replacement deputy registrar or driver's license agent at an existing approved office location
 123.18 or approved replacement location;
- 123.19 (2) recommended legislation to establish, implement, administer, and enforce a
 123.20 competitive bidding process and its requirements in statute;
- 123.21 (3) an analysis of how the open bid proposal would interact with the commissioner's
 123.22 existing rules on deputy registrar and driver's license agent office locations and propose
 123.23 recommendations to reconcile any issues;
- 123.24 (4) the effect of a competitive bidding process on service outcomes, financial
 123.25 sustainability, and needed financial assistance for deputy registrars and driver's license
 123.26 agents;
- 123.27 (5) how a competitive bidding process would initiate business development for persons
 123.28 who are seeking appointment as a deputy registrar or driver's license agent;

- 123.29 (6) the expected fiscal impact for creating and administering a competitive bidding
123.30 process;
- 123.31 (7) an evaluation and recommendations on the impact of implementing a competitive
123.32 bidding process on existing deputy registrar and driver's license agent locations; and
- 124.1 (8) feedback solicited from existing deputy registrars and driver's license agents on the
124.2 commissioner's proposal.
- 124.3 Subd. 3. **Report.** By February 1, 2025, the commissioner must complete the study and
124.4 report the results of the study to the chairs, ranking minority members, and staff of the
124.5 committees in the house of representatives and senate with jurisdiction over transportation
124.6 finance and policy. The report must include proposed legislation to establish and implement
124.7 the competitive bidding process required in Minnesota Statutes, sections 168.33, subdivision
124.8 8b, and 171.061, subdivision 5a.
- 124.9 Sec. 131. **DRIVER AND VEHICLE SERVICES; MATERIALS IN A LANGUAGE
124.10 OTHER THAN ENGLISH.**
- 124.11 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
124.12 the meanings given them.
- 124.13 (b) "Commissioner" means the commissioner of public safety.
- 124.14 (c) "Deputy registrar" means a public or private deputy registrar appointed by the
124.15 commissioner of public safety under Minnesota Statutes, section 168.33.
- 124.16 (d) "Driver's license agent" means a public or private driver's license agent appointed
124.17 by the commissioner of public safety under Minnesota Statutes, section 171.061.
- 124.18 (e) "Equivalent materials" means written materials such as forms, applications,
124.19 questionnaires, letters, or notices that are used to ask or order a person to provide information
124.20 or to give a person information on provisions relevant to a person's rights, duties, or privileges
124.21 under Minnesota Statutes, chapters 168, 168A, and 171, offered in a qualifying language.
- 124.22 (f) "Qualifying language" means a language not in English and must include Spanish,
124.23 Hmong, Somali, Karen, Russian, Vietnamese, and any other language used by significant
124.24 populations within Minnesota as determined in subdivision 2.
- 124.25 (g) "Substantial number" means 20 percent of the total number of transactions or office
124.26 visits at a given deputy registrar or driver's license agent location.
- 124.27 Subd. 2. **Offering of translated materials required.** (a) The commissioner must produce
124.28 equivalent materials for distribution and use by a deputy registrar or driver's license agent
124.29 to a non-English speaking person seeking the service of a deputy registrar or driver's license
124.30 agent. The commissioner must translate materials in English into a qualifying language and
124.31 prioritize translation of material that is distributed most frequently to the public.

125.1 (b) The commissioner, in consultation with the commissioner of administration and the
 125.2 groups specified in paragraph (c), must determine whether a location of an appointed deputy
 125.3 registrar or driver's license agent serves a substantial number of non-English speaking people
 125.4 and whether the non-English speaking population has access to equivalent materials in a
 125.5 qualifying language. If the commissioner determines a location serves a substantial number
 125.6 of non-English speaking people, the commissioner must notify the location and provide the
 125.7 equivalent materials in all qualifying languages to the deputy registrar or driver's license
 125.8 agent free of charge. If the commissioner determines a location serves a substantial number
 125.9 of non-English speaking people but the language spoken is not a qualifying language, the
 125.10 commissioner must produce equivalent materials for distribution and use by the location in
 125.11 the nonqualifying language within 30 days of its determination.

125.12 (c) The commissioner must consult with the Minnesota Council on Latino Affairs, the
 125.13 Minnesota Council on Asian Pacific Minnesotans, the Council for Minnesotans of African
 125.14 Heritage, and other groups representing other non-English speaking people on the extent
 125.15 of services offered by a deputy registrar or driver's license agent location and whether there
 125.16 is need for equivalent materials at that location. The commissioner must periodically consult
 125.17 with the organizations specified in this paragraph to determine whether:

125.18 (1) equivalent materials are required in new, nonqualifying additional languages spoken
 125.19 by populations within Minnesota; and

125.20 (2) existing deputy registrar or driver's license agent locations are meeting the needs of
 125.21 non-English speaking populations in qualifying and nonqualifying languages.

