ARTICLE 1
TRANSPORTATION APPROPRIATIONS

Section 1. TRANSPORTATION APPROPRIATIONS.

The sums shown in the columns marked "Appropriations" are appropriated to the agencies and for the purposes specified in this article. The appropriations are from the trunk highway fund, or another named fund, and are available for the fiscal years indicated for each purpose.

Amounts for "Total Appropriation" and sums shown in the corresponding columns marked "Appropriations by Fund" are summary only and do not have legal effect. The figures "2020" and "2021" used in this article mean that the appropriations listed under them are available for the fiscal year ending June 30, 2020, or June 30, 2021, respectively. "The first year" is fiscal year 2020. "The second year" is fiscal year 2021. "The biennium" is fiscal years 2020 and 2021. "C.S.A.H." is the county state-aid highway fund. "M.S.A.S." is the municipal state-aid street fund. "H.U.T.D." is the highway user tax distribution fund.

<table>
<thead>
<tr>
<th>Subdivision 1: Total Appropriation</th>
<th>$3,155,904,000</th>
<th>$3,504,849,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appropriations by Fund</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>23,598,000</td>
<td>19,766,000</td>
</tr>
<tr>
<td>Airports</td>
<td>25,332,000</td>
<td>25,332,000</td>
</tr>
<tr>
<td>C.S.A.H.</td>
<td>879,686,000</td>
<td>1,029,714,000</td>
</tr>
<tr>
<td>M.S.A.S.</td>
<td>217,339,000</td>
<td>255,757,000</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Subdivision 1: Total Appropriation</th>
<th>$3,050,750,000</th>
<th>$3,017,437,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appropriations by Fund</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2020</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2021</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>19,285,000</td>
<td>19,375,000</td>
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<tr>
<td>Airports</td>
<td>25,332,000</td>
<td>25,332,000</td>
</tr>
<tr>
<td>C.S.A.H.</td>
<td>832,949,000</td>
<td>846,298,000</td>
</tr>
<tr>
<td>M.S.A.S.</td>
<td>211,528,000</td>
<td>208,516,000</td>
</tr>
</tbody>
</table>
The appropriations in this section are to the commissioner of transportation. The amounts that may be spent for each purpose are specified in the following subdivisions.

**Subd. 2. Multimodal Systems**

(a) Aeronautics

(1) Airport Development and Assistance

<table>
<thead>
<tr>
<th>Year</th>
<th>appropriation</th>
<th>Minnesota Statutes, section 360.305, subdivision 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>2023</td>
<td>18,598,000</td>
<td></td>
</tr>
<tr>
<td>2024</td>
<td>18,598,000</td>
<td></td>
</tr>
</tbody>
</table>

If the commissioner of transportation determines that a balance remains in the state airports fund following the appropriations made in this article, and that the appropriations made are insufficient for advancing airport development and assistance projects, an amount necessary to advance the projects, not to exceed the balance in the state airports fund, is appropriated in each year to the commissioner and must be spent according to Minnesota Statutes, section 360.305, subdivision 4. Within two weeks of a determination under this contingent appropriation, the commissioner of aeronautics shall notify the commissioner of transportation, and the commissioner of transportation shall immediately notify the legislature.

Notwithstanding Minnesota Statutes, section 16A.28, subdivision 6, this appropriation is available for five years after the year of the appropriation. If the appropriation for either year is insufficient, the appropriation for the other year is available for it.

If the commissioner of transportation determines that a balance remains in the state airports fund following the appropriations made in this article and that the appropriations made are insufficient for advancing airport development and assistance projects, an amount necessary to advance the projects, not to exceed the balance in the state airports fund, is appropriated in each year to the commissioner and must be spent according to Minnesota Statutes, section 360.305, subdivision 4. Within two weeks of a determination under this contingent appropriation, the commissioner of aeronautics shall notify the commissioner of transportation, and the commissioner of transportation shall immediately notify the legislature.
transportation must notify the commissioner of management and budget and the chairs and ranking minority members of the legislative committees with jurisdiction over transportation finance concerning funds appropriated. Funds appropriated under this contingent appropriation do not adjust the base appropriation for fiscal years 2022 and 2023.

### (2) Aviation Support Services

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airports</td>
<td>6,734,000</td>
<td>6,734,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>1,635,000</td>
<td>1,650,000</td>
</tr>
</tbody>
</table>

### Appropriations by Fund

#### 2020 | 2021
---|---
Airports | 6,734,000 | 6,734,000
Trunk Highway | 1,635,000 | 1,650,000

$80,000 in each year is from the state airports fund for the Civil Air Patrol.

This appropriation is from the state airports fund for the Civil Air Patrol.

### (c) Safe Routes to School

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>18,099,000</td>
<td>17,249,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>902,000</td>
<td>932,000</td>
</tr>
</tbody>
</table>

$850,000 in fiscal year 2020 is from the general fund for assessment, analysis, and review of the project to extend Northstar Commuter Rail service to the city of St. Cloud.

(c) Safe Routes to School

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe Routes to School</td>
<td>1,000,000</td>
<td>500,000</td>
</tr>
</tbody>
</table>

#### Appropriations by Fund

#### 2020 | 2021
---|---
General | 18,099,000 | 17,249,000
Trunk Highway | 902,000 | 932,000

(c) Safe Routes to School

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe Routes to School</td>
<td>1,000,000</td>
<td>500,000</td>
</tr>
</tbody>
</table>
This appropriation is from the general fund for the safe routes to school program under Minnesota Statutes, section 174.40.

(d) Active Transportation

This appropriation is from the general fund for the active transportation program under Minnesota Statutes, section 174.38. This appropriation must only be expended on projects and noninfrastructure activities outside of the metropolitan area, as defined in Minnesota Statutes, section 473.121, subdivision 2.

(c) Passenger Rail

This appropriation is from the general fund for passenger rail system planning, alternatives analysis, environmental analysis, design, and preliminary engineering under Minnesota Statutes, sections 174.632 to 174.636.

(f) Freight

Appropriations by Fund

General 1,229,000 1,069,000
Trunk Highway 5,654,000 5,788,000

$160,000 in fiscal year 2020 is from the general fund for port development assistance grants under Minnesota Statutes, chapter 457A, to the Port Authority of Winona. Any improvements made with the proceeds of the grants must be publicly owned. This is a one-time transfer.

Freight and Commercial Vehicle Operations

Appropriations by Fund

General 1,229,000 1,069,000
Trunk Highway 5,546,000 5,546,000

$160,000 in the first year is from the general fund for port development assistance grants under Minnesota Statutes, chapter 457A, to the Port Authority of Winona. Any improvements made with the proceeds of the grants must be publicly owned. This is a one-time transfer.
Subd. 3. State Roads

(a) Operations and Maintenance

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>1,275,000</td>
<td>75,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>31,467,000</td>
<td>30,950,000</td>
</tr>
<tr>
<td>H.U.T.D.</td>
<td>1,000,000</td>
<td>0</td>
</tr>
</tbody>
</table>

(1) Planning and Research

<table>
<thead>
<tr>
<th></th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning and Research</td>
<td>33,742,000</td>
<td>31,025,000</td>
</tr>
</tbody>
</table>

If a balance remains of this appropriation, the commissioner may transfer up to that amount for program delivery under clause (2).
trunk highways and a feasibility study of river crossings that connect trunk highways.

$75,000 each year is from the general fund for the environment and climate report under Minnesota Statutes, section 174.023.

$1,000,000 in fiscal year 2020 is from the highway user tax distribution fund for the mileage-based user fee pilot program under article 6, section 133.

$130,000 each year is available for administrative costs of the targeted group business program.

$266,000 each year is available for grants to metropolitan planning organizations outside the seven-county metropolitan area.

$900,000 each year is available for grants for transportation studies outside the metropolitan area to identify critical concerns, problems, and issues. These grants are available: (1) to regional development commissions; (2) in regions where no regional development commission is functioning, to joint powers boards established under agreement of two or more political subdivisions in the region to exercise the planning functions of a regional development commission; and (3) in regions where no regional development commission or joint powers board is functioning, to the Department of Transportation district office for that region.

The base appropriation from the general fund is $0 in each of fiscal years 2022 and 2023.

(2) Program Delivery

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>238,710,000</td>
<td>257,009,000</td>
</tr>
</tbody>
</table>

(2) Program Delivery

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>241,016,000</td>
<td>236,874,000</td>
</tr>
</tbody>
</table>
This appropriation includes use of consultants to support development and management of projects.

$1,000,000 in each year is available for management of contaminated and regulated material on property owned by the Department of Transportation, including mitigation of property conveyances, facility acquisition or expansion, chemical release at maintenance facilities, and spills on the trunk highway system where there is no known responsible party. If the appropriation for either year is insufficient, the appropriation for the other year is available for it.

The base appropriation is $272,127,000 in fiscal year 2022 and $275,356,000 in fiscal year 2023.

(c) State Road Construction

<table>
<thead>
<tr>
<th>House Language</th>
<th>Senate Language</th>
</tr>
</thead>
<tbody>
<tr>
<td>978,465,000</td>
<td>1,084,816,000</td>
</tr>
<tr>
<td>1,052,295,000</td>
<td>999,282,000</td>
</tr>
</tbody>
</table>

This appropriation is for the actual construction, reconstruction, and improvement of trunk highways, including design-build contracts, internal department costs associated with delivering the construction program, consultant usage to support these activities, and the cost of actual payments to landowners for lands acquired for highway rights-of-way, payment to lessees, interest subsidies, and relocation expenses.

This appropriation is for the actual construction, reconstruction, and improvement of trunk highways, including design-build contracts, internal department costs associated with delivering the construction program, consultant usage to support these activities, and the cost of actual payments to landowners for lands acquired for highway rights-of-way, payment to lessees, interest subsidies, and relocation expenses.

This appropriation includes federal highway aid.

$38,000,000 in the first year is appropriated to acquire property or permanent easements for, and to design, engineer, construct, furnish,
The commissioner may expend up to one-half of one percent of the federal appropriations under this paragraph as grants to opportunity industrialization centers and other nonprofit job training centers for job training programs related to highway construction.

The commissioner may transfer up to $15,000,000 each year to the transportation revolving loan fund.

The commissioner may receive money covering other shares of the cost of partnership projects. These receipts are appropriated to the commissioner for these projects.

The base appropriation is $1,205,761,000 in fiscal year 2022 and $1,231,590,000 in fiscal year 2023.

This appropriation is for the corridors of commerce program under Minnesota Statutes, section 161.088. The commissioner may use up to 17 percent of the amount each year for program delivery.

This appropriation is for the corridors of commerce program under Minnesota Statutes, section 161.088. The commissioner may use up to 17 percent of the amount each year for program delivery.

$226,939,000 in fiscal year 2020 and $247,790,000 in fiscal year 2021 are for transfers required in the year for which it is made, the commissioner of management and budget must transfer the deficiency amount.
<table>
<thead>
<tr>
<th>Section</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.31</td>
<td>under the statutory open appropriation and notify the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance and the chairs of the senate Finance Committee and the house of representatives Ways and Means Committee of the amount of the deficiency. Any excess appropriation cancels to the trunk highway fund.</td>
<td></td>
</tr>
<tr>
<td>8.32</td>
<td>5,986,000</td>
<td>6,156,000</td>
</tr>
<tr>
<td>8.33</td>
<td>(f) Statewide Radio Communications</td>
<td></td>
</tr>
<tr>
<td>8.34</td>
<td>$3,000 in each year is from the general fund to equip and operate the Roosevelt signal tower for Lake of the Woods weather broadcasting.</td>
<td></td>
</tr>
<tr>
<td>8.35</td>
<td>846,298,000</td>
<td>832,949,000</td>
</tr>
<tr>
<td>8.36</td>
<td>(a) County State-Aid Roads</td>
<td></td>
</tr>
<tr>
<td>8.37</td>
<td>If the commissioner of transportation determines that a balance remains in the county state-aid highway fund following the appropriations and transfers made in this paragraph, and that the appropriations made are insufficient for advancing the county state-aid highway projects, an amount necessary to advance the projects, not to exceed the balance in the county state-aid highway fund, is</td>
<td></td>
</tr>
</tbody>
</table>

**Appropriations by Fund**

<table>
<thead>
<tr>
<th>Fund</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>3,000</td>
<td>3,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>5,986,000</td>
<td>6,156,000</td>
</tr>
<tr>
<td>Subd. 4, Local Roads</td>
<td></td>
<td></td>
</tr>
<tr>
<td>County State-Aid Roads</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Statewide Radio Communications</td>
<td></td>
<td></td>
</tr>
<tr>
<td>$3,000 from the general fund in each year is to equip and operate the Roosevelt signal tower for Lake of the Woods weather broadcasting.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subd. 4, Local Roads</td>
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<td></td>
</tr>
</tbody>
</table>

**Additional Information**

- **Subd. 4. Local Roads**
  - **County State-Aid Roads**
  - **Statewide Radio Communications**
  - **Appropriations by Fund**
  - **Transportation Omnibus**
  - **Senate Language UEH1555-1**
  - **House Language H1555-2**
  - **Section Numbers**
  - **Statutory References**
  - **Funding Amounts**
  - **Table Format**
  - **Textual Representation**
appropriated in each year to the commissioner.

Within two weeks of a determination under this contingent appropriation, the commissioner of transportation must notify the commissioner of management and budget and the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance concerning funds appropriated. The commissioner must identify in the next budget submission to the legislature under Minnesota Statutes, section 16A.11, any amount that is appropriated under this paragraph.

### Municipal State-Aid Roads

- **2021**: $217,339,000
- **2022**: $255,757,000

Municipal State-Aid Roads

This appropriation is from the municipal state-aid street fund under Minnesota Statutes, chapter 162, and is available until June 30, 2029. If the commissioner of transportation determines that a balance remains in the municipal state-aid street fund following the appropriations and transfers made in this paragraph, and that the appropriations made are insufficient for advancing municipal state-aid street projects, an amount necessary to advance the projects, not to exceed the balance in the municipal state-aid street fund, is appropriated in each year to the commissioner. Within two weeks of a determination under this contingent appropriation, the commissioner of transportation must notify the commissioner of management and budget and the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance concerning funds appropriated. The commissioner must identify in the next budget submission to the legislature under Minnesota Statutes, section 16A.11, any amount that is appropriated in each year to the commissioner. Within two weeks of a determination under this contingent appropriation, the commissioner of transportation shall notify the commissioner of management and budget and the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance concerning funds appropriated. The commissioner shall identify in the next budget submission to the legislature under Minnesota Statutes, section 16A.11, any amount that is appropriated in each year to the commissioner.
amount that is appropriated under this paragraph.

9.33 amount that is appropriated under this paragraph.

9.34 paragraph.

9.35 (c) Small Cities Assistance

This appropriation is from the general fund for the small cities assistance account in the special revenue fund for the small cities assistance program under Minnesota Statutes, section 162.145.

10.1 This appropriation is from the general fund for the small cities assistance program under Minnesota Statutes, section 162.145.

10.2 for the small cities assistance program under Minnesota Statutes, section 162.145.

10.3

11.4 (c) Small Cities Assistance

11.5

11.6

11.7

11.8 Subd. 5. Agency Management

11.9 (a) Agency Services

54,190,000

54,701,000

10.4 Subd. 5. Agency Management

11.10 Appropriations by Fund

11.11

2020

2021

311,000

316,000

11.12

General

311,000

316,000

11.13

Trunk Highway

53,879,000

54,385,000

11.14 $311,000 from the general fund in fiscal year

2020 and $316,000 from the general fund in fiscal year 2021, and $100,000 from the trunk highway fund in each of fiscal years 2020 and 2021, are to facilitate tribal training for state agencies.

11.15

11.16

11.17

11.18

11.19

11.20 The base appropriation from the trunk highway fund is $53,069,000 in each of fiscal years 2022 and 2023.

11.21

11.22

11.23 (b) Buildings

43,834,000

48,523,000

10.6 (b) Buildings

29,461,000

29,461,000

11.24 Appropriations by Fund

11.25

2020

2021

10.7 Appropriations by Fund

10.8 2020 2021
### House Language H1555-2

<table>
<thead>
<tr>
<th>Account</th>
<th>Fiscal Year 2022 Appropriation</th>
<th>Fiscal Year 2023 Appropriation</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>944,000</td>
<td>54,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>42,815,000</td>
<td>48,394,000</td>
</tr>
<tr>
<td>Special Revenue</td>
<td>75,000</td>
<td>75,000</td>
</tr>
</tbody>
</table>

#### 11.29 Any money appropriated to the commissioner of transportation for building construction for any fiscal year before the first year is available to the commissioner during the biennium to the extent that the commissioner spends the money on the building construction projects for which the money was originally encumbered during the fiscal year for which it was appropriated. If the appropriation for either year is insufficient, the appropriation for the other year is available for it.

#### 11.30 The special revenue fund appropriation is from the electric vehicle infrastructure account for infrastructure development under Minnesota Statutes, section 174.47.

#### 11.31 $890,000 in fiscal year 2020 is from the general fund for infrastructure development under Minnesota Statutes, section 174.47.

#### 11.32 The base appropriation from the trunk highway fund is $39,694,000 in each of fiscal years 2022 and 2023.

#### 11.33 Subd. 6. Transfers

#### 11.34 (a) With the approval of the commissioner of management and budget, the commissioner of transportation may transfer unencumbered balances among the appropriations from the trunk highway fund and the state airports fund.
made in this section. Transfers under this paragraph must not be made: (1) between funds; (2) from the appropriations for state road construction or debt service; or (3) from the appropriations for operations and maintenance or program delivery, except for a transfer to state road construction or debt service.

(b) The commissioner of transportation must immediately report transfers under paragraph (a) to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance. The authority for the commissioner of transportation to make transfers under Minnesota Statutes, section 16A.285, is superseded by the authority and requirements under this paragraph and paragraph (a).

(c) The commissioner of transportation must transfer from the flexible highway account in the county state-aid highway fund the entire amount in each year to the county turnback account in the county state-aid highway fund. The funds transferred are for highway turnback purposes under Minnesota Statutes, section 161.081, subdivision 3.

Any money appropriated to the commissioner of transportation for state road construction for any fiscal year before the first year is available to the commissioner during the biennium to the extent that the commissioner spends the money on the state road construction project for which the money was
13.28 originally encumbered during the fiscal year
13.29 for which it was appropriated.

13.30 Subd. 8. Contingent Appropriations

13.31 The commissioner of transportation, with the
13.32 approval of the governor and the written
13.33 approval of at least five members of a group
13.34 consisting of the members of the Legislative
13.35 Advisory Commission under Minnesota
14.1 Statutes, section 3.30, and the ranking minority
14.2 members of the legislative committees with
14.3 jurisdiction over transportation finance, may
14.4 transfer all or part of the unappropriated
14.5 balance in the trunk highway fund to an
14.6 appropriation: (1) for trunk highway design,
14.7 construction, or inspection that takes
14.8 advantage of an unanticipated receipt of
14.9 income to the trunk highway fund or federal
14.10 advanced construction funding; (2) for
14.11 emergency trunk highway maintenance in
14.12 order to meet an emergency; or (3) to pay tort
14.13 or environmental claims. Nothing in this
14.14 subdivision authorizes the commissioner to
14.15 increase the use of federal advanced
14.16 construction funding beyond amounts
14.17 specifically authorized. Any transfer as a result
14.18 of the use of federal advanced construction
14.19 funding must include an analysis of the effects
14.20 on the long-term trunk highway fund balance.
14.21 The amount transferred is appropriated for the
14.22 purpose of the account to which it is
14.23 transferred.

14.24 Sec. 3. METROPOLITAN COUNCIL

14.25 Subdivision 1. Total Appropriation

$ 90,281,000 $ 90,000,000

14.26 Sec. 3. METROPOLITAN COUNCIL

$ 89,775,000 $ 89,775,000
The appropriations in this section are from the general fund to the Metropolitan Council. The amounts that may be spent for each purpose are specified in the following subdivisions.

Subd. 2. Transit System Operations

- **Transit System Operations**
- 22,336,000
- 7,213,000

(a) This appropriation is for transit system operations.

(b) $150,000 each year for fiscal years 2020 and 2021 are for grants to transportation management organizations that provide services exclusively or primarily in the city located along the marked Interstate Highway 494 corridor having the highest population as of the effective date of this section. The council must not retain any portion of this amount, and must make grant payments in full by July 31 each year. Permissible uses of funds under this paragraph include administrative expenses and programming and service expansion, including but not limited to staffing, communications, outreach and education program development, and operations management. This is a one-time appropriation.

(c) $30,000 each year for fiscal years 2020 and 2021 are for air quality analysis and bus deployment under Minnesota Statutes, section 473.391, subdivision 3, to provide for costs in coordination with the commissioner of the Pollution Control Agency.

(d) By July 31, 2019, the Metropolitan Council must pay $250,000 to the Calhoun Isles Condominium Association in Minneapolis for reimbursement of the association's engineering and legal costs. The Metropolitan Council must absorb the cost of the payment within existing project resources for the Southwest light rail transit project.
reimbursement of the association's engineering
and legal costs.

c) The base appropriation is $7,033,000 in
each of fiscal years 2022 and 2023.

Subd. 3. **Metro Mobility**

This appropriation is for the Metro Mobility
program.

Subd. 4. **Use of Reserves**

The council must expend funds in its budget
reserves for transportation so that by the end
of the council's 2021 fiscal year, the reserve
amount in each reserve category is no more
than ten percent above the minimum reserve
level established by the council. By February
1, 2022, the council must submit a notification
to the chairs, ranking minority members, and
staff of the legislative committees with
jurisdiction over transportation that identifies
the uses of expended reserves, the council's
reserve amounts by category, and the council's
established minimum reserves by category.

### Sec. 4. **DEPARTMENT OF PUBLIC SAFETY**

**Subdivision 1. Total Appropriation**

<table>
<thead>
<tr>
<th></th>
<th>2021</th>
<th>2020</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General</strong></td>
<td>14,554,000</td>
<td>14,511,000</td>
</tr>
<tr>
<td><strong>H.U.T.D.</strong></td>
<td>14,985,000</td>
<td>15,010,000</td>
</tr>
<tr>
<td><strong>Special Revenue</strong></td>
<td>64,237,000</td>
<td>64,723,000</td>
</tr>
</tbody>
</table>

**Appropriations by Fund**

<table>
<thead>
<tr>
<th></th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General</strong></td>
<td>641,000</td>
<td>15,593,000</td>
<td>15,404,000</td>
</tr>
<tr>
<td><strong>H.U.T.D.</strong></td>
<td>0</td>
<td>15,010,000</td>
<td>14,985,000</td>
</tr>
<tr>
<td><strong>Special Revenue</strong></td>
<td>0</td>
<td>64,237,000</td>
<td>64,723,000</td>
</tr>
</tbody>
</table>
The appropriations in this section are to the commissioner of public safety. The amounts that may be spent for each purpose are specified in the following subdivisions.

The appropriation in fiscal year 2019 is not shown in the total appropriation.

Subd. 2. Administration and Related Services

(a) Office of Communications  
Appropriations by Fund  
General  
Trunk Highway  
(b) Public Safety Support  
Appropriations by Fund  
(c) Public Safety Officer Survivor Benefits

The commissioner must not spend this appropriation on additional full- or part-time permanent or temporary employees for the Public Information Center in the Division of Driver and Vehicle Services.

The commissioner must spend appropriations from the trunk highway fund in subdivisions 2 and 3 of this section only for state patrol purposes.

The appropriation in this section are to the commissioner of public safety. The amounts that may be spent for each purpose are specified in the following subdivisions.
This appropriation is from the general fund for payment of public safety officer survivor benefits under Minnesota Statutes, section 299A.44. If the appropriation for either year is insufficient, the appropriation for the other year is available for it.

### (d) Public Safety Officer Reimbursements

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount (General)</th>
<th>Amount (General)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019</td>
<td>374,000</td>
<td>645,000</td>
</tr>
<tr>
<td>2020</td>
<td>100,000</td>
<td>100,000</td>
</tr>
<tr>
<td>2021</td>
<td>374,000</td>
<td>645,000</td>
</tr>
</tbody>
</table>

This appropriation is from the general fund to be deposited in the public safety officer's benefit account. This money is available for reimbursements under Minnesota Statutes, section 299A.465.

### (e) Soft Body Armor Reimbursements

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021</td>
<td>745,000</td>
</tr>
</tbody>
</table>

The appropriations in fiscal years 2020 and 2021 are for soft body armor reimbursements under Minnesota Statutes, section 299A.38.

### (f) Technology and Support Service

<table>
<thead>
<tr>
<th>Year</th>
<th>Amount (General)</th>
<th>Amount (General)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>7,331,000</td>
<td>6,995,000</td>
</tr>
</tbody>
</table>

The appropriations in fiscal years 2020 and 2021 are for soft body armor reimbursements under Minnesota Statutes, section 299A.38.
### Appropriations by Fund

<table>
<thead>
<tr>
<th>Fund</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>1,623,000</td>
<td>1,539,000</td>
</tr>
<tr>
<td>H.U.T.D.</td>
<td>153,000</td>
<td>109,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>5,555,000</td>
<td>5,347,000</td>
</tr>
<tr>
<td>General</td>
<td>1,365,000</td>
<td>1,365,000</td>
</tr>
<tr>
<td>H.U.T.D.</td>
<td>19,000</td>
<td>19,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>2,430,000</td>
<td>2,430,000</td>
</tr>
</tbody>
</table>

The base appropriation from the general fund is $1,365,000 in each of fiscal years 2022 and 2023. The base appropriation from the trunk highway fund is $4,915,000 in each of fiscal years 2022 and 2023. The base appropriation from the highway user tax distribution fund is $19,000 in each of fiscal years 2022 and 2023.

Subd. 3. State Patrol

(a) Patrolling Highways

<table>
<thead>
<tr>
<th>Appropriations by Fund</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>287,000</td>
<td>37,000</td>
</tr>
<tr>
<td>H.U.T.D.</td>
<td>92,000</td>
<td>92,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>99,879,000</td>
<td>103,630,000</td>
</tr>
<tr>
<td>General</td>
<td>37,000</td>
<td>37,000</td>
</tr>
<tr>
<td>H.U.T.D.</td>
<td>92,000</td>
<td>92,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>95,123,000</td>
<td>95,954,000</td>
</tr>
</tbody>
</table>

From this appropriation, State Patrol trainee salaries as provided under Minnesota Statutes, section 299D.03, subdivision 6, must be provided as follows: (1) for trainees in the Law Enforcement Training Opportunity program, 80 percent of the basic salary for patrol.
officers; and (2) for all other trainees, 100 percent of the basic salary.

To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the trunk highway fund for fiscal years 2022 and 2023 is $96,784,000.

(b)  **Commercial Vehicle Enforcement**  

<table>
<thead>
<tr>
<th>Year</th>
<th>House</th>
<th>Senate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>9,395,000</td>
<td>9,712,000</td>
</tr>
<tr>
<td>2023</td>
<td>9,488,000</td>
<td>9,993,000</td>
</tr>
</tbody>
</table>

To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the trunk highway fund for fiscal years 2022 and 2023 is $9,038,000.

(c)  **Capitol Security**  

<table>
<thead>
<tr>
<th>Year</th>
<th>House</th>
<th>Senate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>9,164,000</td>
<td>9,207,000</td>
</tr>
<tr>
<td>2023</td>
<td>8,664,000</td>
<td>8,707,000</td>
</tr>
</tbody>
</table>

This appropriation is from the general fund.

This appropriation is from the general fund.

The commissioner must not:

(1) spend any money from the trunk highway fund for capitol security; or

(2) permanently transfer any state trooper from the patrolling highways activity to capitol security.

The commissioner must not:

(1) spend any money from the trunk highway fund for capitol security; or

(2) permanently transfer any state trooper from the patrolling highways activity to capitol security.

The commissioner must not transfer any money appropriated to the commissioner under this section:

(1) to capitol security; or

(2) from capitol security.

(d)  **Vehicle Crimes Unit**  

<table>
<thead>
<tr>
<th>Year</th>
<th>House</th>
<th>Senate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>832,000</td>
<td>866,000</td>
</tr>
<tr>
<td>2023</td>
<td>793,000</td>
<td>802,000</td>
</tr>
</tbody>
</table>
This appropriation is from the highway user tax distribution fund. This appropriation is from the highway user tax distribution fund.

**16.12** This appropriation is to investigate:

**16.13** (1) registration tax and motor vehicle sales tax liabilities from individuals and businesses that currently do not pay all taxes owed; and

**16.14** (2) illegal or improper activity related to the sale, transfer, titling, and registration of motor vehicles.

To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.18** (2) illegal or improper activity related to the sale, transfer, titling, and registration of motor vehicles.

**16.19** (1) registration tax and motor vehicle sales tax liabilities from individuals and businesses that currently do not pay all taxes owed; and

**16.20** illegal or improper activity related to the sale, transfer, titling, and registration of motor vehicles.

**16.21** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.22** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.23** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.24** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.25** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.26** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.27** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.28** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.29** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.30** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.31** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.32** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.33** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.34** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.35** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.36** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.37** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.38** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.39** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.40** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.41** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.42** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.

**16.43** To account for base adjustments provided in Laws 2018, chapter 211, article 21, section 2, paragraph (a), the base appropriation from the highway user tax distribution fund for fiscal years 2022 and 2023 is $811,000.
### Appropriations by Fund

<table>
<thead>
<tr>
<th></th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>267,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Special Revenue</td>
<td>0</td>
<td>36,752,000</td>
<td>36,999,000</td>
</tr>
</tbody>
</table>

This appropriation is from the driver services operating account in the special revenue fund under Minnesota Statutes, section 299A.705, subdivision 2.

$267,000 in fiscal year 2019 is appropriated from the general fund for implementation costs related to the requirements under article 5. This is a onetime appropriation. This appropriation must not take effect if an appropriation for any identical or substantially similar purpose is enacted in the 2019 regular legislative session.

The base appropriation from the special revenue fund is $36,701,000 in each of fiscal years 2022 and 2023.

### Subd. 5 Traffic Safety

<table>
<thead>
<tr>
<th></th>
<th>964,000</th>
<th>964,000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appropriations by Fund</td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>470,000</td>
<td>470,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>494,000</td>
<td>494,000</td>
</tr>
</tbody>
</table>

The appropriation from the general fund in each year is for maintenance of the crash record system.

$156,000 in each year is to maintain the automated knowledge test system.
Subd. 6. Pipeline Safety

This appropriation is from the pipeline safety account in the special revenue fund.

Subd. 7. Bureau of Criminal Apprehension

This appropriation is from the general fund for costs related to emergency contacts under Minnesota Statutes, section 171.12, subdivision 5b.

EFFECTIVE DATE. Subdivision 2, paragraph (e), and subdivision 4, paragraph (b), are effective the day following final enactment.

Sec. 5. MINNESOTA MANAGEMENT AND BUDGET

Subdivisions 1. Total Appropriation

<table>
<thead>
<tr>
<th></th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Appropriations by Fund</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>10,000,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>0</td>
<td>50,000</td>
<td>0</td>
</tr>
</tbody>
</table>

The appropriations in this section are to the commissioner of management and budget. The amounts that may be spent for each purpose are specified in the following subdivisions.

The appropriations in fiscal year 2019 are not shown in the total appropriations.
similar purpose is enacted in the 2019 regular legislative session.

Subd. 3. State Patrol Salary Study

This appropriation is for a salary study regarding Minnesota State Patrol officers.

compensation. The study must consider law enforcement entities of similar size and scope within Minnesota as well as law enforcement entities with similar duties and size to the Minnesota State Patrol in other states with comparable populations and budgets to those of Minnesota. In addition to wages and salaries, the study must consider the comparable value of other benefits. By February 1, 2020, the commissioner must provide a written report on the results of the study, and the underlying methodology, to the commissioner of public safety and to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation.

EFFECTIVE DATE. Subdivision 2 is effective the day following final enactment.
Sec. 6. DEPUTY REGISTRAR REIMBURSEMENTS.

Subdivision 1. Grantmaking. (a) From appropriations specifically for purposes of this section, the commissioner of management and budget must provide reimbursement grants to deputy registrars in the manner specified in this section. The commissioner must make the grants available by July 31, 2019.

(b) The commissioner must use existing resources to administer the reimbursements.

Subd. 2. Eligibility. A deputy registrar office operated by the state is not eligible to receive funds under this section.

Subd. 3. Aid distribution. (a) The reimbursement grant to each deputy registrar, as identified by the Driver and Vehicle Services designated office location number, is calculated as follows:

(1) ten percent of available funds allocated equally among all deputy registrars;

(2) 45 percent of available funds allocated proportionally based on (i) the number of transactions where a filing fee under Minnesota Statutes, section 168.33, subdivision 7, is retained by each deputy registrar from August 1, 2017, through December 31, 2018, compared to (ii) the total number of transactions where a filing fee is retained by all deputy registrars during that time period; and

(3) 45 percent of available funds allocated proportionally based on (i) the number of transactions where a filing fee is retained by each deputy registrar from July 1, 2014, through June 30, 2017, compared to (ii) the total number of transactions where a filing fee is retained by all deputy registrars during that time period.

(b) For a deputy registrar appointed after July 1, 2014, the commissioner of management and budget must identify whether a corresponding discontinued deputy registrar appointment exists. If a corresponding discontinued deputy registrar is identified, the commissioner must include the transactions of the discontinued deputy registrar in the calculations under paragraph (a) for the deputy registrar appointed after July 1, 2014.

(c) For a deputy registrar appointed after July 1, 2014, to which paragraph (b) does not apply, the commissioner of management and budget must calculate the deputy registrar's proportional share under paragraph (a), clause (3), based on the average number of transactions where a filing fee is retained among the deputy registrars, as calculated excluding any deputy registrars for which this paragraph applies.

(d) In the calculations under paragraph (a), the commissioner of management and budget must exclude transactions for (1) a deputy registrar office operated by the state, and (2) a discontinued deputy registrar for which paragraph (b) does not apply.

Subd. 4. Documentation. One or more associations representing deputy registrars must submit documentation to the commissioner of management and budget that provides credible evidence of total increased costs and foregone revenue, calculated across all deputy registrars.
The commissioner of management and budget must not release grants under this section until the evidence required under this subdivision is submitted.

Subd. 5. Conditions. (a) A deputy registrar who receives a grant under this section must:
   (1) remain operating as a deputy registrar for a period of at least 12 months following the date of receipt of the funds; or
   (2) pay to the commissioner of management and budget an amount equal to the amount of the grant.

(b) The commissioner must deposit any money received under this subdivision in the general fund.

Subd. 6. Settlement and release from liability. (a) The creation or payment of reimbursement grants under this section is not: (1) an admission of liability by the state or its employees for any act or omission arising from the development and deployment of the Minnesota Licensing and Registration System (MNLARS); and (2) admissible in a judicial or administrative proceeding to establish liability or a legal duty.

(b) A deputy registrar who accepts a grant under this section must agree in writing and in a form developed by the commissioner to release the state and its employees from liability arising from the development and deployment of MNLARS.

Subd. 7. Use of funds. (a) For any expenditure due to a civil action against the commissioner of public safety related to the requirements under subdivision 5 or 6, the commissioner:
   (1) must solely use appropriations for the commissioner's office, or for a budget activity or program that includes the commissioner's office; and
   (2) is prohibited from using appropriations from the trunk highway fund.

(b) This subdivision applies but is not limited to transfers to the attorney general or to other state agencies, and to expenditures for contracts.

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

Sec. 5. APPROPRIATION CANCELLATION.

$160,000 of the appropriation for port development assistance under Laws 2017, First Special Session chapter 3, article 1, section 2, subdivision 2, paragraph (e), is canceled to the general fund on June 30, 2019.

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

Sec. 7. OFFICE OF THE LEGISLATIVE AUDITOR; APPROPRIATION.

$160,000 of the appropriation for port development assistance under Laws 2017, First Special Session chapter 3, article 1, section 2, subdivision 2, paragraph (e), is canceled to the general fund on June 30, 2019.

EFFECTIVE DATE. This section is effective the day following final enactment.
$400,000 in the first year is appropriated from the general fund to the legislative auditor
to carry out the audits under Minnesota Statutes, section 3.972, subdivisions 2c and 2d. This
is a one-time appropriation and is available in the second year.

Sec. 9. APPROPRIATIONS BUDGET.
(a) In the budget submission to the legislature under Minnesota Statutes, section 16A.11,
for fiscal years 2022 and 2023, the commissioner of transportation, and the commissioner
of public safety with respect to the transportation portion of the public safety budget, must
present budget narratives and proposed appropriations for each appropriation established
in sections 2 and 4.
(b) In the budget submission to the legislature under Minnesota Statutes, section 16A.11,
for fiscal years 2022 and 2023, the metropolitan council must present budget narratives and
the proposed appropriations, if any, for each of the following categories: metro mobility,
contracted bus service, regular route bus service, light rail transit, commuter rail,
transportation planning, and allocation to the regional administration.