125.22 (d) If a non-English speaking person seeks the services of a deputy registrar or driver's
 125.23 license agent but the language spoken by the person is not determined to be a qualifying
 125.24 language, the deputy registrar or driver's license agent must determine whether the
 125.25 Department of Public Safety has produced those materials in the language spoken by the
 125.26 person. If the materials are not yet available, the Division of Driver and Vehicle Services
 125.27 must be notified and provide the equivalent materials in the new language within 30 days.
 125.28 The equivalent materials must be provided free of charge to the requester.

125.29 (e) If the commissioner determines that equivalent materials are required in a new
 125.30 language, the commissioner must notify the organizations specified in paragraph (c) and
 125.31 provide notice to deputy registrars and driver's license agents of the availability of equivalent
 125.32 materials. The commissioner, in consultation with the commissioner of administration, must
 125.33 establish administrative support procedures for assisting deputy registrars and driver's license
 125.34 agents with requests for equivalent materials in a qualifying or nonqualifying language.

126.1 Subd. 3. **Report required.** By February 1, 2026, the commissioner of public safety must
 126.2 submit a report to the chairs, ranking minority members, and staff of the legislative
 126.3 committees with jurisdiction over transportation policy and finance. The report must detail
 126.4 the efforts of the Division of Driver and Vehicle Services to implement the requirements
 126.5 of this section and must include the following:

- 126.6 (1) the locations of deputy registrars and driver's license agents who serve a substantial
126.7 number of non-English speaking people on a yearly basis;
- 126.8 (2) the different languages requested at locations serving a substantial number of
126.9 non-English speaking people;
- 126.10 (3) how many requests for equivalent materials in languages other than English were
126.11 made but not at locations that serve a substantial number of non-English speaking people
126.12 on a yearly basis;
- 126.13 (4) the expenditures used on producing equivalent materials in languages other than
126.14 English;
- 126.15 (5) any recommended legislative changes needed to produce equivalent materials in
126.16 languages other than English statewide;
- 126.17 (6) any information or feedback from deputy registrars and driver's license agents; and
126.18 (7) any information or feedback from persons who requested equivalent materials under
126.19 this section.
- 126.20 **EFFECTIVE DATE.** This section is effective October 1, 2024.
- 126.21 Sec. 132. **DYNAMIC TRANSPORTATION OPTIONS; REPORT REQUIRED.**
- 126.22 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
126.23 the meanings given:
- 126.24 (1) "commissioner" means the commissioner of transportation;
- 126.25 (2) "dynamic transportation options" includes but is not limited to nonfixed route options;
126.26 prearranged and dial-a-ride options arranged either via telephone, digital application, or
126.27 website; demand response microtransit service for last-mile connection; or private
126.28 transportation companies, including transportation network companies or taxis;
- 126.29 (3) "nonmetropolitan county" means any Minnesota county other than those under
126.30 Minnesota Statutes, section 473.121, subdivision 4;
- 126.31 (4) "stakeholders" includes at least one representative from each of the following:
- 127.1 (i) the Minnesota Council on Disability;
- 127.2 (ii) the American Council of the Blind of Minnesota;
- 127.3 (iii) the Minnesota DeafBlind Association;
- 127.4 (iv) the National Federation of the Blind;
- 127.5 (v) transportation network companies and taxicabs, with at least one representative
127.6 familiar with dispatching services and having route connection expertise;

- 127.7 (vi) the Transportation Accessibility Advisory Committee under Minnesota Statutes,
 127.8 section 473.375, subdivision 9a;
- 127.9 (vii) private transportation companies offering services in a nonmetropolitan county;
- 127.10 (viii) providers of mobility services for persons with disabilities;
- 127.11 (ix) local government authorities, with at least one representative being a county
 127.12 commissioner; and
- 127.13 (x) community organizations servicing rural populations;
- 127.14 (5) "transportation network company" has the meaning given in Minnesota Statutes,
 127.15 65B.472, subdivision 1; and
- 127.16 (6) "wheelchair accessible vehicle" means a vehicle equipped with a ramp or lift capable
 127.17 of transporting nonfolding motorized wheelchairs, mobility scooters, or other mobility
 127.18 devices.
- 127.19 Subd. 2. **Study required.** (a) The commissioner must study access to ridesharing,
 127.20 nonfixed route transit, ride hailing via phone or digital application, demand response service,
 127.21 or other dynamic transportation options in rural areas. The study must be conducted with
 127.22 stakeholders to identify inefficiencies in route connections and demand response; the
 127.23 coordination across different public, private, and individual sources of transportation; and
 127.24 service time. The study must aim to create and implement a pilot program that can allow
 127.25 transportation providers in rural and nonmetropolitan Minnesota to collaborate to maximize
 127.26 efficiency of ride services for people without vehicles. The stakeholders, in identifying
 127.27 efficiencies and coordination efforts, must identify areas of cooperation to maximize the
 127.28 use of vehicles for ambulatory people with disabilities while maximizing the number of
 127.29 wheelchair-accessible vehicles in the program.
- 127.30 (b) By February 15, 2025, the commissioner of transportation must report the results of
 127.31 the study to the chairs and ranking minority members of the legislative committees with
 127.32 jurisdiction over transportation policy and finance. The report must include the
 128.1 commissioner's proposal for instituting a dynamic transportation pilot program in two
 128.2 nonmetropolitan counties by April 1, 2025.
- 128.3 Sec. 133. **ELECTRIC-ASSISTED BICYCLE YOUTH OPERATION; STUDY**
 128.4 **REQUIRED.**
- 128.5 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms have
 128.6 the meanings given.
- 128.7 (b) "Active transportation advisory committee" means the committee established in
 128.8 Minnesota Statutes, section 174.375.

- 128.9 (c) "Advisory Council on Traffic Safety" means the advisory council established in
 128.10 Minnesota Statutes, section 4.076.
- 128.11 (d) "Commissioners" means the commissioner of public safety and the commissioner
 128.12 of transportation.
- 128.13 (e) "Electric-assisted bicycle" has the meaning given in Minnesota Statutes, section
 128.14 169.011, subdivision 27.
- 128.15 Subd. 2. **Electric-assisted bicycles study.** (a) The commissioners must conduct a study
 128.16 and develop recommendations on the operation of electric-assisted bicycles by persons
 128.17 under the age of 18 to increase the safety of riders, other cyclists, and all other users of
 128.18 active transportation infrastructure. The commissioners must conduct the study jointly with
 128.19 the active transportation advisory committee and the Advisory Council on Traffic Safety.
- 128.20 (b) The study required under paragraph (a) must address and analyze the following
 128.21 topics:
- 128.22 (1) identify challenges to the safe operation of electric-assisted bicycles by those under
 128.23 the age of 18;
- 128.24 (2) evaluate existing legal authority for strategies, practices, and methods to reduce the
 128.25 availability of modifications to the electric motor of electric-assisted bicycles;
- 128.26 (3) make recommendations on whether to change state law to improve electric-assisted
 128.27 bicycle safety on roads, trails, and other areas where safe operation of electric-assisted
 128.28 bicycles is needed; and
- 128.29 (4) propose educational and public awareness campaigns to educate the public about
 128.30 electric-assisted bicycles, promote their safe operation, and raise awareness of their unique
 128.31 characteristics when operating on roadways.
- 129.1 (c) In conducting the study with the Advisory Council on Traffic Safety and the active
 129.2 transportation advisory committee, the commissioners must consult with interested
 129.3 stakeholders, including but not limited to:
- 129.4 (1) active transportation and bicycling advocates;
- 129.5 (2) local elected officials;
- 129.6 (3) retailers and manufacturers of electric-assisted bicycles;
- 129.7 (4) the Department of Natural Resources;
- 129.8 (5) the Department of Commerce;
- 129.9 (6) E-12 educators with experience in active transportation safety training;
- 129.10 (7) medical professionals and emergency medical technicians;