ARTICLE 2
TRANSPORTATION BONDS
Section 1. BOND APPROPRIATIONS.
The sums shown in the column under "Appropriations" are appropriated from the bond
proceeds account in the trunk highway fund to the state agencies or officials indicated, to
be spent for public purposes. Appropriations of bond proceeds must be spent as authorized
by the Minnesota Constitution, articles XI and XIV. Unless otherwise specified, money
appropriated in this article for a capital program or project may be used to pay state agency
staff costs that are attributed directly to the capital program or project in accordance with
accounting policies adopted by the commissioner of management and budget.

SUMMARY

| Department of Transportation | $ 2,000,000,000 |
| Department of Management and Budget | 2,000,000 |
| **TOTAL** | **$ 2,002,000,000** |

Sec. 2. DEPARTMENT OF TRANSPORTATION
Subdivision 1. State Road Construction

(a) This appropriation is to the commissioner of transportation for construction, reconstruction, and improvement of trunk highways, including design-build contracts and use of consultants to support these activities.

(b) This appropriation is available in the amounts of:

1. $200,000,000 in each fiscal year for fiscal years 2022 to 2028; and
2. $300,000,000 in fiscal year 2029.

(c) The commissioner may use up to 17 percent of the amount each year for program delivery.

Subd. 2. Corridors of Commerce

(a) This appropriation is to the commissioner of transportation for the corridors of commerce program under Minnesota Statutes, section 161.088.

(b) This appropriation is available in amounts of $100,000,000 in each fiscal year for fiscal years 2022 to 2024.

(c) The commissioner may use up to 17 percent of the amount each year for program delivery.

Subd. 3. Cancellations

The appropriations in this section cancel as specified under Minnesota Statutes, section 16A.042, except that the commissioner of management and budget must count the start of authorization for issuance of state bonds as the first day of the fiscal year during which the bonds are available to be issued as

$ 1,700,000,000

$ 300,000,000
specified under subdivision 1 or 2, and not as
the date of enactment of this section.

Sec. 3. BOND SALE EXPENSES $2,000,000

(a) This appropriation is to the commissioner
of management and budget for bond sale
expenses under Minnesota Statutes, sections
16A.641, subdivision 8, and 167.50, subdivision 4.
(b) This appropriation is available in the
amounts of:
(1) $300,000 in each fiscal year for fiscal years
2022 to 2024;
(2) $200,000 in each fiscal year for fiscal years
2025 to 2028; and
(3) $300,000 in fiscal year 2029.

Sec. 4. BOND SALE AUTHORIZATION.

To provide the money appropriated in this article from the bond proceeds account in the
trunk highway fund, the commissioner of management and budget shall sell and issue bonds
of the state in an amount up to $2,002,000,000 in the manner, upon the terms, and with the
effect prescribed by Minnesota Statutes, sections 167.50 to 167.52, and by the Minnesota
Constitution, article XIV, section 11, at the times and in the amounts requested by the
commissioner of transportation. The proceeds of the bonds, except accrued interest and any
premium received from the sale of the bonds, must be deposited in the bond proceeds account
in the trunk highway fund.

ARTICLE 3

TRANSPORTATION-RELATED TAXES AND FEES

Subd. 1a. Passenger automobile; hearse. (a) On passenger automobiles as defined in
section 168.002, subdivision 24, and hearses, except as otherwise provided, the tax is
$20, plus (2) an additional tax amount equal to 1.5 percent of the base value.
(b) Subject to the classification provisions herein, “base value” means the manufacturer's
suggested retail price of the vehicle including destination charge, as published by the manufacturer or
determined by the registrar if no suggested retail price

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REVISOR FULL-TEXT SIDE-BY-SIDE
exists, and shall not include the cost of each accessory or item of optional equipment separately added to the vehicle and the suggested retail price.

(c) If the manufacturer's list price information contains a single vehicle identification number followed by various descriptions and suggested retail prices, the registrar shall select from those listings only the lowest price for determining base value.

(d) If unable to determine the base value because the vehicle is specially constructed, or for any other reason, the registrar may establish such value upon the cost price to the purchaser or owner as evidenced by a certificate of cost but not including Minnesota sales or use tax or any local sales or other local tax.

(e) The registrar shall classify every vehicle in its proper base value class as follows:

<table>
<thead>
<tr>
<th>FROM</th>
<th>TO</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0</td>
<td>$199.99</td>
</tr>
<tr>
<td>$200</td>
<td>$399.99</td>
</tr>
</tbody>
</table>

(f) The base value for purposes of this section shall be the middle point between the extremes of its class.

(g) The registrar shall establish the base value, when new, of every passenger automobile and hearse registered prior to the effective date of Extra Session Laws 1971, chapter 31, using list price information published by the manufacturer or any nationally recognized firm or association compiling such data for the automotive industry. If unable to ascertain the base value of any registered vehicle in the foregoing manner, the registrar may use any other available source or method. The registrar shall calculate tax using base value information available to dealers and deputy registrars at the time the application for registration is submitted. The tax on all previously registered vehicles shall be computed upon the base value thus determined taking into account the depreciation provisions of paragraph (h).

(h) The annual additional amount must be computed upon a percentage of the base value as follows:

1. during the first year of vehicle life, upon 100 percent of the base value;
2. for the second year, 96 percent of such value;
3. for the third year, 92 percent of such value;
4. for the fourth year, 85 percent of such value;
5. for the fifth year, 80 percent of such value;
for the sixth year, 75 percent of such value;

(7) for the seventh year, 65 percent of such value;

(8) for the eighth year, 55 percent of such value;

(9) for the ninth year, 40 percent of such value;

(10) for the tenth year, 25 percent of such value; and

(11) for the 11th and each succeeding year, the sum of $25.

(i) In no event shall the annual additional tax be less than $25.

(j) For any vehicle previously registered in Minnesota and regardless of prior ownership, the total amount due under this subdivision and subdivision 1m must not exceed the smallest amount previously paid or due on the vehicle. Nothing in this paragraph prevents collection of a tax or fee that the commissioner determines is due for a current or prior registration period.

EFFECTIVE DATE. This section is effective the day following final enactment and applies to taxes payable for a registration period starting on or after January 1, 2020.

Sec. 2. Minnesota Statutes 2018, section 168.013, subdivision 1m, is amended to read:

Subd. 1m. Electric vehicle. In addition to the tax under subdivision 1a, a surcharge of $75 is imposed for an all-electric vehicle, as defined in section 169.011, subdivision 1a. Notwithstanding subdivision 8, revenue from the fee imposed under this subdivision must be deposited as follows: (1) 50 percent in the highway user tax distribution fund, and (2) 50 percent in the electric vehicle infrastructure account in the special revenue fund.

Sec. 3. Minnesota Statutes 2018, section 168.013, subdivision 21, is amended to read:

Subd. 21. Technology surcharge. For every vehicle registration renewal required under this chapter, the commissioner shall collect a surcharge of: (1) $1.75 until June 30, 2012; and (2) $1 from July 1, 2012, to June 30, 2016. $4.75 from July 1, 2019, until June 30, 2021, and $2 from July 1, 2021, and after. Surcharges collected under this subdivision must be credited to the driver and vehicle services technology account in the special revenue fund under section 299A.705.

Sec. 4. Minnesota Statutes 2018, section 168.33, subdivision 7, is amended to read:
Subd. 7. Filing fees; allocations. (a) In addition to all other statutory fees and taxes, a filing fee of:

(1) $8.50 is imposed on every vehicle registration renewal, excluding pro rate transactions; and

(2) $13.50 is imposed on every other type of vehicle transaction, including motor carrier fuel licenses under sections 168D.05 and 168D.06, and pro rate transactions.

(b) Notwithstanding paragraph (a):

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

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

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

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

(e) The fees collected under this subdivision by the department must be allocated as follows:

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

(i) $4.50 must be deposited in the vehicle services operating account; and

(ii) $1.50 must be deposited:

(A) in the driver and vehicle services technology account until sufficient funds have been deposited in that account to cover all costs of administration, development, and initial full deployment of the driver and vehicle services information system; and

(B) after completion of the deposit of funds under subitem (A) in the vehicle services operating account; and

(ii) $3.50 must be deposited in the general fund;

(iii) $8.50 must be deposited in the vehicle services operating account; and

(iii) $1.50 must be deposited:
(A) in the driver and vehicle services technology account until sufficient funds have
been deposited in that account to cover all costs of administration, development, and initial
full deployment of the driver and vehicle services information system; and
(B) after completion of the deposit of funds under subitem (A) in the vehicle services
operating account.

**EFFECTIVE DATE.** This section is effective January 1, 2020.

Sec. 5. Minnesota Statutes 2018, section 168A.29, subdivision 1, is amended to read:

Subdivision 1. **Amounts.** The department must be paid the following fees:

(1) for filing an application for and the issuance of an original certificate of title, the
sum of:

(i) until December 31, 2016, $6.25 of which $3.25 must be paid into the vehicle services
operating account of the special revenue fund under section 299A.705, and from July 1,
2012, to June 30, 2016, a surcharge of $1 must be added to the fee and credited to the driver
and vehicle services technology account; and
(ii) on and after January 1, 2017, $8.25, of which $4.15 must be paid into the vehicle
services operating account;

(ii) a surcharge of $4.75 from July 1, 2019, until June 30, 2021, and $2 from July 1,
2021, and after, which must be deposited in the driver and vehicle services technology
account; and

(iii) $3.50, which must be deposited in the public safety motor vehicle account under
section 299A.70;

(2) for each security interest when first noted upon a certificate of title, including the
concurrent notation of any assignment thereof and its subsequent release or satisfaction, the
sum of $2, except that no fee is due for a security interest filed by a public authority under
section 168A.05, subdivision 8;

(3) until December 31, 2016, for the transfer of the interest of an owner and the issuance
of a new certificate of title, the sum of $5.50 of which $2.50 must be paid into the vehicle
services operating account of the special revenue fund under section 299A.705, and from
July 1, 2012, to June 30, 2016, a surcharge of $1 must be added to the fee and credited to
the driver and vehicle services technology account;

(4) (3) for each assignment of a security interest when first noted on a certificate of title,
unless noted concurrently with the security interest, the sum of $1; and

(5) (4) for issuing a duplicate certificate of title, the sum of:
(i) $7.25, of which $3.25 must be paid into the vehicle services operating account of the special revenue fund under section 299A.705; from July 1, 2012, to June 30, 2016; and
(ii) a surcharge of $4.75 from July 1, 2019, until June 30, 2021, and $2 from July 1, 2021, and after, which must be added to the fee and credited to the driver and vehicle services technology account.

(b) In addition to the fee required under paragraph (a), clause (1), the department must be paid $3.50. The additional $3.50 fee collected under this paragraph must be deposited in the special revenue fund and credited to the public safety motor vehicle account established in section 299A.70.

Sec. 6. Minnesota Statutes 2018, section 171.06, subdivision 2, is amended to read:

Subd. 2. Fees. (a) The fees for a license and Minnesota identification card are as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Fee 1</th>
<th>Fee 2</th>
<th>Fee 3</th>
<th>Fee 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>REAL ID Compliant or Noncompliant</td>
<td>$16.25</td>
<td>$20.75</td>
<td>$28.25</td>
<td>$32.75</td>
</tr>
<tr>
<td>Driver's License</td>
<td>$21.75</td>
<td>$25.75</td>
<td>$32.75</td>
<td>$36.75</td>
</tr>
<tr>
<td>REAL ID Compliant or Noncompliant</td>
<td>$17.25</td>
<td>$21.75</td>
<td>$28.25</td>
<td>$32.75</td>
</tr>
<tr>
<td>Under-21 D.L.</td>
<td>$21.75</td>
<td>$25.75</td>
<td>$32.75</td>
<td>$36.75</td>
</tr>
<tr>
<td>Enhanced Driver's License</td>
<td>$36.75</td>
<td>$40.75</td>
<td>$47.75</td>
<td>$55.75</td>
</tr>
<tr>
<td>REAL ID Compliant or Noncompliant</td>
<td>$23.25</td>
<td>$27.75</td>
<td>$34.25</td>
<td>$38.75</td>
</tr>
<tr>
<td>Enhanced Instruction Permit</td>
<td>$2.50</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial Learner's Permit</td>
<td>$20.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REAL ID Compliant or Noncompliant</td>
<td>$2.50</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Noncompliant Provisional License</td>
<td>$8.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enhanced Provisional License</td>
<td>$23.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Duplicate REAL ID Compliant or Noncompliant License</td>
<td>$6.75</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
In addition to each fee required in this paragraph, the commissioner shall collect a surcharge of: (1) $1.75 until June 30, 2012; and (2) $1.00 from July 1, 2012, to June 30, 2016 $4.75 from July 1, 2019, until June 30, 2021, and $2 from July 1, 2021, and after. Surcharges collected under this paragraph must be credited to the driver and vehicle services technology account in the special revenue fund under section 299A.705.

(b) Notwithstanding paragraph (a), an individual who holds a provisional license and has a driving record free of (1) convictions for a violation of section 169A.20, 169A.33, 169A.35, sections 169A.50 to 169A.53, or section 171.177, (2) convictions for crash-related moving violations, and (3) convictions for moving violations that are not crash related, shall have a $3.50 credit toward the fee for any classified under-21 driver's license. "Moving violation" has the meaning given it in section 171.04, subdivision 1.

(c) In addition to the driver's license fee required under paragraph (a), the commissioner shall collect an additional $4 processing fee from each new applicant or individual renewing a license with a school bus endorsement to cover the costs for processing an applicant's initial and biennial physical examination certificate. The department shall not charge these applicants any other fee to receive or renew the endorsement.

(d) In addition to the fee required under paragraph (a), a driver's license agent may charge and retain a filing fee as provided under section 171.061, subdivision 4.
(e) In addition to the fee required under paragraph (a), the commissioner shall charge a filing fee at the same amount as a driver's license agent under section 171.061, subdivision 4. Revenue collected under this paragraph must be deposited in the driver services operating account.

(f) An application for a Minnesota identification card, instruction permit, provisional license, or driver's license, including an application for renewal, must contain a provision that allows the applicant to add to the fee under paragraph (a), a $2 donation for the purposes of public information and education on anatomical gifts under section 171.075.

Sec. 7. Minnesota Statutes 2018, section 171.061, subdivision 4, is amended to read:

Subd. 4. Fee; equipment. (a) The agent may charge and retain a filing fee of $12 for each application. Except as provided in paragraph (c), the fee shall cover all expenses involved in receiving, accepting, or forwarding to the department the applications and fees required under sections 171.02, subdivision 3; 171.06, subdivisions 2 and 2a; and 171.07, subdivisions 3 and 3a.

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

(c) The department shall maintain the photo identification equipment for all agents appointed as of January 1, 2000. Upon the retirement, resignation, death, or discontinuance of an existing agent, and if a new agent is appointed in an existing office pursuant to Minnesota Rules, chapter 7404, and notwithstanding the above or Minnesota Rules, part 7404.0400, the department shall provide and maintain photo identification equipment without additional cost to a newly appointed agent in that office if the office was provided the equipment by the department before January 1, 2000. All photo identification equipment must be compatible with standards established by the department.

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

(e) Before the end of the first working day following the final day of the reporting period established by the department, the agent must forward to the department all applications and fees collected during the reporting period except as provided in paragraph (d).
EFFECTIVE DATE. This section is effective January 1, 2020.

Sec. 8. Minnesota Statutes 2018, section 296A.07, subdivision 3, is amended to read:

Subd. 3. Rate of tax. (a) After September 30, 2019, but before January 1, 2020, and on all gasoline in distributor storage at 12:01 a.m. on October 1, 2019, the gasoline excise tax is imposed at the following rates:

1. E85 is taxed at the rate of 17.30 cents per gallon;
2. M85 is taxed at the rate of 17.10 cents per gallon; and
3. all other gasoline is taxed at the rate of 20 cents per gallon.

(b) After December 31, 2019, but before January 1, 2021, and on all gasoline in distributor storage at 12:01 a.m. on January 1, 2020, the gasoline excise tax is imposed at the following rates:

1. E85 is taxed at the rate of 24.95 cents per gallon;
2. M85 is taxed at the rate of 19.95 cents per gallon; and
3. all other gasoline is taxed at the rate of 35 cents per gallon.

(c) After December 31, 2020, but before January 1, 2022, and on all gasoline in distributor storage at 12:01 a.m. on January 1, 2021, the gasoline excise tax is imposed at the following rates:

1. E85 is taxed at the rate of 28.40 cents per gallon;
2. M85 is taxed at the rate of 22.80 cents per gallon; and
3. all other gasoline is taxed at the rate of 40 cents per gallon.

(d) After December 31, 2021, and on all gasoline in distributor storage at 12:01 a.m. on January 1, 2022, the gasoline excise tax is imposed at the following rates:

1. E85 is taxed at the rate of 31.95 cents per gallon;
2. M85 is taxed at the rate of 25.65 cents per gallon; and
3. all other gasoline is taxed at the rate of 45 cents per gallon.

(e) On or before April 1, 2023, and on or before April 1 in each subsequent year, the commissioner must determine the tax rate applicable to the sale of E85, M85, and all other gasoline subject to tax under this section for the upcoming 12-month period, beginning October 1, by adding to the current fiscal year tax rate the percentage increase, if any, in the National Highway Construction Cost Index for the previous calendar year. The tax rate must be rounded to the nearest tenth of a cent. The tax rate for E85 must not be lower than
35.1 31.95 cents per gallon. The tax rate for M85 must not be lower than 25.65 cents per gallon.

35.2 The tax rate for all other gasoline must not be lower than 45 cents per gallon.

35.3 (f) For purposes of this subdivision, the National Highway Construction Cost Index is determined by the United States Department of Transportation.

35.4 (g) For purposes of this subdivision, "gasoline in distributor storage" means gasoline owned or possessed by a distributor and held in storage, including being held in bulk storage, a tank wagon, or a compartment of a delivery truck.

35.5 EFFECTIVE DATE. This section is effective for tax imposed after September 30, 2019.

75.3 Sec. 92. [296A.075] TAX ON USE OF ELECTRIC VEHICLE CHARGING STATION.

75.4 Subd. 1. Definitions. For the purposes of this section, "electric vehicle charging station" or "charging station" means any facility or equipment that is used to charge a battery or other energy storage device of an electric vehicle at any location where a vehicle may park at any public or private location, except parking spaces for single-family or multifamily dwellings.