- 129.11 (8) the State Patrol and local law enforcement; and
- 129.12 (9) consumer protection advocates.
- 129.13 Subd. 3. **Report.** (a) By February 1, 2026, the commissioners must submit the study
- 129.14 conducted under this section to the chairs, ranking minority members, and staff of the
- 129.15 legislative committees having jurisdiction over transportation finance and policy.
- 129.16 (b) For purposes of this subdivision, "staff" means those employees who are identified
- 129.17 in any of the following roles for the legislative committees: committee administrator,
- 129.18 committee legislative assistant, caucus research, fiscal analysis, counsel, or nonpartisan
- 129.19 research.
- 129.20 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 129.21 Sec. 134. **PUBLIC EDUCATION CAMPAIGN; MOTORCYCLE OPERATIONS.**
- 129.22 The commissioner of public safety must implement a statewide public education campaign
- 129.23 to alert drivers and the public on how motorcycles may safely pass a vehicle within the
- 129.24 same lane or between parallel lanes. The information must be consistent with the requirements
- 129.25 of Minnesota Statutes, section 169.974, subdivision 5.
- 129.26 Sec. 135. **REPORT; CITY SPEED LIMIT ANALYSIS STUDY REQUIRED.**
- 129.27 (a) The commissioner of transportation must conduct a comprehensive study to assess
- 129.28 speed limits in cities that adopted speed limits on city streets under the provisions provided
- 129.29 in Minnesota Statutes, section 169.14, subdivision 5h, since the provision's enactment. The
- 129.30 commissioner must conduct the assessment on all cities that have instituted speed limit
- 130.1 changes to determine whether the cities are setting the appropriate speed limit for the roadway
- 130.2 based on engineering principles, safety considerations, and traffic flow.
- 130.3 (b) The study required under this section must include:
- 130.4 (1) an evaluation of roadway design and characteristics;
- 130.5 (2) an analysis of traffic volume and patterns;
- 130.6 (3) an examination of crash data and safety records;
- 130.7 (4) a review of existing speed studies and surveys;
- 130.8 (5) any discrepancies between established speed limits and engineering recommendations;
- 130.9 and
- 130.10 (6) recommendations for upward adjustments to city speed limits necessary to align with
- 130.11 engineering principles and enhance roadway safety and design.
- 130.12 (c) By March 15, 2025, the commissioner of transportation must submit the results of
- 130.13 the comprehensive study to the chairs and ranking minority members of the legislative

- 130.14 committees with jurisdiction over transportation finance and policy. The report must identify
 130.15 affected cities and recommend upward adjustments based on observations in the report.
- 130.16 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 130.17 Sec. 136. **REPORT; DRIVER AND VEHICLE SERVICES MAIL AND ONLINE**
 130.18 **SERVICES EXPANSION.**
- 130.19 (a) By February 15, 2025, the commissioner of public safety must report to the chairs,
 130.20 ranking minority members, and staff of the legislative committees with jurisdiction over
 130.21 transportation finance and policy on expanding online and mail services for Minnesota
 130.22 drivers' licenses and identification cards. The report must:
- 130.23 (1) analyze the online application process established in Minnesota Statutes, section
 130.24 171.06, subdivision 7a;
- 130.25 (2) evaluate whether to merge the online application process with the remote application
 130.26 process provided in Minnesota Statutes, section 171.06, subdivision 7;
- 130.27 (3) analyze other services offered by the Division of Driver and Vehicle Services and
 130.28 the Department of Public Safety to determine where and how to offer temporary mailing
 130.29 address services for Minnesota residents similar to the temporary mailing address for a
 130.30 driver's license or identification card application provided in Minnesota Statutes, section
 130.31 171.06, subdivision 3;
- 131.1 (4) identify performance and service standards for the online renewal application process
 131.2 for REAL ID-compliant and noncompliant drivers' licenses and identification cards;
- 131.3 (5) identify how the department utilized its website to assist the public with the online
 131.4 renewal application process or the use of a temporary mailing address and detail the
 131.5 department's efforts required in Minnesota Statutes, section 171.06, subdivision 3, paragraph
 131.6 (g) and subdivision 7a, paragraph (e);
- 131.7 (6) evaluate the photograph requirements for online renewal applications established in
 131.8 Minnesota Statutes, section 171.06, subdivision 7a, and make recommendations on the
 131.9 procedures needed to permit an applicant to submit by mail or online application a photograph
 131.10 to the department that meets the requirements of Minnesota Statutes, sections 171.07 and
 131.11 171.071, and Minnesota Rules, part 7410.1810, subpart 1;
- 131.12 (7) evaluate the vision examination requirements for online driver's license applications
 131.13 established in Minnesota Statutes, sections 171.06, subdivision 7a, and 171.13, and make
 131.14 recommendations on improvements to the vision examination process, including information
 131.15 on permitting applicants to submit a vision certificate for each application in lieu of a vision
 131.16 test on site;
- 131.17 (8) analyze the impact of establishing online renewal for drivers' licenses and
 131.18 identification cards on driver's license agents and full-service providers; and

131.19 (9) evaluate and modify, if necessary, the fee-sharing provision under Minnesota Statutes,
 131.20 section 171.06, subdivision 7a, paragraph (f), and create additional proposals to institute
 131.21 fee-sharing between the commissioner, deputy registrars, and full-service providers as the
 131.22 department establishes additional online and mail services, including but not limited to an
 131.23 evaluation of fee-sharing for all transactions, online-only transactions, or enacting a new
 131.24 fee exclusively for the online renewal of drivers' licenses or identification cards that would
 131.25 be shared between the commissioner, deputy registrars, full-service providers, and driver's
 131.26 license agents.