75.5 Subd. 2. Tax on kilowatt hours; electric vehicle charging stations. (a) Beginning January 1, 2020, a tax of five cents is imposed on each kilowatt hour of electricity delivered or placed into the battery or other energy source of an electric vehicle at an electric vehicle charging station. The tax must be collected at the time the charging station is used for each electric vehicle that uses the charging station.

75.6 (b) The owner of the charging station must remit the tax required under this subdivision to the commissioner of revenue in the same manner as required under sections 289A.18 and 289A.20. The commissioner of revenue must deposit the proceeds of the tax collected under this paragraph into the highway user tax distribution fund.

75.7 Subd. 3. Annual fee for charging stations. Notwithstanding subdivision 2, the owner of a charging station installed prior to January 1, 2020, must pay an annual fee of $200 per charging station for each charging station that does not have the functional capability to collect the tax required by subdivision 2. The fee must be paid in a form and manner prescribed by the commissioner of revenue by December 31 of each year. The commissioner of revenue may also prescribe a method for filing returns of the fees due under this subdivision. The commissioner of revenue must deposit the funds collected under this paragraph into the highway user tax distribution fund.

75.8 Subd. 4. Failure to comply; interest and penalties. The interest provisions under section 289A.55 and the penalty provisions under sections 289A.60 and 289A.63 apply to the tax and fee due under this section.
Sec. 9. Minnesota Statutes 2018, section 296A.08, subdivision 2, is amended to read:

Subd. 2. Rate of tax. (a) On special fuel subject to tax under this section after September 30, 2019, but before January 1, 2020, and on special fuel in distributor storage at 12:01 a.m. on October 1, 2019, the special fuel excise tax is imposed at the following rates:

(a) (1) liquefied petroleum gas or propane is taxed at the rate of 18.75 cents per gallon;
(b) (2) liquefied natural gas is taxed at the rate of 15 cents per gallon;
(c) (3) compressed natural gas is taxed at the rate of $1.974 per thousand cubic feet; or 25 cents per gasoline equivalent. For purposes of this paragraph, “gasoline equivalent,” as defined by the National Conference on Weights and Measures, is 5.66 pounds of natural gas or 126.67 cubic feet; and
(d) (4) all other special fuel is taxed at the same rate as the gasoline excise tax as specified in section 296A.07, subdivision 2.

(b) The tax under this subdivision is payable in the form and manner prescribed by the commissioner.

(c) On special fuel subject to tax under this section after December 31, 2019, but before January 1, 2021, and on all special fuel in distributor storage at 12:01 a.m. on January 1, 2020, the special fuel excise tax is imposed at the following rates:

(1) liquefied petroleum gas or propane is taxed at the rate of 26.25 cents per gallon;
(2) liquefied natural gas is taxed at the rate of 21 cents per gallon;
(3) compressed natural gas is taxed at the rate of $2.763 per thousand cubic feet; or 35 cents per gasoline equivalent; and
(d) all other special fuel is taxed at the same rate as the gasoline excise tax as specified in section 296A.07, subdivision 2.

(d) On special fuel subject to tax under this section after December 31, 2020, but before January 1, 2022, and on all special fuel in distributor storage at 12:01 a.m. on January 1, 2021, the special fuel excise tax is imposed at the following rates:

(1) liquefied petroleum gas or propane is taxed at the rate of 30 cents per gallon;
(2) liquefied natural gas is taxed at the rate of 24 cents per gallon;
(3) compressed natural gas is taxed at the rate of $3.157 per thousand cubic feet; or 40 cents per gasoline equivalent; and
(d) all other special fuel is taxed at the same rate as the gasoline excise tax as specified in section 296A.07, subdivision 2.
(e) On special fuel subject to tax under this section after December 31, 2021, and on all
special fuel in distributor storage at 12:01 a.m. on January 1, 2022, the special fuel excise
tax is imposed at the following rates:

1. liquefied petroleum gas or propane is taxed at the rate of 33.75 cents per gallon;
2. liquefied natural gas is taxed at the rate of 27 cents per gallon;
3. compressed natural gas is taxed at the rate of $3.552 per thousand cubic feet; or 45
cents per gasoline equivalent; and
4. all other special fuel is taxed at the same rate as the gasoline excise tax as specified
in section 296A.07, subdivision 2.

(f) On or before April 1, 2023, and on or before April 1 in each subsequent year, the
commissioner shall determine the tax rate applicable to the sale of special fuels subject to
tax under this section for the upcoming 12-month period, beginning October 1, by adding
to the current tax rate the percentage increase, if any, calculated under section 296A.07,
subdivision 3, paragraph (e). The tax rate must be rounded to the nearest tenth of a cent.
The tax rate for liquefied petroleum gas or propane must not be lower than 33.75 cents per
gallon. The tax rate for liquefied natural gas must not be lower than 27 cents per gallon.
The tax rate for compressed natural gas must not be lower than $3.552 per thousand cubic
feet or 45 cents per gasoline equivalent. The tax rate for all other special fuel must not be
lower than 45 cents per gallon.

(g) For purposes of this subdivision, "special fuel in distributor storage" means special
fuel owned and possessed by a distributor and held in storage, including being held in bulk
storage, a tank wagon, or a compartment of a delivery truck.

(h) For purposes of this subdivision, "gasoline equivalent," as defined by the National
Conference on Weights and Measures, is 5.66 pounds of natural gas or 126.67 cubic feet.

EFFECTIVE DATE. This section is effective for tax imposed after September 30, 2019.
(1) 75 percent to the county state-aid highway fund;
(2) 10 percent to the greater Minnesota transit account; and
(3) 15 percent to the Minnesota state transportation fund and small cities assistance account under section 162.145, subdivision 2.
(4) 11 percent to the highway user tax distribution fund.
(c) Notwithstanding any other law to the contrary, the commissioner of transportation must allocate the funds transferred under paragraph (b), clause (1), to the counties in the metropolitan area, as defined in section 473.121, subdivision 4, excluding the counties of Hennepin and Ramsey, so that each county receives the percentage that its population, as defined in section 477A.011, subdivision 3, estimated or established by July 15 of the year prior to the current calendar year, bears to the total population of the counties receiving funds under this paragraph. For the purposes of the calculation in this paragraph, the population of Hennepin County must be multiplied by 0.2 and the population of Ramsey County must be multiplied by 0.35.
(d) The amount transferred under paragraph (b), clause (3), must be used for the local bridge program under section 174.50, subdivisions 6 to 7.
(e) The revenues under this subdivision do not include the revenues, including interest and penalties and minus refunds, generated by the sales tax imposed under section 297A.62, subdivision 1a, which must be deposited as provided under the Minnesota Constitution, article XI, section 15.

EFFECTIVE DATE.
This section is effective the day following final enactment, beginning with the estimate that must be completed on or before June 30, 2020, for a transfer that occurs by July 15, 2020.
The guaranty account must be reduced by any refunds and by the costs incurred by the Department of Revenue to administer and enforce the assessment and collection of the taxes.

(c) The commissioner shall deposit the revenues, including interest and penalties, derived from the taxes imposed on sales and purchases included in section 297A.61, subdivision 3, paragraph (g), clauses (1) and (4), in the state treasury, and credit them as follows:

(1) first to the general obligation special tax bond debt service account in each fiscal year the amount required by section 16A.661, subdivision 3, paragraph (b); and

(2) after the requirements of clause (1) have been met, the balance to the general fund.

(d) Beginning with sales taxes remitted after July 1, 2017, the commissioner shall deposit in the state treasury the revenues collected under section 297A.64, subdivision 1, including interest and penalties and minus refunds, and credit them to the highway user tax distribution fund.

(e) The commissioner shall deposit the revenues, including interest and penalties, collected under section 297A.64, subdivision 5, in the state treasury and credit them to the general fund. By July 15 of each year the commissioner shall transfer to the highway user tax distribution fund an amount equal to the excess fees collected under section 297A.64, subdivision 5, for the previous calendar year.

(f) Beginning with sales taxes remitted after July 1, 2017, in conjunction with the deposit of revenues under paragraph (d), the commissioner shall deposit into the state treasury and credit to the highway user tax distribution fund an amount equal to the estimated revenues derived from the tax rate imposed under section 297A.62, subdivision 1, on the lease or rental for not more than 28 days of rental motor vehicles subject to section 297A.64. The commissioner shall estimate the amount of sales tax revenue deposited under this paragraph based on the amount of revenue deposited under paragraph (d).

(g) Starting after July 1, 2017, the commissioner shall deposit an amount of the remittances monthly into the state treasury and credit them to the highway user tax distribution fund as a portion of the estimated amount of taxes collected from the sale and purchase of motor vehicle repair parts in that month. For the remittances between July 1, 2017, and June 30, 2019, the monthly deposit amount is $2,628,000. For remittances in each subsequent fiscal year, the monthly deposit amount is $12,137,000. For purposes of this paragraph, “motor vehicle” has the meaning given in section 297B.01, subdivision 11, and “motor vehicle repair and replacement parts” includes (i) all parts, tires, accessories, and equipment incorporated into or affixed to the motor vehicle as part of the motor vehicle maintenance and repair, and (ii) paint, oil, and other fluids that remain on or in the motor vehicle as part of the motor vehicle maintenance or repair. For purposes of this paragraph, “tire” means any tire of the type used on highway vehicles, if wholly or partially made of rubber and if marked according to federal regulations for highway use.
39.30 (h) 72.43 percent of the revenues, including interest and penalties, transmitted to the
commissioner under section 297A.65, must be deposited by the commissioner in the state
39.31 treasury as follows:
39.32 (1) 50 percent of the receipts must be deposited in the heritage enhancement account in
39.33 the game and fish fund, and may be spent only on activities that improve, enhance, or protect
39.34 fish and wildlife resources, including conservation, restoration, and enhancement of land,
39.35 water, and other natural resources of the state;
39.36 (2) 22.5 percent of the receipts must be deposited in the natural resources fund, and may
39.37 be spent only for state parks and trails;
39.38 (3) 22.5 percent of the receipts must be deposited in the natural resources fund, and may
39.39 be spent only on metropolitan park and trail grants;
39.40 (4) three percent of the receipts must be deposited in the natural resources fund, and
39.41 may be spent only on local trail grants; and
39.42 (5) two percent of the receipts must be deposited in the natural resources fund, and may
39.43 be spent only for the Minnesota Zoological Garden, the Como Park Zoo and Conservatory,
39.44 and the Duluth Zoo.

39.45 (i) The revenue dedicated under paragraph (h) may not be used as a substitute for
39.46 traditional sources of funding for the purposes specified, but the dedicated revenue shall
39.47 supplement traditional sources of funding for those purposes. Land acquired with money
39.48 deposited in the game and fish fund under paragraph (h) must be open to public hunting
39.49 and fishing during the open season, except that in aquatic management areas or on lands
39.50 where angling easements have been acquired, fishing may be prohibited during certain times
39.51 of the year and hunting may be prohibited. At least 87 percent of the money deposited in
39.52 the game and fish fund for improvement, enhancement, or protection of fish and wildlife
39.53 resources under paragraph (h) must be allocated for field operations.

39.54 (j) The commissioner must deposit the revenues, including interest and penalties
39.55 minus any refunds, derived from the sale of items regulated under section 624.20, subdivision
39.56 1, that may be sold to persons 18 years old or older and that are not prohibited from use by
39.57 the general public under section 624.21, in the state treasury and credit:
39.58 (1) 25 percent to the volunteer fire assistance grant account established under section
39.59 88.068;
39.60 (2) 25 percent to the fire safety account established under section 297I.06, subdivision
39.61 3; and
39.62 (3) the remainder to the general fund.

39.63 For purposes of this paragraph, the percentage of total sales and use tax revenue derived
39.64 from the sale of items regulated under section 624.20, subdivision 1, that are allowed to be
39.65 sold to persons 18 years old or older and are not prohibited from use by the general public
under section 624.21, is a set percentage of the total sales and use tax revenues collected in
the state, with the percentage determined under Laws 2017, First Special Session chapter
1, article 3, section 39.

(h) The revenues deposited under paragraphs (a) to (j) this section do not include the
revenues, including interest and penalties, generated by the sales tax imposed under section
297A.62, subdivision 1a, which must be deposited as provided under the Minnesota
Constitution, article XI, section 15.

EFFECTIVE DATE. This section is effective for sales and purchases made after June
30, 2019.

Sec. 12. Minnesota Statutes 2018, section 297A.99, subdivision 1, is amended to read:

Subdivision 1. Authorization; scope. (a) A political subdivision of this state may impose
a general sales tax (1) under section 297A.992, (2) under section 297A.9925, (3) under
section 297A.993, (4) if permitted by special law, or (5) if the political subdivision
enacted and imposed the tax before January 1, 1982, and its predecessor provision.

(b) This section governs the imposition of a general sales tax by the political subdivision.
The provisions of this section preempt the provisions of any special law:

1. enacted before June 2, 1997, or
2. enacted on or after June 2, 1997, that does not explicitly exempt the special law
provision from this section's rules by reference.
3. This section does not apply to or preempt a sales tax on motor vehicles or a special
excise tax on motor vehicles.
4. A political subdivision may not advertise or expend funds for the promotion of a
referendum to support imposing a local option sales tax.
5. Notwithstanding paragraph (d), a political subdivision may expend funds to:

1. conduct the referendum;
2. disseminate information included in the resolution adopted under subdivision 2;
3. provide notice of, and conduct public forums at which proponents and opponents on
the merits of the referendum are given equal time to express their opinions on the merits of
the referendum;
4. provide facts and data on the impact of the proposed sales tax on consumer purchases;
and
5. provide facts and data related to the programs and projects to be funded with the
sales tax.
EFFECTIVE DATE. This section is effective for sales and purchases made after December 31, 2019.

Sec. 13. [297A.9925] TRANSPORTATION STABILITY SALES AND USE TAX.

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

(b) "Metropolitan area" has the meaning given in section 473.121, subdivision 2.

(c) "Metropolitan Council" or "council" means the Metropolitan Council established by section 473.123.

(d) "Transportation Advisory Board" means the advisory body under section 473.146, subdivision 4.

(e) "Transportation sales tax" means the metropolitan area transportation sales and use tax imposed under this section.

(f) Transit purposes under this section include but are not limited to: transit operations and capital improvements; transit capital maintenance; transit financing; transit project development, including design, engineering, environmental analysis, and acquisition of real property, including temporary and permanent easements; and planning and feasibility studies related to transit.

Subd. 2. Metropolitan area transportation sales tax imposition; rate. (a) Notwithstanding sections 297A.99, subdivisions 2 and 3, and 477A.016, or any other law to the contrary, the Metropolitan Council must impose a metropolitan area transportation sales and use tax at a rate of one-half of one percent on retail sales and uses taxable under this chapter occurring within the metropolitan area.

(b) The tax imposed under this section is not included in determining if the total tax on lodging in the city of Minneapolis exceeds the maximum allowed tax under Laws 1986, chapter 396, section 5, as amended by Laws 2001, First Special Session chapter 5, article 12, section 87, and Laws 2012, chapter 299, article 3, section 3, or in determining a tax that may be imposed under any other limitations.

Subd. 3. Administration; collection; enforcement. Except as otherwise provided in this section, the provisions of section 297A.99, subdivisions 4, and 6 to 12a, govern the administration, collection, and enforcement of the tax imposed under this section.

Subd. 4. Distribution. Proceeds of the transportation sales tax are distributed:

(1) 50 percent to the Metropolitan Council; and

(2) 50 percent to the transportation advisory board.
Subd. 5. Use of funds; general requirements. (a) Proceeds from the transportation sales tax must be used for transportation purposes within the metropolitan area, subject to the requirements of this section and chapter 473.

(b) Projects funded with the transportation sales tax proceeds must be consistent with the long-range transportation policy plan adopted by the council under section 473.146.

Subd. 6. Use of funds; Metropolitan Council. The Metropolitan Council must use funds distributed under subdivision 4, clause (1), and from awards under subdivision 7, for transit purposes.

Subd. 7. Use of funds; Transportation Advisory Board. (a) From funds distributed under subdivision 4, clause (2), the Transportation Advisory Board must establish eligibility requirements and a project selection process to provide grant awards for transportation projects. The process must include: solicitation; evaluation and prioritization, including technical review, scoring, and ranking; project selection; and award of funds. To the extent feasible, the process must align with procedures and requirements established for allocation of other sources of funds.

(b) In each award cycle, the Transportation Advisory Board must allocate funds as follows:

1. at least 30 percent for highway projects, including but not limited to (i) maintenance, mobility, travel demand management, and traffic management technology, and (ii) state and local roads and bridges;
2. at least 30 percent for transit purposes;
3. at least ten percent for active transportation and nonmotorized transportation projects, including but not limited to trails, bicycle and pedestrian facilities, and safe routes to schools; and
4. the remainder for one or more of the purposes specified in clauses (1) to (3).

Subd. 8. Revenue bonds. (a) In addition to other authority granted in this section, and notwithstanding section 473.39, subdivision 7, or any other law to the contrary, the council may, by resolution, authorize the sale and issuance of revenue bonds, notes, or other obligations to provide funds to (1) implement the council's transit capital improvement program, and (2) refund bonds issued under this subdivision.

(b) The bonds are payable from and secured by a pledge of the revenues of the council's transportation system, including all or any part of revenues received under subdivision 4, clause (1), and associated investment earnings on debt proceeds. The council may, by resolution, authorize the issuance of the bonds as general obligations of the council. The bonds must be sold, issued, and secured in the manner provided in chapter 475, and the council has the same powers and duties as a municipality and its governing body in issuing bonds under chapter 475, except that no election is required and the net debt limitations in chapter 475 do not apply to such bonds. The proceeds of the bonds may also be used to...
fund necessary reserves and to pay credit enhancement fees, issuance costs, and other
financing costs during the life of the debt.

(c) The bonds may be secured by a bond resolution, or a trust indenture entered into by
the council with a corporate trustee within or outside the state, which must define the
revenues and bond proceeds pledged for the payment and security of the bonds. The pledge
must be a valid charge on the revenues received under section 297A.99, subdivision 11.
Neither the state, nor any municipality or political subdivision except the council, nor any
member or officer or employee of the council, is liable on the obligations. No mortgage or
security interest in any tangible real or personal property is granted to the bondholders or
the trustee, but they shall have a valid security interest in the revenues and bond proceeds
received by the council and pledged to the payment of the bonds. In the bond resolution or
trust indenture, the council may make such covenants as it determines to be reasonable for
the protection of the bondholders.