131.27 (b) The report required in paragraph (a) must include recommendations to the legislature
 131.28 on areas where it is appropriate to expand online services offered by the department and
 131.29 how such an expansion would impact the quality of services and financial sustainability of
 131.30 driver's license agents, deputy registrars, and full-service providers. The report must analyze
 131.31 and review procedures in other states that offer online driver's license applications and
 131.32 renewals. For the information required in paragraph (a), clause (6), the report must compare
 131.33 the process for the issuance of a United States passport where a passport applicant may
 131.34 submit a secure photo for use in the credential. For the information required in paragraph
 132.1 (a), clause (7), the report must evaluate how other states address vision examination
 132.2 requirements for online applications for a driver's license and provide an analysis of the
 132.3 timeframe required for an examination.

132.4 (c) For purposes of this subdivision, "staff" means those employees who are identified
 132.5 in any of the following roles for the legislative committees: committee administrator,
 132.6 committee legislative assistant, caucus research, fiscal analysis, counsel, or nonpartisan
 132.7 research.

132.8 **EFFECTIVE DATE.** This section is effective October 1, 2024.

132.9 Sec. 137. **REPORT; CLEAN TRANSPORTATION STANDARD STUDY.**

132.10 (a) The Center for Transportation Studies at the University of Minnesota must assess
 132.11 and report on the overall economic and policy impacts of a clean transportation standard
 132.12 for transportation fuels supplied to Minnesota. The clean transportation standard studied in
 132.13 the report must reduce the aggregate carbon intensity of transportation fuels to at least 25
 132.14 percent below the 2018 baseline level by 2030, by 75 percent by the end of 2040, and a goal
 132.15 of 100 percent reduction by the end of 2050.

132.16 (b) At a minimum, the report must include:

132.17 (1) a comprehensive review of low carbon transportation fuel standards established in
 132.18 other states and impacts of the standards after their implementation;

132.19 (2) an economic evaluation of legislative proposals of a proposed clean transportation
 132.20 standard in Minnesota;

- 132.21 (3) an analysis of the expected per mile cost or cost savings for light-, medium-, and
 132.22 heavy-duty vehicle fleets under a Minnesota clean transportation standard;
- 132.23 (4) an evaluation of strategies and mechanisms for adjusting the stringency of the
 132.24 aggregate carbon intensity in response to potential oversupply or undersupply of clean
 132.25 transportation fuels, including a review of cost containment and credit market adjustment
 132.26 mechanisms in other states that have implemented a clean transportation standard;
- 132.27 (5) a comparison of a clean transportation standard with alternative strategies for funding
 132.28 equitable vehicle electrification and reducing the aggregate carbon intensity of biofuels and
 132.29 petroleum consistent with achieving statewide transportation greenhouse gas emissions
 132.30 reductions of 25 percent below the 2018 baseline by the end of 2030 and by 75 percent by
 132.31 the end of 2040;
- 133.1 (6) an evaluation of the interaction of a clean transportation standard with federal
 133.2 incentives, including tax credits for sustainable aviation fuel, hydrogen, clean fuels, carbon
 133.3 capture store and carbon capture utilization, and transportation electrification; and
- 133.4 (7) any other considerations or factors for a proposed clean transportation standard in
 133.5 Minnesota, including an analysis of the appropriate enforcement authority and regulatory
 133.6 role of the Department of Transportation.
- 133.7 (c) By January 15, 2025, the Center for Transportation Studies must report its findings
 133.8 to the chairs, ranking minority members, and staff of the legislative committees with
 133.9 jurisdiction over transportation finance and policy.
- 133.10 Sec. 138. **REPORT; METRO MOBILITY ENHANCEMENTS.**
- 133.11 (a) The commissioner of transportation must, in consultation with the chair of the
 133.12 Metropolitan Council, perform a Metro Mobility enhancement and service study and develop
 133.13 recommendations to improve the efficiency, effectiveness, reliability, dignity, and experience
 133.14 of riders of the special transportation service under Minnesota Statutes, section 473.386,
 133.15 and report the recommendations to the chairs, ranking minority members, and staff of the
 133.16 legislative committees with jurisdiction over transportation policy and finance. The
 133.17 commissioner must evaluate the Metro Mobility program, which must include but is not
 133.18 limited to analysis of customer service, program costs and expenditures, service coverage
 133.19 area and hours, reservation and scheduling, and buses and equipment.
- 133.20 (b) The study must include:
- 133.21 (1) a fiscal review that identifies uses of funds, including an identification for reducing
 133.22 program costs;
- 133.23 (2) an identification and analysis of options to improve Metro Mobility program service,
 133.24 limit costs, and improve efficiency;

- 133.25 (3) an analysis of improvements to service and customer experience, including the
 133.26 creation of a state-operated digital application to utilize special transportation services;
- 133.27 (4) an evaluation of accessibility impacts and constraints for riders who use a wheelchair
 133.28 or otherwise require specialized equipment or service;
- 133.29 (5) a consideration of service models, technologies, partnership models, and anticipated
 133.30 industry changes;
- 133.31 (6) an analysis of integration impacts with regional transit service;
- 134.1 (7) an evaluation of whether the Metro Mobility enhancement pilot program instituted
 134.2 under Laws 2023, chapter 68, article 4, section 121, should be made permanent or expanded
 134.3 to other nonmetropolitan service areas;
- 134.4 (8) an evaluation and assessment of the use of transportation network companies or taxi
 134.5 services to provide an enhanced service option in which riders pay a higher fare than other
 134.6 users of Metro Mobility services;
- 134.7 (9) an evaluation of the feasibility of nonsubsidized, subsidized, and tiered ride services
 134.8 handled by a dispatching service provider; and
- 134.9 (10) an analysis of and recommendations for comprehensive improvements in dispatching,
 134.10 route coordination, call sequencing and customer service, integration with transportation
 134.11 network company applications, and cataloging rides for maximum efficiency and driver
 134.12 compensation.
- 134.13 (c) The Metropolitan Council must cooperate with the Department of Transportation
 134.14 and provide information requested in a timely fashion to implement and conduct the study.
- 134.15 (d) By February 15, 2025, the commissioner must submit the report and findings to the
 134.16 chairs, ranking minority members, and staff of the legislative committees with jurisdiction
 134.17 over transportation policy and finance.
- 134.18 **Sec. 139. REPORT; MINNESOTA STATE FAIR TRANSPORTATION PLANNING;**
 134.19 **METROPOLITAN COUNCIL.**
- 134.20 (a) By August 1, 2024, the Metropolitan Council must develop a Minnesota State Fair
 134.21 transportation service plan for implementation at the 2024 Minnesota State Fair and submit
 134.22 a report on the plan to the chairs and ranking minority members of the legislative committees
 134.23 with jurisdiction over transportation policy and finance.
- 134.24 (b) At a minimum, the council's service plan must:
- 134.25 (1) include enhancements to transit, bus, and Metro Transit-operated park-and-ride
 134.26 services to and from the State Fairgrounds for the 2024 State Fair, including a comparison
 134.27 of those enhancements to the prior four years;

- 134.28 (2) include a proposal to integrate alternative transportation modes such as biking and
 134.29 walking in the development of enhanced bus and Metro Transit-operated park-and-ride
 134.30 services, including but not limited to pedestrian safety enhancements at facilities offering
 134.31 transportation to and from the State Fair and providing secure bicycle storage at park-and-ride
 134.32 locations;
- 135.1 (3) identify and evaluate future transportation solutions offered by the council during
 135.2 the State Fair to address emerging challenges presented by the State Fair's attendance
 135.3 numbers, including expanded park-and-ride locations and increased frequency of service
 135.4 at existing Metro Transit-operated park-and-ride locations, expanded express bus offerings,
 135.5 coordination with regional service providers to provide transportation to and from the State
 135.6 Fair, and any other recommendations recommended by the council;
- 135.7 (4) detail a coordination strategy with the State Fair staff regarding the existing
 135.8 transportation planning process;
- 135.9 (5) identify the council's strategy for coordinating with relevant city and county
 135.10 governments, including in the area of the State Fairgrounds, to identify and address any
 135.11 issues with enhanced transit, bus, and Metro Transit-operated park-and-ride services for the
 135.12 2024 State Fair;
- 135.13 (6) detail the council's strategy for ensuring the availability of all other regular transit
 135.14 and bus services in the metropolitan area during the State Fair; and
- 135.15 (7) evaluate whether the net expected cost of the service provided by a replacement
 135.16 service provider for State Fair transportation meets the total expected fare revenue for the
 135.17 service.
- 135.18 (c) A replacement service provider under Minnesota Statutes, section 473.388, must
 135.19 cooperate with the Metropolitan Council and provide information requested in a timely
 135.20 fashion to implement and conduct the study.
- 135.21 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 137.9 Sec. 141. **SPECIAL LICENSE PLATE REVIEW COMMITTEE STUDY.**
- 137.10 (a) By February 15, 2025, the commissioner of public safety must conduct a
 137.11 comprehensive study on the establishment of a standing committee in the Division of Driver
 137.12 and Vehicle Services to review and approve proposals for special license plates in Minnesota.
 137.13 The study must also evaluate potential improvements to the current statutory and legislative
 137.14 process for approving specialty license plates, including removal and delegation of legislative
 137.15 authority in the approval of new special license plates.
- 137.16 (b) The study required in paragraph (a) must:
- 137.17 (1) evaluate the feasibility and effectiveness of establishing a standing committee tasked
 137.18 with reviewing and approving proposals for special license plates;