EFFECTIVE DATE; APPLICATION. This section is effective the day following
final enactment for sales and purchases made after December 31, 2019, and applies in the
counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington. The advisory
board must make the first award of grants under subdivision 7 by January 31, 2020.

Sec. 14. Minnesota Statutes 2018, section 297B.02, subdivision 1, is amended to read:
Subdivision 1. Rate. There is imposed an excise tax of 6.875 percent on the purchase
price of any motor vehicle purchased or acquired, either in or outside of the state of
Minnesota, which is required to be registered under the laws of this state.

The excise tax is also imposed on the purchase price of motor vehicles purchased or
acquired on Indian reservations when the tribal council has entered into a sales tax on motor
vehicles refund agreement with the state of Minnesota.

EFFECTIVE DATE. This section is effective for sales and purchases on or after
December 1, 2019.

Sec. 15. Minnesota Statutes 2018, section 297B.09, is amended to read:
Subdivision 1. Deposit of revenues. (a) Money collected and received under this chapter
must be deposited as provided in this subdivision, and follows:
(1) 57 percent of the money collected and received must be deposited in the
highway user tax distribution fund,
(2) 34.5 percent must be deposited in the metropolitan area transit account under section
16A.885, and
(3) 8.5 percent must be deposited in the greater Minnesota transit account under section
16A.88.
It is the intent of the legislature that the allocations under paragraph (a) remain unchanged for fiscal years 2012-2020 and all subsequent fiscal years.

EFFECTIVE DATE. This section is effective July 1, 2019.

ARTICLE 4

TRANSPORTATION AND THE ENVIRONMENT

Section 1. Minnesota Statutes 2018, section 174.01, subdivision 2, is amended to read:

Subd. 2. Transportation goals. The goals of the state transportation system are as follows:

1. to minimize fatalities and injuries for transportation users throughout the state;
2. to provide multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community;
3. to provide a reasonable travel time for commuters;
4. to enhance economic development and provide for the economical, efficient, and safe movement of goods to and from markets by rail, highway, and waterway;
5. to encourage tourism by providing appropriate transportation to Minnesota facilities designed to attract tourists and to enhance the appeal, through transportation investments, of tourist destinations across the state;
6. to provide transit services to all counties in the state to meet the needs of transit users;
7. to promote accountability through systematic management of system performance and productivity through the utilization of technological advancements;
8. to maximize the long-term benefits received for each state transportation investment;
9. to provide for and prioritize funding of transportation investments that ensures that the state's transportation infrastructure is maintained in a state of good repair;
10. to ensure that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state;
11. to promote and increase the use of high-occupancy vehicles, low-emission vehicles, and zero-emission vehicles;
12. to provide an air transportation system sufficient to encourage economic growth and allow all regions of the state the ability to participate in the global economy;
13. to increase use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost;
46.16 (14) to promote and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting, and healthy forms of transportation;
46.17 (15) to reduce greenhouse gas emissions from the state's transportation sector; and
46.18 (16) to accomplish these goals with minimal impact on the environment and human health.
46.21 Sec. 2. [174.023] ENVIRONMENT AND CLIMATE REPORTING.
46.22 (a) By January 15 annually, the commissioner must submit a report on transportation and the environment to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance and policy.
46.23 (b) At a minimum, the report must include:
46.24 (1) a detailed explanation of how the department is meeting the goals set forth in the climate change action plan adopted pursuant to section 216H.02;
46.25 (2) an explanation of how the department is achieving the goals set forth in sections 174.01, subdivision 2, clauses (10) and (15); and 174.02, subdivision 1a, clause (3);
46.26 (3) if the department is not meeting any of the goals under clause (2), the reason the goals are not being met; and
46.27 (4) any recommended legislative changes that would assist the department in meeting the identified goals.
47.6 Sec. 3. Minnesota Statutes 2018, section 174.03, subdivision 7, is amended to read:
47.7 Subd. 7. Energy conservation. The commissioner, in cooperation with the commissioner of commerce through the state energy office, shall evaluate all modes of transportation in terms of their levels of energy consumption. The commissioner of commerce shall provide the commissioner with projections of the future availability of energy resources for transportation. The commissioner shall use the results of this evaluation and the projections to evaluate alternative programs and facilities to be included in the statewide plan and to otherwise promote the more efficient use of low- and zero-emission energy resources for transportation purposes.
47.14 Sec. 4. [174.47] ELECTRIC VEHICLE INFRASTRUCTURE.
47.15 Subdivision 1. Infrastructure development. From funds made available under this section, the commissioner must arrange for installation of public electric vehicle supply equipment throughout the state.
47.16 Subd. 2. Electric vehicle infrastructure account. An electric vehicle infrastructure account is established in the special revenue fund. The account consists of funds under section 168.013, subdivision 1m, and any other money donated, allotted, transferred, or
otherwise provided to the account. Money in the account must be expended for the purposes
specified in this section.

Subd. 3. Administration; requirements. (a) The commissioner must establish a process
to allocate funds.

(b) The commissioner may make grants to political subdivisions.

c) No more than 40 percent of the expenditures under this section in a fiscal year may
be for equipment installation within the metropolitan counties, as defined in section 473.121,
subdivision 4. No more than ten percent of the expenditures under this section may be for
equipment with a maximum charging capability of less than 150 kilowatts.

ARTICLE 5

LICENSES AND IDENTIFICATION CARDS

Section 1. Minnesota Statutes 2018, section 13.6905, is amended by adding a subdivision
to read:

Subd. 36. Noncompliant license or identification card; lawful status. Data on certain
noncompliant driver's licenses or identification cards are governed by section 171.12,
subdivisions 11 and 12.

Sec. 2. Minnesota Statutes 2018, section 171.04, subdivision 5, is amended to read:

Subd. 5. Temporary lawful admission. The commissioner is prohibited from issuing
a driver's license or Minnesota identification card to an applicant
whose temporary admission period, as demonstrated under section 171.06, subdivision 3, paragraph
(b), clause (2), that expires within 30 days of the date of the application.

Sec. 3. Minnesota Statutes 2018, section 171.06, subdivision 3, is amended to read:

Subd. 3. Contents of application; other information. (a) An application must:

(1) state the full name, date of birth, sex, and either (i) the residence address of the
applicant, or (ii) designated address under section 5B.05;

(2) as may be required by the commissioner, contain a description of the applicant and
any other facts pertaining to the applicant, the applicant's driving privileges, and the
applicant's ability to operate a motor vehicle with safety;

(3) state:

(i) the applicant's Social Security number; or

(ii) if the applicant does not have a Social Security number and is applying for a
Minnesota identification card, instruction permit, or class D provisional or driver's license,
that the applicant certifies that the applicant is not eligible for a Social Security number;
(4) contain a notification to the applicant of the availability of a living will/health care directive designation on the license under section 171.07, subdivision 7; and

(5) contain spaces where the applicant may:

(i) request a veteran designation on the license under section 171.07, subdivision 15, and the driving record under section 171.12, subdivision 5a;

(ii) indicate a desire to make an anatomical gift under paragraph (d); and

(iii) as applicable, designate document retention as provided under section 171.12, subdivision 3c.

(b) Applications must be accompanied by satisfactory evidence demonstrating:

(1) identity, date of birth, and any legal name change if applicable; and

(2) for driver's licenses and Minnesota identification cards that meet all requirements of the REAL ID Act:

(i) principal residence address in Minnesota, including application for a change of address, unless the applicant provides a designated address under subsection 5B.05;

(ii) Social Security number, or related documentation as applicable; and

(iii) lawful status, as defined in Code of Federal Regulations, title 6, section 37.3.

(c) An application for an enhanced driver's license or enhanced identification card must be accompanied by:

(1) satisfactory evidence demonstrating the applicant's full legal name and United States citizenship; and

(2) a photographic identity document.

Sec. 4. Minnesota Statutes 2018, section 171.06, is amended by adding a subdivision to read:

Subd. 7. Noncompliant license or identification card; lawful status. (a) A person is not required to demonstrate United States citizenship or lawful presence in the United States in order to obtain a noncompliant driver's license or identification card.

(b) Minnesota Rules, part 7410.0410, or successor rules, does not apply for a noncompliant driver's license or identification card.

Sec. 5. Minnesota Statutes 2018, section 171.06, is amended by adding a subdivision to read:

Subd. 8. Noncompliant license or identification card; general requirements. (a) A document submitted under this subdivision or subdivision 9 or 10 must be legible and unaltered, an original or a copy certified by the issuing agency, and accompanied by a
certified translation or an affidavit of translation into English if the document is not in English.

(b) A document submitted under this subdivision or subdivision 9 or 10 must (1) be issued to or provided for the applicant, and (2) include the applicant's name.

(c) If the applicant's current legal name is different from the name on a document submitted under subdivision 9 or 10, the applicant must submit:

(1) a certified copy of a court order that specifies the applicant's name change;
(2) a certified copy of the applicant's certificate of marriage;
(3) a certified copy of a divorce decree or dissolution of marriage that specifies the applicant's name change, issued by a court; or
(4) similar documentation of a lawful change of name as determined by the commissioner.

(d) The commissioner must establish a process to grant a waiver from the requirements under this subdivision and subdivisions 9 and 10.

Sec. 6. Minnesota Statutes 2018, section 171.06, is amended by adding a subdivision to read:

Subd. 9. Noncompliant license or identification card; primary documents. (a) For a noncompliant driver's license or identification card, primary documents under Minnesota Rules, part 7410.0400, subpart 2, or successor rules, include the following:

(1) a noncompliant driver's license or identification card that is current or has been expired for five years or less;
(2) an unexpired foreign passport or a foreign consular identification document that bears a photograph of the applicant; and
(3) a certified birth certificate issued by a foreign jurisdiction.

(b) A document submitted under this subdivision must contain security features that make the document as impervious to alteration as is reasonably practicable in its design and quality of material and technology.

(c) For purposes of this subdivision and subdivision 10, "foreign" means a jurisdiction that is not, and is not within, the United States, the Commonwealth of the Northern Mariana Islands, the Commonwealth of Puerto Rico, Guam, the United States Virgin Islands, or a territory of the United States.

(d) Submission of more than one primary document is not required under this subdivision.

Sec. 7. Minnesota Statutes 2018, section 171.06, is amended by adding a subdivision to read:
Subd. 10. Noncompliant license or identification card; secondary documents.

For a noncompliant driver's license or identification card, secondary documents under Minnesota Rules, part 7410.0400, subpart 3, or successor rules, include the following:

1. a second document listed under subdivision 9, paragraph (a);
2. a notice of action on or proof of submission of a completed Application for Asylum and Withholding of Removal issued by the United States Department of Homeland Security, Form I-589;
3. a certificate of eligibility for nonimmigrant student status issued by the United States Department of Homeland Security, Form I-20;
4. a certificate of eligibility for exchange visitor status issued by the United States Department of State, Form DS-2019;
5. a Deferred Action for Childhood Arrival approval notice issued by the United States Department of Homeland Security;
7. a document issued by the Social Security Administration with an individual taxpayer identification number;
8. mortgage documents for the applicant's residence;
9. a filed property deed or title for the applicant's residence;
10. a United States high school identification card with a certified transcript from the school;
11. a Minnesota college or university identification card with a certified transcript from the college or university;
12. a Social Security card;
13. a Minnesota unemployment insurance benefit statement issued no more than 90 days before the application;
14. a valid identification card for health benefits or an assistance or social services program;
15. a Minnesota vehicle certificate of title issued no more than 12 months before the application;
16. an unexpired Selective Service card;
17. military orders that are still in effect at the time of application;
(18) a certified copy of the applicant's certificate of marriage;

(19) a certified copy of a court order that specifies the applicant's name change;

(20) a certified copy of a divorce decree or dissolution of marriage that specifies the applicant's name change, issued by a court;

(21) any of the following documents issued by a foreign jurisdiction:

(i) a driver's license that is current or has been expired for five years or less;

(ii) a high school, college, or university student identification card with a certified transcript from the school;

(iii) an official high school, college, or university transcript that includes the applicant's date of birth and a photograph of the applicant at the age the record was issued; and

(iv) a federal electoral photographic card issued on or after January 1, 1991; and

(22) additional documents as determined by the commissioner.

(b) A document submitted as a primary document under subdivision 9, paragraph (a), clause (3), may not be submitted as a secondary document under this subdivision.

(c) Submission of more than one secondary document is not required under this subdivision.

Sec. 8. Minnesota Statutes 2018, section 171.07, subdivision 1, is amended to read:

Subdivision 1. License; contents and design. (a) Upon the payment of the required fee, the department shall issue to every qualifying applicant a license designating the type or class of vehicles the applicant is authorized to drive as applied for. This license must bear:

(1) a distinguishing number assigned to the licensee; (2) the licensee's full name and date of birth; (3) either (i) the licensee's residence address, or (ii) the designated address under section 5B.05; (4) a description of the licensee in a manner as the commissioner deems necessary; (5) the usual signature of the licensee; and (6) designations and markings as provided in this section. No license is valid unless it bears the usual signature of the licensee. Every license must bear a colored photograph or an electronically produced image of the licensee.

(b) If the United States Postal Service will not deliver mail to the applicant's residence address as listed on the license, then the applicant shall provide verification from the United States Postal Service that mail will not be delivered to the applicant's residence address and that mail will be delivered to a specified alternate mailing address. When an applicant provides an alternate mailing address under this subdivision, the commissioner shall use the alternate mailing address in lieu of the applicant's residence address for all notices and mailings to the applicant.
(c) Every license issued to an applicant under the age of 21 must be of a distinguishing color and plainly marked "Under-21."

(d) A license issued to an applicant age 65 or over must be plainly marked "senior" if requested by the applicant.

(e) Except for an enhanced driver's license or a noncompliant license, a license must bear a distinguishing indicator for compliance with requirements of the REAL ID Act.

(f) A noncompliant license must:

1. be marked "not for federal identification" on the face and in the machine-readable portion; and

2. have a unique design or color indicator for purposes of the REAL ID Act.

(g) A noncompliant license issued under any of the following circumstances must be marked "not for voting" on the back side and must bear no other indication regarding lawful presence of the license holder:

1. the application is for first-time issuance of a license in Minnesota, and the applicant has not demonstrated United States citizenship;

2. the applicant's most recently issued noncompliant license or identification card is marked as required under this paragraph or subdivision 3, paragraph (g), and the applicant has not demonstrated United States citizenship; or

3. the applicant submits a document that identifies a temporary lawful status or admittance period.

(h) A REAL ID compliant license issued to a person with temporary lawful status or admission period must be marked "temporary" on the face and in the machine-readable portion.

(i) A license must display the licensee's full name or no fewer than 39 characters of the name. Any necessary truncation must begin with the last character of the middle name and proceed through the second letter of the middle name, followed by the last character of the first name and proceeding through the second letter of the first name.

Sec. 9. Minnesota Statutes 2018, section 171.07, subdivision 3, is amended to read:

Subd. 3. Identification card; content and design; fee. (a) Upon payment of the required fee, the department shall issue to every qualifying applicant a Minnesota identification card. The department may not issue a Minnesota identification card to an individual who has a driver's license, other than a limited license. The department may not issue an enhanced identification card to an individual who is under 16 years of age, not a resident of this state, or not a citizen of the United States of America. The card must bear: (1) a distinguishing number assigned to the applicant; (2) a colored photograph or an electronically produced image of the applicant; (3) the applicant's full name and date of birth; (4) either (i) the
licensee's residence address, or (ii) the designated address under section 5B.05; (5) a
description of the applicant in the manner as the commissioner deems necessary; (6) the
usual signature of the applicant; and (7) designations and markings provided under this
section.
(b) If the United States Postal Service will not deliver mail to the applicant's residence
address as listed on the Minnesota identification card, then the applicant shall provide
verification from the United States Postal Service that mail will not be delivered to the
applicant's residence address and that mail will be delivered to a specified alternate mailing
address. When an applicant provides an alternate mailing address under this subdivision,
the commissioner shall use the alternate mailing address in lieu of the applicant's residence
address for all notices and mailings to the applicant.
(c) Each identification card issued to an applicant under the age of 21 must be of a
distinguishing color and plainly marked "Under-21."
(d) Each Minnesota identification card must be plainly marked "Minnesota identification
card - not a driver's license."
(e) Except for an enhanced identification card or a noncompliant identification card, a
Minnesota identification card must bear a distinguishing indicator for compliance with
requirements of the REAL ID Act.
(f) A noncompliant identification card must:
(1) be marked "not for federal identification" on the face and in the machine-readable
portion; and
(2) have a unique design or color indicator for purposes of the REAL ID Act.
(g) A noncompliant identification card issued under any of the following circumstances
must be marked "not for voting" on the back side and must bear no other indication regarding
lawful presence of the identification card holder:
(1) the application is for first-time issuance of a Minnesota identification card, and the
applicant has not demonstrated United States citizenship;
(2) the applicant's most recently issued noncompliant license or identification card is
marked as required under this paragraph or subdivision 1, paragraph (g), and the applicant
has not demonstrated United States citizenship; or
(3) the applicant submits a document that identifies a temporary lawful status or admission
period,
(b) A Minnesota REAL ID compliant identification card issued to a person with temporary
lawful status or admission period must be marked "temporary" on the face and in the
machine-readable portion.
A Minnesota identification card must display the cardholder's full name or no fewer than 39 characters of the name. Any necessary truncation must begin with the last character of the middle name and proceed through the second letter of the middle name, followed by the last character of the first name and proceeding through the second letter of the first name.

The fee for a Minnesota identification card is 50 cents when issued to a person who is developmentally disabled, as defined in section 252A.02, subdivision 2; a physically disabled person, as defined in section 169.345, subdivision 2; or, a person with mental illness, as described in section 245.462, subdivision 20, paragraph (c).

Sec. 10. Minnesota Statutes 2018, section 171.12, subdivision 7a, is amended to read:

Subd. 7a. Disclosure of personal information. (a) The commissioner shall disclose personal information where the use is related to the operation of a motor vehicle or to public safety. The use of personal information is related to public safety if it concerns the physical safety or security of drivers, vehicles, pedestrians, or property. The commissioner may refuse to disclose data under this subdivision when the commissioner concludes that the requester is likely to use the data for illegal, improper, or noninvestigative purposes. Nothing in this paragraph authorizes disclosure of data restricted under subdivision 11.

(b) The commissioner shall disclose personal information to the secretary of state for the purpose of increasing voter registration and improving the accuracy of voter registration records in the statewide voter registration system. The secretary of state may not retain data provided by the commissioner under this subdivision for more than 60 days.

Sec. 11. Minnesota Statutes 2018, section 171.12, subdivision 9, is amended to read:

Subd. 9. Driving record disclosure to law enforcement. Except as restricted under subdivision 11, the commissioner shall also furnish driving records, without charge, to chiefs of police, county sheriffs, prosecuting attorneys, and other law enforcement agencies with the power to arrest.

Sec. 12. Minnesota Statutes 2018, section 171.12, is amended by adding a subdivision to read:

Subd. 11. Certain data on noncompliant license or identification card; department and agents. (a) The commissioner must not share or disseminate outside of the division of the department administering driver licensing any data on individuals indicating or otherwise having the effect of identifying that the individual applied for, was denied, or was issued a noncompliant driver's license or identification card without demonstrating United States citizenship or lawful presence in the United States.

(b) A driver's license agent must not share or disseminate, other than to the division of the department administering driver licensing, any data on individuals indicating or otherwise having the effect of identifying that the individual applied for, was denied, or was issued a
noncompliant driver's license or identification card without demonstrating United States

56.19 citizenship or lawful presence in the United States.

56.20 (c) Data under paragraphs (a) and (b) includes but is not limited to information related
to documents submitted under section 171.06, subdivision 8, 9, or 10.

56.21 (d) Notwithstanding any law to the contrary, this subdivision prohibits the commissioner
and a driver's license agent from sharing or disseminating the data described in paragraphs
56.22 (a) to (c) with any entity otherwise authorized to obtain data under subdivision 7, any political
56.23 subdivision, any state agency as defined in section 13.02, subdivision 17, or any federal
56.24 entity.

56.25 Sec. 13. Minnesota Statutes 2018, section 171.12, is amended by adding a subdivision to
56.26 read:

56.27 Subd. 12. Certain data on noncompliant license or identification card; criminal

56.28 justice. (a) A criminal justice agency, as defined in section 13.02, subdivision 3a, must not
take any action on the basis of a marking under section 171.07, subdivision 1, paragraph
56.29 (g), or 3, paragraph (g).

56.30 (b) The prohibition in paragraph (a) includes but is not limited to:
56.31 (1) criminal investigation;
56.32 (2) detention, search, or arrest;
56.33 (3) evaluation of citizenship or immigration status; and

56.34 (4) recording, maintenance, sharing, or disseminating data indicating or otherwise having
56.35 the effect of identifying that the individual was issued a noncompliant driver's license or
56.36 identification card under section 171.06, subdivision 7.

56.37 (c) Nothing in this subdivision prevents a criminal justice agency from the performance
56.38 of official duties independent of using the data described in paragraph (a).

56.39 Sec. 14. Minnesota Statutes 2018, section 201.061, subdivision 3, is amended to read:

56.40 Subd. 3. Election day registration. (a) An individual who is eligible to vote may register
on election day by appearing in person at the polling place for the precinct in which the
individual maintains residence, by completing a registration application, making an oath in
the form prescribed by the secretary of state and providing proof of residence. An individual
may prove residence for purposes of registering by:

56.41 (1) presenting a driver's license or Minnesota identification card issued pursuant to
section 171.07 that is not marked as provided in section 171.07, subdivision 1, paragraph
(g), or 3, paragraph (g);

56.42 (2) presenting any document approved by the secretary of state as proper identification;
56.43 (3) presenting one of the following:
(i) a current valid student identification card from a postsecondary educational institution in Minnesota, if a list of students from that institution has been prepared under section 135A.17 and certified to the county auditor in the manner provided in rules of the secretary of state; or

(ii) a current student fee statement that contains the student’s valid address in the precinct together with a picture identification card; or

(4) having a voter who is registered to vote in the precinct, or an employee employed by and working in a residential facility in the precinct and vouching for a resident in the facility, sign an oath in the presence of the election judge vouching that the voter or employee personally knows that the individual is a resident of the precinct. A voter who has been vouched for on election day may not sign a proof of residence oath vouching for any other individual on that election day. A voter who is registered to vote in the precinct may sign up to eight proof-of-residence oaths on any election day. This limitation does not apply to an employee of a residential facility described in this clause. The secretary of state shall provide a form for election judges to use in recording the number of individuals for whom a voter signs proof-of-residence oaths on election day. The form must include space for the maximum number of individuals for whom a voter may sign proof-of-residence oaths. For each proof-of-residence oath, the form must include a statement that the individual: (i) is registered to vote in the precinct or is an employee of a residential facility in the precinct, (ii) personally knows that the voter is a resident of the precinct, and (iii) is making the statement on oath. The form must include a space for the voter's printed name, signature, telephone number, and address.

The oath required by this subdivision and Minnesota Rules, part 8200.9939, must be attached to the voter registration application.

(b) The operator of a residential facility shall prepare a list of the names of its employees currently working in the residential facility and the address of the residential facility. The operator shall certify the list and provide it to the appropriate county auditor no less than 20 days before each election for use in election day registration.

(c) “Residential facility” means transitional housing as defined in section 256E.33, subdivision 1; a supervised living facility licensed by the commissioner of health under section 144.50, subdivision 6; a nursing home as defined in section 144A.01, subdivision 5; a residence registered with the commissioner of health as a housing with services establishment as defined in section 144D.01, subdivision 4; a veterans home operated by the board of directors of the Minnesota Veterans Homes under chapter 198; a residence licensed by the commissioner of human services to provide a residential program as defined in section 245A.02, subdivision 14; a residential facility for persons with a developmental disability licensed by the commissioner of human services under section 253.22; setting authorized to provide housing support as defined in section 256L.03, subdivision 3; a shelter for battered women as defined in section 611A.37, subdivision 4; or a supervised publicly or privately operated shelter or dwelling designed to provide temporary living accommodations for the homeless.
(d) For tribal band members, an individual may prove residence for purposes of registering by:

(1) presenting an identification card issued by the tribal government of a tribe recognized by the Bureau of Indian Affairs, United States Department of the Interior, that contains the name, address, signature, and picture of the individual; or

(2) presenting an identification card issued by the tribal government of a tribe recognized by the Bureau of Indian Affairs, United States Department of the Interior, that contains the name, signature, and picture of the individual and also presenting one of the documents listed in Minnesota Rules, part 8200.5100, subpart 2, item B.

(e) A county, school district, or municipality may require that an election judge responsible for election day registration initial each completed registration application.

Sec. 15. COUNTY NOTIFICATION; ELECTION JUDGE TRAINING.

(a) The secretary of state shall inform each county auditor that a driver's license or Minnesota identification card must not be used or accepted for voter registration purposes under Minnesota Statutes, section 201.061, if it is marked as provided in Minnesota Statutes, section 171.07, subdivision 1, paragraph (g), or 3, paragraph (g).

(b) Each county auditor must inform all election officials and election judges hired for an election that driver's licenses and Minnesota identification cards identified under paragraph (a) must not be used or accepted for voter registration purposes under Minnesota Statutes, section 201.061. County auditors and municipal clerks must include this information in all election judge training courses.

EFFECTIVE DATE. This section is effective January 1, 2020.

Sec. 16. REPEALER.

Minnesota Statutes 2018, section 171.015, subdivision 7, is repealed.

Sec. 17. EFFECTIVE DATE.

Unless provided otherwise, this article is effective August 1, 2019, for driver's license and Minnesota identification card applications and issuance on or after that date.
Sec. 2. Minnesota Statutes 2018, section 3.972, is amended by adding a subdivision to read:

Subd. 2d. Audits of the Department of Public Safety. The legislative auditor must audit, as resources permit, the programs and services administered by the Department of Public Safety.

Sec. 3. Minnesota Statutes 2018, section 3.9741, subdivision 5, is amended to read:

Subd. 5. State data security; account, appropriation. (a) The data security account is created in the special revenue fund. Money in the account is appropriated to the legislative auditor for the oversight purposes provided in paragraph (b).

(b) Subject to available funds appropriated under paragraph (a), the legislative auditor shall:

(1) review and audit the audit reports of subscribers and requesters submitted under section 168.327, subdivision 6, including producing findings and opinions;

(2) in collaboration with the commissioner and affected subscribers and requesters, recommend corrective action plans to remediate any deficiencies identified under clause (1); and

(3) review and audit driver records subscription services and bulk data practices of the Department of Public Safety, including identifying any deficiencies and making recommendations to the commissioner.

(c) The legislative auditor shall submit any reports, findings, and recommendations under this subdivision to the legislative commission on data practices.

Sec. 1. Minnesota Statutes 2018, section 13.461, is amended by adding a subdivision to read:

Subd. 33. Metropolitan Council special transportation service. Data sharing between the commissioner of human services and the Metropolitan Council to administer and coordinate transportation services for individuals with disabilities and elderly individuals is governed by section 473.386, subdivision 9.

EFFECTIVE DATE; APPLICATION. This section is effective June 1, 2019, and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 2. Minnesota Statutes 2018, section 13.72, subdivision 10, is amended to read:

Subd. 10. Transportation service data. (a) Personal, medical, financial, familial, or locational information data pertaining to applicants for or users of services providing transportation for the disabled individuals with disabilities or elderly individuals are private data on individuals.

Sec. 5. Minnesota Statutes 2018, section 13.72, subdivision 10, is amended to read:

Subd. 10. Transportation service data. (a) Personal, medical, financial, familial, or locational information data pertaining to applicants for or users of services providing transportation for the disabled people with disabilities or elderly individuals are private data on individuals.
(b) Private transportation service data may be disclosed between the commissioner of
human services and the Metropolitan Council to administer and coordinate human services
programs and transportation services for individuals with disabilities and elderly individuals
as provided in section 473.386, subdivision 9.

EFFECTIVE DATE; APPLICATION. This section is effective June 1, 2019, and
applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

80E.13 UNFAIR PRACTICES BY MANUFACTURERS, DISTRIBUTORS,
FACTORY BRANCHES.

It is unlawful and an unfair practice for a manufacturer, distributor, or factory branch
to engage in any of the following practices:

(a) delay, refuse, or fail to deliver new motor vehicles or new motor vehicle parts or
accessories in reasonable time and in reasonable quantity relative to the new motor vehicle
dealer's facilities and sales potential in the dealer's relevant market area, after having accepted
an order from a new motor vehicle dealer having a franchise for the retail sale of any new
motor vehicle sold or distributed by the manufacturer or distributor, if the new motor vehicle
or new motor vehicle parts or accessories are publicly advertised as being available for
delivery or actually being delivered. This clause is not violated, however, if the failure is
caued by acts or causes beyond the control of the manufacturer;

(b) refuse to disclose to any new motor vehicle dealer handling the same line make, the
manner and mode of distribution of that line make within the relevant market area;

(c) obtain money, goods, service, or any other benefit from any other person with whom
the dealer does business, on account of, or in relation to, the transaction between the dealer
and the other person, other than for compensation for services rendered, unless the benefit
is promptly accounted for, and transmitted to, the new motor vehicle dealer;

(d) increase prices of new motor vehicles which the new motor vehicle dealer had ordered
for private retail consumers prior to the dealer's receiving the written official price increase
notification. A sales contract signed by a private retail consumer shall constitute evidence
of each order if the vehicle is in fact delivered to that customer. In the event of manufacturer
price reductions, the amount of any reduction received by a dealer shall be passed on to the
private retail consumer by the dealer if the retail price was negotiated on the basis of the
previous higher price to the dealer;

(e) offer any refunds or other types of inducements to any new motor vehicle dealer for
the purchase of new motor vehicles of a certain line make without making the same offer
to all other new motor vehicle dealers in the same line make within geographic areas
reasonably determined by the manufacturer;

25.5 EFFECTIVE DATE. This section is effective the day following final enactment.
(f) release to any outside party, except under subpoena or in an administrative or judicial proceeding involving the manufacturer or dealer, any business, financial, or personal information which may be provided by the dealer to the manufacturer, without the express written consent of the dealer or unless pertinent to judicial or governmental administrative proceedings or to arbitration proceedings of any kind;

(g) deny any new motor vehicle dealer the right of free association with any other new motor vehicle dealer for any lawful purpose;

(h) unfairly discriminate among its new motor vehicle dealers with respect to warranty reimbursement or authority granted its new vehicle dealers to make warranty adjustments with retail customers;

(i) compete with a new motor vehicle dealer in the same line make operating under an agreement or franchise from the same manufacturer, distributor, or factory branch. A manufacturer, distributor, or factory branch is considered to be competing when it has an ownership interest, other than a passive interest held for investment purposes, in a dealership of its line make located within the state. A manufacturer, distributor, or factory branch shall not, however, be deemed to be competing when operating a dealership, either temporarily or for a reasonable period, which is for sale to any qualified independent person at a fair and reasonable price, or when involved in a bona fide relationship in which an independent person has made a significant investment subject to loss in the dealership and can reasonably expect to acquire full ownership and full management and operational control of the dealership within a reasonable time on reasonable terms and conditions;

(j) prevent a new motor vehicle dealer from transferring or assigning a new motor vehicle dealership to a qualified transferee. There shall be no transfer, assignment of the franchisee's assets or ownership if: (1) the franchise agreement permits the manufacturer, distributor, factory branch, or importer to exercise a right of first refusal to acquire the franchisee's assets or ownership in the event of a proposed sale or transfer; (2) the franchise agreement permits the manufacturer, distributor, factory branch, or importer to exercise a right of first refusal to acquire the franchisee's assets or ownership in the event of a proposed sale or transfer; (f) release to any outside party, except under subpoena or in an administrative or judicial proceeding involving the manufacturer or dealer, any business, financial, or personal information which may be provided by the dealer to the manufacturer, without the express written consent of the dealer or unless pertinent to judicial or governmental administrative proceedings or to arbitration proceedings of any kind; (g) deny any new motor vehicle dealer the right of free association with any other new motor vehicle dealer for any lawful purpose; (h) unfairly discriminate among its new motor vehicle dealers with respect to warranty reimbursement or authority granted its new vehicle dealers to make warranty adjustments with retail customers; (i) compete with a new motor vehicle dealer in the same line make operating under an agreement or franchise from the same manufacturer, distributor, or factory branch. A manufacturer, distributor, or factory branch is considered to be competing when it has an ownership interest, other than a passive interest held for investment purposes, in a dealership of its line make located within the state. A manufacturer, distributor, or factory branch shall not, however, be deemed to be competing when operating a dealership, either temporarily or for a reasonable period, which is for sale to any qualified independent person at a fair and reasonable price, or when involved in a bona fide relationship in which an independent person has made a significant investment subject to loss in the dealership and can reasonably expect to acquire full ownership and full management and operational control of the dealership within a reasonable time on reasonable terms and conditions; (j) prevent a new motor vehicle dealer from transferring or assigning a new motor vehicle dealership to a qualified transferee. There shall be no transfer, assignment of the franchisee's assets or ownership if: (1) the franchise agreement permits the manufacturer, distributor, factory branch, or importer to exercise a right of first refusal to acquire the franchisee's assets or ownership in the event of a proposed sale or transfer;
(2) the proposed transfer of the dealership or its assets is of more than 50 percent of the
ownership or assets;

(3) the manufacturer, distributor, factory branch, or importer notifies the dealer in writing
within 60 days of its receipt of the complete written proposal for the proposed sale or transfer
on forms generally utilized by the manufacturer, distributor, factory branch, or importer for
such purposes and containing the information required therein and all documents and
agreements relating to the proposed sale or transfer;

(4) the exercise of the right of first refusal will result in the dealer and dealer's owners
receiving the same or greater consideration with equivalent terms of sale as is provided in
the documents and agreements submitted to the manufacturer, distributor, factory branch,
or importer under clause (3);

(5) the proposed change of 50 percent or more of the ownership or of the dealership
assets does not involve the transfer or sale of assets or the transfer or issuance of stock by
the dealer or one or more dealer owners to a family member, including a spouse, child,
stepchild, grandchild, spouse of a child or grandchild, brother, sister, or parent of the dealer
owner; to a manager who has been employed in the dealership for at least four years and is
otherwise qualified as a dealer operator; or to a partnership or corporation owned and
controlled by one or more of such persons; and

(6) the manufacturer, distributor, factory branch, or importer agrees to pay the reasonable
expenses, including reasonable attorney fees, which do not exceed the usual customary and
reasonable fees charged for similar work done for other clients incurred by the proposed
new owner and transferee before the manufacturer, distributor, factory branch, or importer
exercises its right of first refusal, in negotiating and implementing the contract for the
proposed change of ownership or transfer of dealership assets. However, payment of such
expenses and attorney fees shall not be required if the dealer has not submitted or caused
to be submitted an accounting of those expenses within 20 days after the dealer's receipt of
the manufacturer, distributor, factory branch, or importer's written request for such an
accounting. The manufacturer, distributor, factory branch, or importer may request such an
accounting before exercising its right of first refusal. The obligation created under this clause
is enforceable by the transferee;

(k) threaten to modify or replace or modify or replace a franchise with a succeeding
franchise that would adversely alter the rights or obligations of a new motor vehicle dealer
under an existing franchise or that substantially impairs the sales or service obligations or
investments of the motor vehicle dealer;

(l) unreasonably deny the right to acquire factory program vehicles to any dealer holding
a valid franchise from the manufacturer to sell the same line make of vehicles, provided
that the manufacturer may impose reasonable restrictions and limitations on the purchase
or resale of program vehicles to be applied equitably to all of its franchised dealers. For the
purposes of this paragraph, "factory program vehicle" has the meaning given the term in
section 80E.06, subdivision 2;
fail or refuse to offer to its same line make franchised dealers all models manufactured for that line make, other than alternative fuel vehicles as defined in section 216C.01, subdivision 1b. Failure to offer a model is not a violation of this section if the failure is not arbitrary and is due to a lack of manufacturing capacity, a strike, labor difficulty, or other cause over which the manufacturer, distributor, or factory branch has no control;

(n) require a dealer to pay an extra fee, or remodel, renovate, or recondition the dealer's existing facilities, or purchase unreasonable advertising displays, training, tools, or other materials, or to require the dealer to establish exclusive facilities or dedicated personnel as a prerequisite to receiving a model or a series of vehicles;

(o) require a dealer by program, incentive provision, or otherwise to adhere to performance standards that are not applied uniformly to other similarly situated dealers.