- 137.19 (2) propose criteria for a standing committee to evaluate each proposal based on criteria
 137.20 such as public interest, community support, relevance to the purpose of special license
 137.21 plates, and potential revenue generation;
- 137.22 (3) assess the current statutory process for approving special license plates, including
 137.23 Minnesota Statutes, section 168.1293, and include suggested improvements to the statutory
 137.24 language to improve transparency, accountability, and public input in the special license
 137.25 plate process;
- 137.26 (4) analyze the roles and responsibilities of relevant stakeholders, including the legislature,
 137.27 the Department of Public Safety, community organizations, or other interested parties
 137.28 involved in the current approval, creation, and distribution of special license plates in
 137.29 Minnesota;
- 137.30 (5) examine whether other states have adopted similar review committees for special
 137.31 license plates;
- 138.1 (6) evaluate the potential costs or benefits to removing legislative authority to approve
 138.2 special license plates, including a detailed analysis of fiscal considerations;
- 138.3 (7) evaluate whether the creation of a standing committee for review of special license
 138.4 plates would have any impact on rules currently adopted and enforced by the commissioner,
 138.5 including Minnesota Rules, part 7403.0500;
- 138.6 (8) evaluate whether the standing committee should be responsible for monitoring the
 138.7 implementation and usage of approved special license plates and recommend any necessary
 138.8 modifications or discontinuations;
- 138.9 (9) assess the required resources, staffing, and administrative support needed to establish
 138.10 and maintain the standing committee; and
- 138.11 (10) provide any other recommendations to the potential improvement to the special
 138.12 license plate process, including design, implementation, and public engagement.
- 138.13 (c) The commissioner must submit the results of the study to the chairs, ranking minority
 138.14 members, and staff of the legislative committees having jurisdiction over transportation
 138.15 finance and policy.
- 138.16 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 138.17 Sec. 142. **TRAFFIC ENGINEERING STUDIES AND INVESTIGATIONS.**
- 138.18 (a) Notwithstanding the requirements of the Minnesota Manual on Uniform Traffic
 138.19 Control Devices established by the commissioner of transportation under Minnesota Statutes,
 138.20 section 169.06, subdivision 2, by July 1, 2024, the commissioner must implement section
 138.21 2B.21 of the Manual on Uniform Traffic Control Devices for Streets and Highways, 11th
 138.22 Edition, as incorporated by the United States Department of Transportation, pertaining to

- 138.23 traffic engineering studies and investigations for establishing or reevaluating speed limits
 138.24 within speed zones.
- 138.25 (b) This section expires upon adoption of relevant revisions to the Minnesota Manual
 138.26 on Uniform Traffic Control Devices that pertain to traffic engineering studies and
 138.27 investigations for speed zones. The commissioner must notify the revisor of statutes, whether
 138.28 electronically or in writing, of the expiration.
- 138.29 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 139.1 Sec. 143. **TRAFFIC SAFETY CAMERA SYSTEMS; EVALUATION AND**
 139.2 **REPORTING.**
- 139.3 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms and the
 139.4 terms defined in Minnesota Statutes, section 169.147, subdivision 1, have the meanings
 139.5 given.
- 139.6 (b) "Commissioner" means the commissioner of transportation.
- 139.7 (c) "Commissioners" means the commissioners of transportation and public safety.
- 139.8 (d) "Pilot program" means the traffic safety camera system pilot project established in
 139.9 Minnesota Statutes, section 169.147.
- 139.10 (e) "Traffic safety camera system" has the meaning given in Minnesota Statutes, section
 139.11 169.011, subdivision 85a.
- 139.12 Subd. 2. **Independent evaluation; general requirements.** (a) The commissioner must
 139.13 arrange for an independent evaluation of traffic safety camera systems that includes analysis
 139.14 of the pilot program. By December 31, 2028, the commissioner must submit a copy of the
 139.15 evaluation to the chairs and ranking minority members of the legislative committees with
 139.16 jurisdiction over transportation policy and finance.
- 139.17 (b) The evaluation must be performed outside the Departments of Transportation and
 139.18 Public Safety by an entity with qualifying experience in traffic safety research. The evaluation
 139.19 must include any monitoring sites established by an implementing authority.
- 139.20 (c) The commissioner must establish an evaluation methodology that provides
 139.21 standardized metrics and evaluation measures and enables valid statistical comparison across
 139.22 monitoring sites.
- 139.23 (d) At a minimum, the evaluation must:
- 139.24 (1) analyze the effectiveness of traffic safety camera systems in lowering travel speeds,
 139.25 reducing speed differentials, reducing violations of traffic-control signals, and meeting any
 139.26 other measures identified in the evaluation methodology;

- 139.27 (2) perform statistical analyses of traffic speeds, crashes, injuries, fatalities, and other
 139.28 measurable traffic incidents; and
- 139.29 (3) identify any changes in traffic congestion attributable to traffic safety camera systems.
- 139.30 Subd. 3. **Independent evaluation; implementing authorities.** (a) Each implementing
 139.31 authority under the pilot program must follow the evaluation methodology established under
 139.32 subdivision 2.
- 140.1 (b) Each implementing authority under the pilot program must provide information for
 140.2 the evaluation under subdivision 2 as requested and include the following: the total number
 140.3 of warnings issued; the total number of citations issued; the number of people who opted
 140.4 for diversion under Minnesota Statutes, sections 169.06, subdivision 10, paragraph (b), and
 140.5 169.14, subdivision 13, paragraph (b); gross and net revenue received; expenditures incurred;
 140.6 a description of how the net revenue generated by the program was used; total amount of
 140.7 any payments made to a contractor; the number of employees involved in the pilot program;
 140.8 the type of traffic safety camera system used; the location of each monitoring site; the
 140.9 activation start and stop dates of the traffic safety camera system at each monitoring site;
 140.10 the number of citations issued, with a breakout by monitoring site; the number of instances
 140.11 in which a traffic enforcement agent reviewed recorded video or images for a potential
 140.12 violation but did not issue a resulting citation; and details on traffic safety camera system
 140.13 inspection and maintenance activities.
- 140.14 Subd. 4. **Pilot program reporting.** (a) An implementing authority that operates a traffic
 140.15 safety camera system in a calendar year must publish a report on the implementation for
 140.16 that calendar year. The report is due by March 1 of the following calendar year.
- 140.17 (b) At a minimum, the report must summarize the activities of the implementing authority
 140.18 and provide the information required under subdivision 3, paragraph (b).
- 140.19 Subd. 5. **Legislative report.** By January 15, 2029, the commissioners must submit a
 140.20 report on traffic safety camera systems to the members of the legislative committees with
 140.21 jurisdiction over transportation policy and finance. At a minimum, the report must:
- 140.22 (1) provide a review of the pilot program;
- 140.23 (2) provide data on citations issued under the pilot program, with breakouts by year and
 140.24 location;
- 140.25 (3) summarize the results of the independent evaluation under subdivision 2;
- 140.26 (4) evaluate any disparities in impacts under the pilot programs, including by income,
 140.27 by race, and in communities that are historically underrepresented in transportation planning;
- 140.28 (5) identify fiscal impacts of implementation of traffic safety camera systems; and

62.23 Sec. 58. **REVISOR INSTRUCTION.**

62.24 The revisor of statutes must recodify Minnesota Statutes, section 169.21, subdivision
 62.25 6, as Minnesota Statutes, section 171.0701, subdivision 1b. The revisor must correct any
 62.26 cross-references made necessary by this recodification.

62.27 **EFFECTIVE DATE.** This section is effective the day following final enactment.

62.28 Sec. 59. **REVISOR INSTRUCTION.**

62.29 The revisor of statutes must recodify Minnesota Statutes, section 473.3927, subdivision
 62.30 1, as Minnesota Statutes, section 473.3927, subdivision 1b. The revisor must correct any
 62.31 cross-references made necessary by this recodification.

63.1 **EFFECTIVE DATE.** This section is effective the day following final enactment.

63.2 Sec. 60. **REPEALER.**

63.3 (a) Minnesota Statutes 2022, section 168.1297, is repealed.

63.4 (b) Minnesota Rules, part 7410.6180, is repealed.

63.5 **EFFECTIVE DATE.** Paragraph (b) is effective the day following final enactment.

140.29 (6) make any recommendations regarding ongoing traffic safety camera implementation,
 140.30 including but not limited to any draft legislative proposal.

141.1 Sec. 144. **REVISOR INSTRUCTION.**

141.2 (a) The revisor of statutes must recodify Minnesota Statutes, section 169.21, subdivision
 141.3 6, as Minnesota Statutes, section 171.0701, subdivision 1b. The revisor must correct any
 141.4 cross-references made necessary by this recodification.

141.5 (b) The revisor of statutes must recodify Minnesota Statutes, section 473.3927,
 141.6 subdivision 1, as Minnesota Statutes, section 473.3927, subdivision 1b. The revisor must
 141.7 correct any cross-references made necessary by this recodification.

141.8 **EFFECTIVE DATE.** This section is effective the day following final enactment.