A performance standard, sales objective, or program for measuring dealership performance that may have a material effect on a dealer, including the dealer's right to payment under any incentive or reimbursement program, and the application of the standard or program by a manufacturer, distributor, or factory branch must be fair, reasonable, equitable, and based on accurate information. Upon written request by any of its franchised dealers located within Minnesota, a manufacturer, distributor, or factory branch must provide the method formula used by the manufacturer in establishing the sales volumes for receiving a rebate or incentive and the specific calculations for determining the required sales volumes of the inquiring dealer and any of the manufacturer's other Minnesota-franchised new motor vehicle dealers of the same line-make located within 75 miles of the inquiring dealer. Nothing contained in this section requires a manufacturer, distributor, or factory branch to disclose confidential business information of any of its franchised dealers or the required numerical sales volumes that any of its franchised dealers must attain to receive a rebate or incentive.

An inquiring dealer may file a civil action as provided in section 80E.17 without a showing of injury if a manufacturer, distributor, or factory branch fails to make the disclosure required by this section.

A manufacturer, distributor, or factory branch has the burden of proving that the performance standard, sales objective, or program for measuring dealership performance is fair, reasonable, and uniformly applied under this section;

(p) assign or change a dealer's area of sales effectiveness arbitrarily or without due regard to the present pattern of motor vehicle sales and registrations within Minnesota, a manufacturer, distributor, or factory branch must provide the method formula used by the manufacturer in establishing the sales volumes for receiving a rebate or incentive and the specific calculations for determining the required sales volumes of the inquiring dealer and any of the manufacturer's other Minnesota-franchised new motor vehicle dealers of the same line-make located within 75 miles of the inquiring dealer. Nothing contained in this section requires a manufacturer, distributor, or factory branch to disclose confidential business information of any of its franchised dealers or the required numerical sales volumes that any of its franchised dealers must attain to receive a rebate or incentive.

An inquiring dealer may file a civil action as provided in section 80E.17 without a showing of injury if a manufacturer, distributor, or factory branch fails to make the disclosure required by this section.

A manufacturer, distributor, or factory branch has the burden of proving that the performance standard, sales objective, or program for measuring dealership performance is fair, reasonable, and uniformly applied under this section;

(p) assign or change a dealer's area of sales effectiveness arbitrarily or without due regard to the present pattern of motor vehicle sales and registrations within the dealer's market.
within the dealer's market, the court may take into consideration the relevant circumstances, including, but not limited to:

(1) the traffic patterns between consumers and the same line-make franchised dealers of the affected manufacturer, distributor, or factory branch who are located within the market;

(2) the pattern of new vehicle sales and registrations of the affected manufacturer, distributor, or factory branch within various portions of the area of sales effectiveness and within the market as a whole;

(3) the growth or decline in population, density of population, and new car registrations in the market;

(4) the presence or absence of natural geographical obstacles or boundaries, such as rivers;

(5) the proximity of census tracts or other geographic units used by the affected line-make dealers' respective areas of sales effectiveness; and

(6) the reasonableness of the change or proposed change to the dealer's area of sales effectiveness, considering the benefits and harm to the petitioning dealer, other same line-make dealers, and the manufacturer, distributor, or factory branch;

(q) to charge back, withhold payment, deny vehicle allocation, or take any other adverse action against a dealer when a new vehicle sold by the dealer has been exported to a foreign country, unless the manufacturer, distributor, or factory branch can show that at the time of sale, the customer's information was listed on a known or suspected exporter list made available to the dealer, or the dealer knew or reasonably should have known of the purchaser's intention to export or resell the motor vehicle in violation of the manufacturer's export policy. There is a rebuttable presumption that the dealer did not know or should not have reasonably known that the vehicle would be exported or resold in violation of the manufacturer's export policy if the vehicle is titled and registered in any state of the United States; or

(r) to implement a charge back or withhold payment to a dealer that is solely due to an unreasonable delay by the registrar, as defined in section 66.002, subdivision 25, in the transfer or registration of a new motor vehicle. The dealer must give the manufacturer notice of the state's delay in writing. Within 30 days of any notice of a charge back, withholding of payments, or denial of a claim, the dealer must transmit to the manufacturer: (1) documentation to demonstrate the vehicle sale and delivery as reported; and (2) a written attestation signed by the dealer operator or general manager stating that the delay is attributable to the state. This clause expires on June 30, 2022; or

(s) to require a dealer or prospective dealer by program, incentive provision, or otherwise to construct improvements to its or a predecessor's facilities or to install new signs within the dealer's market, the court may take into consideration the relevant circumstances, including, but not limited to:

(1) the traffic patterns between consumers and the same line-make franchised dealers of the affected manufacturer, distributor, or factory branch who are located within the market;

(2) the pattern of new vehicle sales and registrations of the affected manufacturer, distributor, or factory branch within various portions of the area of sales effectiveness and within the market as a whole;

(3) the growth or decline in population, density of population, and new car registrations in the market;

(4) the presence or absence of natural geographical obstacles or boundaries, such as rivers;

(5) the proximity of census tracts or other geographic units used by the affected line-make dealers' respective areas of sales effectiveness; and

(6) the reasonableness of the change or proposed change to the dealer's area of sales effectiveness, considering the benefits and harm to the petitioning dealer, other same line-make dealers, and the manufacturer, distributor, or factory branch;

(q) to charge back, withhold payment, deny vehicle allocation, or take any other adverse action against a dealer when a new vehicle sold by the dealer has been exported to a foreign country, unless the manufacturer, distributor, or factory branch can show that at the time of sale, the customer's information was listed on a known or suspected exporter list made available to the dealer, or the dealer knew or reasonably should have known of the purchaser's intention to export or resell the motor vehicle in violation of the manufacturer's export policy. There is a rebuttable presumption that the dealer did not know or should not have reasonably known that the vehicle would be exported or resold in violation of the manufacturer's export policy if the vehicle is titled and registered in any state of the United States; or

(r) to implement a charge back or withhold payment to a dealer that is solely due to an unreasonable delay by the registrar, as defined in section 66.002, subdivision 25, in the transfer or registration of a new motor vehicle. The dealer must give the manufacturer notice of the state's delay in writing. Within 30 days of any notice of a charge back, withholding of payments, or denial of a claim, the dealer must transmit to the manufacturer: (1) documentation to demonstrate the vehicle sale and delivery as reported; and (2) a written attestation signed by the dealer operator or general manager stating that the delay is attributable to the state. This clause expires on June 30, 2022; or

(s) to require a dealer or prospective dealer by program, incentive provision, or otherwise to construct improvements to its or a predecessor's facilities or to install new signs
or other franchisor image elements that replace or substantially alter improvements, signs, or franchisor image elements completed within the preceding ten years that were required and approved by the manufacturer, distributor, or factory branch, including any such improvements, signs, or franchisor image elements that were required as a condition of the dealer or predecessor dealer receiving an incentive or other compensation from the manufacturer, distributor, or factory branch.

This paragraph shall not apply to a program or agreement that provides lump sum payments to assist dealers in making facility improvements or to pay for signs or franchisor image elements when such payments are not dependent on the dealer selling or purchasing specific numbers of new vehicles and shall not apply to a program that is in effect with more than one Minnesota dealer on August 1, 2018, nor to any renewal of such program, nor to a modification that is not a substantial modification of a material term or condition of such program.

Sec. 4. Minnesota Statutes 2018, section 160.02, subdivision 1a, is amended to read:

Subd. 1a. Bikeway. "Bikeway" means a bicycle lane, bicycle path, shared use path, bicycle route, or similar bicycle facility, regardless of whether designed for the exclusive use of bicycles or for shared use with other transportation modes, has the meaning given in section 169.011, subdivision 9.

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

Sec. 7. Minnesota Statutes 2018, section 160.262, subdivision 1, is amended to read:

Subdivision 1. Bikeways; powers and duties; design guidelines. (a) The legislature determines that it is in the interests of the public health, safety and welfare, to provide for the addition of bikeways to proposed and existing public highways. The commissioner of transportation is authorized to plan, design, establish, and maintain bikeways on the right-of-way of any trunk highway. The commissioner is responsible for the design and construction of all bikeway projects within the right-of-way of any trunk highway. The commissioner must consider the development of bikeways during the planning, design, construction, reconstruction, or improvement of any trunk highway, or allow the establishment of such bikeways within trunk highway right-of-way.

(b) The commissioner must maintain bikeway design guidelines consistent with the state transportation goals in section 174.01.

(c) The commissioner must compile and maintain a map of bikeways in the state and must publish and distribute the map's information at least once every two years in a form and manner suitable to assist persons wishing to use the bikeways.
The commissioner must maintain bikeways within the limits of trunk highway right-of-way unless a written agreement or limited use permit provides otherwise.

The commissioner must not spend any money from the trunk highway fund on creating, constructing, expanding, marking, or maintaining bicycle lanes or routes.

Sec. 5. Minnesota Statutes 2018, section 160.262, subdivision 3, is amended to read:

Subd. 3. Cooperation among agencies and governments; assistance. (a) The departments and agencies on the nonmotorized active transportation advisory committee identified in section 174.37 must provide information and advice for the bikeway design guidelines maintained by the commissioner of transportation. The commissioner may cooperate with and enter into agreements with the United States government, any department of the state of Minnesota, any unit of local government, any tribal government, or any public or private corporation in order to effect the purposes of this section.

(b) The commissioner must provide technical assistance to local units of government in:

(1) local planning and development of bikeways;

(2) establishing connections to state bicycle routes; and

(3) implementing statewide bicycle plans maintained by the commissioner.

Sec. 6. Minnesota Statutes 2018, section 160.263, subdivision 2, is amended to read:

Subd. 2. Powers of political subdivisions. (a) The governing body of any political subdivision may by ordinance or resolution:

(1) designate any roadway or shoulder or portion thereof under its jurisdiction as a bicycle lane or bicycle route;

(2) designate any sidewalk or portion thereof under its jurisdiction as a bicycle path provided that the designation does not destroy a pedestrian way or pedestrian access;

(3) develop and designate bicycle paths;

(4) designate as bikeways all bicycle lanes, bicycle routes, and bicycle paths.

(b) A governing body may not prohibit or otherwise restrict operation of an electric-assisted bicycle, as defined in section 169.011, subdivision 27, on any roadway, or shoulder, unless the governing body determines that operation of the electric-assisted bicycle is not consistent with (1) the safety or general welfare of bikeway, roadway, or shoulder users; or (2) the terms of any property conveyance.

When establishing a bikeway in a segment of public road right-of-way, a governing body must place a high priority on preservation of existing disability parking that is designated under section 169.346, subdivision 2.
EFFECTIVE DATE. This section is effective the day following final enactment.

Sec. 7. Minnesota Statutes 2018, section 160.266, subdivision 1b, is amended to read:

Subd. 1b. State bicycle routes. The commissioner of transportation must identify state bicycle routes primarily on existing road right-of-way and trails. State bicycle routes must be identified in cooperation with road and trail authorities, including the commissioner of natural resources, and with the advice of the advisory committee on nonmotorized active transportation under section 174.37. In a metropolitan area, state bicycle routes must be identified in coordination with the plans and priorities established by metropolitan planning organizations, as defined in United States Code, title 23, section 134.

Sec. 8. Minnesota Statutes 2018, section 160.266, is amended by adding a subdivision to read:

Subd. 7. Jim Oberstar Bikeway. The Jim Oberstar Bikeway must originate in the city of St. Paul in Ramsey County, then proceed north and east to Duluth in St. Louis County, then proceed north and east along the shore of Lake Superior through Grand Marais in Cook County to Minnesota’s boundary with Canada, and there terminate.

Sec. 10. Minnesota Statutes 2018, section 160.266, subdivision 5, is amended to read:

Subd. 5. Funding. (a) Shared use paths included within state bicycle routes and not administered by the commissioner of natural resources are eligible for funding from the environment and natural resources trust fund under chapter 116P, from the parks and trails grant program under section 85.535, from the local recreation grants program under section 85.019, subdivision 4b, and from other sources. (b) The commissioner must not spend any money from the trunk highway fund on creating, constructing, expanding, marking, or maintaining a state bicycle route.

Sec. 11. Minnesota Statutes 2018, section 160.93, subdivision 1, is amended to read:

160.93 REPLACING BIKEWAYS AND PEDESTRIAN WAYS.

Whenever an existing bikeway, pedestrian way, or roadway used by bicycles or pedestrians or the sole access to such is destroyed by any new, reconstructed, or relocated federal, state, or local highway, the road authority responsible shall replace the destroyed facility or access with a comparable facility or access. Replacement is not required where it would be contrary to public safety or when sparsity of population, other available ways or other factors indicate an absence of need for such facility or access. Replacement is prohibited where money from the trunk highway fund would be used for the replacement.
Subdivision 1. Fees authorized. To improve efficiency and provide more options to individuals traveling in a trunk highway corridor, the commissioner of transportation may charge user fees to owners or operators of single-occupant low-occupancy vehicles using dynamic shoulder lanes as designated by the commissioner and any designated high-occupancy vehicle lanes. The fees may be collected using electronic or other toll-collection methods and may vary in amount with the time of day and level of traffic congestion within the corridor. The commissioner shall consult with the Metropolitan Council and obtain necessary federal authorizations before implementing user fees on a high-occupancy vehicle lane or dynamic shoulder lane. Fees under this section are not subject to section 16A.1283.

Sec. 12. Minnesota Statutes 2018, section 160.93, subdivision 2, is amended to read:

Subd. 2. Deposit of revenues; appropriation.

(a) Money collected from fees authorized under subdivision 1 must be deposited in a high-occupancy vehicle lane user fee account in the special revenue fund. A separate account must be established for each trunk highway corridor. Money in the account is appropriated to the commissioner.

(b) From this appropriation the commissioner shall:

(1) first, repay the trunk highway fund and any other fund source for money spent to install, equip, or modify the corridor for the purposes of subdivision 1, and then shall;

(2) second, pay all the costs of implementing and administering the fee collection system for that corridor;

(3) third, pay for transportation capital improvements within the corridor;

(4) fourth, pay for maintenance of the corridor; and

(5) fifth, transfer any funds not spent according to clauses 1 to 4 to the Metropolitan Council for expansion and improvement of bus transit services within the corridor beyond the level of service provided on the date of implementation of subdivision 1.

Sec. 13. Minnesota Statutes 2018, section 160.93, subdivision 4, is amended to read:

Subd. 4. Prohibition. No person may operate a single-occupant low-occupancy vehicle in a designated high-occupancy vehicle lane or dynamic shoulder lane except in compliance with the requirements of this section. A person who violates this subdivision is guilty of a petty misdemeanor and is subject to sections 169.89, subdivisions 1, 2, and 4, and 169.891 and any other provision of chapter 169 applicable to the commission of a petty misdemeanor traffic offense.
Sec. 14. Minnesota Statutes 2018, section 160.93, subdivision 5, is amended to read:

Subd. 5. Dynamic shoulder lanes. (a) The commissioner may designate dynamic shoulder lanes on freeways. The commissioner may operate dynamic shoulder lanes as priced lanes, general purpose lanes, high-occupancy vehicle lanes, or as shoulders as defined in section 169.011, subdivision 74. The commissioner may prescribe the conditions under which the lanes may be used.

(b) The commissioner may not operate a dynamic shoulder lane on marked Trunk Highway 35W from its intersection with marked Trunk Highway 94 to its intersection with marked Trunk Highway 62 as a general purpose lane. A dynamic shoulder lane along this portion of marked Trunk Highway 35W may only be used by:

1. a vehicle with more than one occupant;
2. a single-occupant low-occupancy vehicle if the fee under subdivision 1 is paid;
3. a transit bus providing public transit, as defined in section 174.22, subdivision 7;
4. an authorized emergency vehicle, as defined in section 169.011, subdivision 3.

(c) The commissioner shall erect signs to indicate when the lanes may be used.

Sec. 15. Minnesota Statutes 2018, section 160.93, is amended by adding a subdivision to read:

Subd. 6. Low-occupancy vehicle. For purposes of this section, a "low-occupancy vehicle" is a motor vehicle with an occupancy of one or two individuals.

Sec. 16. Minnesota Statutes 2018, section 161.04, is amended by adding a subdivision to read:

Subd. 7. Prohibition on use for bicycle lanes or routes. No money from the trunk highway fund may be spent on creating, constructing, expanding, marking, or maintaining bicycle lanes or routes. Money from the trunk highway fund must not be spent to convert a vehicle travel lane to a bicycle lane or route.

Sec. 17. [161.089] REPORT ON DEDICATED FUND EXPENDITURES.

By January 15 of each odd-numbered year, the commissioners of transportation and public safety, in consultation with the commissioner of management and budget, must jointly submit a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation finance. The report must list detailed expenditures and transfers from the trunk highway fund and highway user tax distribution fund for the previous two fiscal years and must include information on the purpose of each expenditure.
Subd. 46. Route No. 115. Beginning at a point on Route No. 114 102 as herein established in St. Paul thence extending in a southerly direction to a point on Route No. 1 southerly of Wescott.

Sec. 10. Minnesota Statutes 2018, section 161.14, subdivision 16, is amended to read:

Subdivision 16. Eisenhower Memorial Bridge of Valor. The bridge over the Mississippi River at the city of Red Wing, being part of Legislative Route No. 161, is hereby named and designated the "Eisenhower Memorial Bridge." Any plaques or signs memorializing this bridge should be furnished by other than the Minnesota Department of Transportation and approved by the commissioner of transportation as the "Eisenhower Bridge of Valor."

Subject to section 161.139, the commissioner must adopt a suitable design to mark this bridge and erect appropriate signs.

Sec. 11. Minnesota Statutes 2018, section 161.14, is amended by adding a subdivision to read:

Subdivision 88. Corrections Officer Joseph Gomm Memorial Highway. That segment of marked Trunk Highway 36 in West Lakeland Township, Bayport, and Oak Park Heights from the intersection with marked Interstate Highway 94 to the intersection with marked Trunk Highway 36 is designated "Corrections Officer Joseph Gomm Memorial Highway."

Subject to section 161.139, the commissioner must adopt a suitable design to mark this highway and erect appropriate signs.

Sec. 12. Minnesota Statutes 2018, section 161.14, is amended by adding a subdivision to read:

Subdivision 89. Tom Rukavina Memorial Bridge. The bridge on marked U.S. Highway 53 over a mining area easterly of 2nd Avenue West in the city of Virginia is designated as "Tom Rukavina Memorial Bridge." Subject to section 161.139, the commissioner must adopt a suitable design to mark this bridge and erect appropriate signs.

Sec. 13. Minnesota Statutes 2018, section 161.14, is amended by adding a subdivision to read:

Subdivision 90. Captain Jeffrey Vollmer Memorial Highway. That segment of marked Trunk Highway 75 from marked Trunk Highway 7 to Carver County Slate-Aid Highway, and marked Trunk Highway 30 is designated as "Captain Jeffrey Vollmer Memorial Highway." Subject to section 161.139, the commissioner must adopt a suitable design to mark this highway and erect appropriate signs.

Sec. 14. Minnesota Statutes 2018, section 161.14, is amended by adding a subdivision to read:

Subdivision 91. Richard J. Ames Memorial Highway. (a) The following route between the city of Jordan and marked U.S. Highway 61 is designated as the "Richard J. Ames Memorial Highway."

Subd. 16. Eisenhower Memorial Bridge of Valor. The bridge over the Mississippi River at the city of Red Wing, being part of Legislative Route No. 161, is hereby named and designated the "Eisenhower Memorial Bridge of Valor." Any plaques or signs memorializing this bridge should be furnished by other than the Minnesota Department of Transportation and approved by the commissioner of transportation as the "Eisenhower Bridge of Valor."

Subject to section 161.139, the commissioner must adopt a suitable design to mark this bridge and erect appropriate signs.

Sec. 18. Minnesota Statutes 2018, section 161.14, subdivision 16, is amended to read:

Subd. 89. Tom Rukavina Memorial Bridge. The bridge on marked U.S. Highway 53 over a mining area easterly of 2nd Avenue West in the city of Virginia is designated as "Tom Rukavina Memorial Bridge." Any plaques or signs memorializing this bridge should be furnished by other than the Minnesota Department of Transportation and approved by the commissioner of transportation as the "Eisenhower Memorial Bridge of Valor."

Subject to section 161.139, the commissioner must adopt a suitable design to mark this bridge and erect appropriate signs.

Sec. 20. Minnesota Statutes 2018, section 161.14, is amended by adding a subdivision to read:

Subdivision 88. Corrections Officer Joseph Gomm Memorial Highway. That segment of marked Trunk Highway 36 in West Lakeland Township, Bayport, and Oak Park Heights from the intersection with marked Interstate Highway 94 to the intersection with marked Trunk Highway 36 is designated "Corrections Officer Joseph Gomm Memorial Highway."

Subject to section 161.139, the commissioner shall adopt a suitable design to mark this bridge and erect appropriate signs.

Sec. 22. Minnesota Statutes 2018, section 161.14, is amended by adding a subdivision to read:

Subdivision 91. Richard J. Ames Memorial Highway. (a) The following route between the city of Jordan and marked U.S. Highway 61 is designated as the "Richard J. Ames Memorial Highway."
Beginning at a point at the eastern city limits of Jordan; thence extending easterly along marked Trunk Highway 282 to its junction with marked Trunk Highway 13; thence extending northerly along marked Trunk Highway 13 to its junction with Eagle Creek Avenue in the city limits of Prior Lake; thence extending easterly along Eagle Creek Avenue and 185th Street East to its junction with Kenwood Trail and Dakota County State-Aid Highway 50; thence extending easterly and southerly along Kenwood Trail and Dakota County State-Aid Highway 50 to its junction with marked Trunk Highway 3 in the city limits of Farmington; thence extending southerly along marked Trunk Highway 3 to its junction with marked Trunk Highway 50; thence extending easterly along marked Trunk Highway 50 to its terminus at its junction with marked Trunk Highway 20 and marked U.S. Highway 61 near Miesville. (b) Subject to section 161.139, the commissioner must adopt a suitable design to mark this highway and erect appropriate signs along U.S. and trunk highways. The appropriate local road authorities must erect appropriate signs on the local roadway portions of the route, with the cost of the signs to be paid by nonpublic sources of funds.

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

Sec. 15. Minnesota Statutes 2018, section 161.14, is amended by adding a subdivision to read:

**Subd. 92.** *Kenneth E. Sellon and Eugene B. Schlafeldt Memorial Highway.* That segment of marked Interstate Highway 94 from Sauk Centre to Alexandria is designated as "Kenneth E. Sellon and Eugene B. Schlafeldt Memorial Highway." Subject to section 161.139, the commissioner must adopt a suitable design to mark this highway and erect appropriate signs.

Sec. 16. Minnesota Statutes 2018, section 161.14, is amended by adding a subdivision to read:

**Subd. 93.** *Ryane Clark Memorial Highway.* That segment of marked Trunk Highway 23 in Kandiyohi County between New London and Spicer is designated as "Ryane Clark Memorial Highway." Subject to section 161.139, the commissioner must adopt a suitable design to mark this highway and erect appropriate signs.

Sec. 21. Minnesota Statutes 2018, section 161.14, is amended by adding a subdivision to read:

**Subd. 90.** *Kenneth E. Sellon and Eugene B. Schlafeldt Memorial Highway.* That segment of marked Interstate Highway 94 from Sauk Centre to Alexandria is designated as "Kenneth E. Sellon and Eugene B. Schlafeldt Memorial Highway." Subject to section 161.139, the commissioner must adopt a suitable design to mark this highway and erect appropriate signs.

Sec. 22. Minnesota Statutes 2018, section 161.14, is amended by adding a subdivision to read:

**Subd. 92a.** *Specialist Noah Pierce Bridge.* The bridge on marked Trunk Highway 37 over marked U.S. Highway 53 in the city of Eveleth is designated as "Specialist Noah Pierce Bridge." Subject to section 161.139, the commissioner shall adopt a suitable design to mark this bridge and erect appropriate signs.

Sec. 23. Minnesota Statutes 2018, section 161.14, is amended by adding a subdivision to read:

**Subd. 92.** *Ryane Clark Memorial Highway.* That segment of marked Trunk Highway 23 in Kandiyohi County between New London and Spicer is designated as "Ryane Clark Memorial Highway." Subject to section 161.139, the commissioner shall adopt a suitable design to mark this highway and erect appropriate signs.

Sec. 25. Minnesota Statutes 2018, section 161.14, is amended by adding a subdivision to read:
Subd. 93. State Trooper Ray Krueger Memorial Highway. That segment of marked
Trunk Highway 210 within Cass County is designated as "State Trooper Ray Krueger
Memorial Highway," Subject to section 161.139, the commissioner shall adopt a suitable
design to mark this highway and erect appropriate signs in the vicinity of the location where
Trooper Krueger died.

Sec. 27. Minnesota Statutes 2018, section 161.14, is amended by adding a subdivision to
read:

Subd. 95. Warrant Officer Dennis A. Groth Memorial Bridge. The bridge on marked
U.S. Highway 52 over Dakota County State-Aid Highway 42, known as 145th Street within
the city of Rosemount, is designated as "Warrant Officer Dennis A. Groth Memorial Bridge."
Subject to section 161.139, the commissioner shall adopt a suitable design to mark the
bridge and erect appropriate signs.

Sec. 28. Minnesota Statutes 2018, section 161.162, subdivision 2, is amended to read:

Subd. 2. Final layout. (a) "Final layout" means geometric layouts and supplemental
drawings that show the location, character, dimensions, access, and explanatory information
about the highway construction or improvement work being proposed. "Final layout"
includes, where applicable, traffic lanes, shoulders, trails, intersections, signals, bridges,
approximate right-of-way limits, existing ground line and proposed grade line of the highway,
turn lanes, access points and closures, sidewalks, proposed design speed, noise walls, transit
considerations, auxiliary lanes, interchange locations, interchange types, sensitive areas,
existing right-of-way, traffic volume and turning movements, location of storm water
drainage, location of municipal utilities, project timeline, project schedule and estimated
cost, detour routes, and the name of the project manager.

(b) "Final layout" does not include a cost participation agreement. For purposes of this
subdivision "cost participation agreement" means a document signed by the commissioner
and the governing body of a municipality that states the costs of a highway construction
project that will be paid by the municipality.

Sec. 29. Minnesota Statutes 2018, section 161.164, subdivision 3, is amended to read:

Subd. 3. Appeal board. (a) Within 30 days after referral of the final layout, the appeal
board shall hold a hearing at which the commissioner and the governing body may present
the case for or against approval of the final layout referred. Not later than 60 days after the
hearing, the appeal board shall recommend approval, recommend approval with
modifications, or recommend disapproval of the final layout, making additional
recommendations consistent with state and federal requirements as it deems appropriate. It
shall submit a written report containing its findings and recommendations to the
commissioner and the governing body.

(b) If the municipality does not approve the final layout of a project because a substantial
portion of the road has at least two years of remaining service life and therefore the project
would be premature, then the appeal board must make a determination of whether a
substantial portion of the road has more or less than two years of remaining service life.

The board must consider evidence presented by the municipality and the department in making the determination. The length of remaining service life is calculated beginning on the start date of construction on the project.

Sec. 30. Minnesota Statutes 2018, section 161.166, is amended by adding a subdivision to read:

Subd. 3a. Local cost share. If a project with a final layout approved by the appeal board proceeds pursuant to subdivision 2 or 3, notwithstanding any law to the contrary, the municipality must not be required to pay any portion of the project cost if:

1) the municipality did not approve the final layout because a substantial portion of the road has at least two years of remaining service life and therefore the project would be premature; and

2) the appeal board determined that a substantial portion of the road has at least two years of remaining service life.

Sec. 31. SERVICE LIFE OF ROAD REVIEW; DETOUR ROUTE REVIEW.

Subdivision 1. Service life of road review. Before proceeding with a project in a statutory or home rule charter city that is not subject to sections 161.162 to 161.167, the commissioner must submit the proposed project timeline to the city council. If the city objects to the timeline for the project because a substantial portion of the road at issue has at least two years of remaining service life and the project would therefore be premature, the city may appeal the timeline to an appeal board as established in section 161.164. The appeal board must make a determination as provided in section 161.164, subdivision 3, paragraph (b). If the appeal board determines that the road has at least two years of remaining service life, the city must not be required to pay any portion of the project cost notwithstanding any law to the contrary.

Subd. 2. Detour route review. Before proceeding with a project in a statutory or home rule charter city that is not subject to sections 161.162 to 161.167, the commissioner must submit the proposed detour routes to the city council. If the city objects to the detour routes, the city may appeal the detour routes to an appeal board as established in section 161.164. The city must submit an alternate detour route or routes as part of the appeal. The appeal board must determine the detour route that will be used. The department and the city must abide by the board’s selected detour route.
Sec. 18. Minnesota Statutes 2018, section 161.45, subdivision 2, is amended to read:

Subd. 2. Relocation of utility. Whenever the relocation of any utility facility is necessitated by the construction of a project on a trunk highway route other than those described in section 161.46, subdivision 2, the relocation work may be made a part of the state highway construction contract or let as a separate contract as provided by law if the owner or operator of the facility requests the commissioner to act as its agent for the purpose of relocating the facilities and if the commissioner determines that such action is in the best interests of the state. Payment by the utility owner or operator to the state shall be in accordance with applicable statutes and the rules for utilities on trunk highways.

Sec. 19. Minnesota Statutes 2018, section 161.46, subdivision 2, is amended to read:

Subd. 2. Relocation of facilities; reimbursement. (a) Whenever the commissioner shall determine the relocation of any utility facility is necessitated by the construction of a project on the routes of federally aided state trunk highways, including urban extensions thereof, which routes are included within the National System of Interstate Highways, the owner or operator of such utility facility shall relocate the same in accordance with the order of the commissioner. After the completion of such relocation the cost thereof shall be ascertained and paid by the state out of trunk highway funds; provided, however, the amount to be paid by the state for such reimbursement shall not exceed the amount on which the federal government bases its reimbursement for said interstate system.

(b) Notwithstanding paragraph (a), any utility facility installed after August 1, 2019, is not eligible for relocation reimbursement.

Sec. 32. Minnesota Statutes 2018, section 168.002, subdivision 8, is amended to read:

Subd. 8. Farm truck. (a) "Farm truck" means all single-unit trucks, pickup trucks, truck-tractors, tractors, semitrailers, and trailers used by the owner thereof to transport agricultural, horticultural, dairy, and other farm products, including livestock, produced or finished by the owner of the truck, and any other personal property owned by the farmer to whom the license for the truck is issued, from the farm to market, and to transport property and supplies to the farm of the owner. Trucks, pickup trucks, truck-tractors, tractors, semitrailers, and trailers registered as "farm trucks" may be used by the owner thereof to occasionally transport unprocessed and raw farm products, not produced by the owner of the truck, from the place of production to market when the transportation constitutes the first haul of the products, and may be used by the owner thereof, either farmer or logger who harvests and hauls forest products only, to transport logs, pulpwood, lumber, chips, railroad ties and other raw and unfinished forest products from the place of production to an intermediate or final assembly point or transfer yard or railhead, which transportation
may be continued by another farm truck to a place for final processing or manufacture located within 200 miles of the place of production and all of which is deemed to constitute the first haul of unfinished wood products; provided that the owner and operator of the vehicle transporting planed lumber shall have in immediate possession a statement signed by the producer of the lumber designating the governmental subdivision, section, and township where the lumber was produced and that this haul, indicating the date, is the first haul thereof. The licensed vehicles may also be used by the owner thereof to transport, to and from timber-harvesting areas, equipment and appurtenances incidental to timber harvesting, and gravel and other road-building materials for timber haul roads.

(b) "Farm trucks" shall also include only single-unit trucks that, because of their construction, cannot be used for any other purpose and are used exclusively to transport milk and cream en route from a farm to an assembly point or place for final manufacture, and for transporting milk and cream from an assembly point to a place for final processing or manufacture. This section shall not be construed to mean that the owner or operator of the truck cannot carry on usual accommodation services for patrons on regular return trips, such as butter, cream, cheese, and other dairy supplies.

Sec. 33. Minnesota Statutes 2018, section 168.013, subdivision 1a, is amended to read:

Subd. 1a. 
(a) On passenger automobiles as defined in section 168.002, subdivision 24, and hearses, except as otherwise provided, the tax is $10 plus an additional tax equal to 1.25 percent of the base value.

(b) Subject to the classification provisions herein, "base value" means the manufacturer's suggested retail price of the vehicle including destination charge using list price information published by the manufacturer or determined by the registrar if no suggested retail price exists, and shall not include the cost of each accessory or item of optional equipment separately added to the vehicle and the suggested retail price. In the case of the first registration of a new vehicle sold or leased by a licensed dealer, the dealer may elect to individually determine the base value of the vehicle using suggested retail price information provided by the manufacturer. The registrar must use the base value determined by the dealer to properly classify the vehicle. A dealer that elects to make the determination must retain a copy of the suggested retail price label or other supporting documentation with the vehicle transaction records maintained under Minnesota Rules, part 7400.5200.

c) If the manufacturer's list price information contains a single vehicle identification number followed by various descriptions and suggested retail prices, the registrar shall select from those listings only the lowest price for determining base value.

d) If unable to determine the base value because the vehicle is specially constructed, or for any other reason, the registrar may establish such value upon the cost price to the purchaser or owner as evidenced by a certificate of cost but not including Minnesota sales or use tax or any local sales or other local tax.

e) The registrar shall classify every vehicle in its proper base value class as follows:

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Subd. 1a.

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(a) On passenger automobiles as defined in section 168.002, subdivision 24, and hearses, except as otherwise provided, the tax is $10 plus an additional tax equal to 1.25 percent of the base value.

(b) Subject to the classification provisions herein, "base value" means the manufacturer's suggested retail price of the vehicle including destination charge using list price information published by the manufacturer or determined by the registrar if no suggested retail price exists, and shall not include the cost of each accessory or item of optional equipment separately added to the vehicle and the suggested retail price. In the case of the first registration of a new vehicle sold or leased by a licensed dealer, the dealer may elect to individually determine the base value of the vehicle using suggested retail price information provided by the manufacturer. The registrar must use the base value determined by the dealer to properly classify the vehicle. A dealer that elects to make the determination must retain a copy of the suggested retail price label or other supporting documentation with the vehicle transaction records maintained under Minnesota Rules, part 7400.5200.

c) If the manufacturer's list price information contains a single vehicle identification number followed by various descriptions and suggested retail prices, the registrar shall select from those listings only the lowest price for determining base value.

d) If unable to determine the base value because the vehicle is specially constructed, or for any other reason, the registrar may establish such value upon the cost price to the purchaser or owner as evidenced by a certificate of cost but not including Minnesota sales or use tax or any local sales or other local tax.

e) The registrar shall classify every vehicle in its proper base value class as follows:
and thereafter a series of classes successively set in brackets having a spread of $200 consisting of such number of classes as will permit classification of all vehicles.

(i) The base value for purposes of this section shall be the middle point between the extremes of its class.

(g) The registrar shall establish the base value, when new, of every passenger automobile and hearse registered prior to the effective date of Extra Session Laws 1971, chapter 31, using list price information published by the manufacturer or any nationally recognized firm or association compiling such data for the automotive industry. If unable to ascertain the base value of any registered vehicle in the foregoing manner, the registrar may use any other available source or method. The registrar shall calculate tax using base value information available to dealers and deputy registrars at the time the application for registration is submitted. The tax on all previously registered vehicles shall be computed upon the base value thus determined taking into account the depreciation provisions of paragraph (h).

(b) The annual additional tax must be computed upon a percentage of the base value as follows: during the first year of vehicle life, upon 100 percent of the base value; for the second year, 90 percent of such value; for the third year, 80 percent of such value; for the fourth year, 70 percent of such value; for the fifth year, 60 percent of such value; for the sixth year, 50 percent of such value; for the seventh year, 40 percent of such value; for the eighth year, 30 percent of such value; for the ninth year, 20 percent of such value; for the tenth year, ten percent of such value; for the 11th and each succeeding year, the sum of $25.

(i) In no event shall the annual additional tax be less than $25.

(j) For any vehicle previously registered in Minnesota and regardless of prior ownership, the total amount due under this subdivision and subdivision 1m must not exceed the smallest total amount previously paid or due on the vehicle.

Sec. 21. Minnesota Statutes 2018, section 168.013, subdivision 3, is amended to read:

Subd. 3. Application; cancellation; excessive gross weight forbidden. (a) The applicant for all licenses based on gross weight shall state the unloaded weight of the motor vehicle, trailer, or semitrailer and the maximum load the applicant proposes to carry on it, the sum of which constitutes the gross weight upon which the license tax must be paid. However, the declared gross weight upon which the tax is paid must not be less than 1-1/4 times the declared unloaded weight of the motor vehicle, trailer, or semitrailer to be registered, except

Tenth year, ten percent of such value; for the 11th and each succeeding year, the sum of $25.

(i) In no event shall the annual additional tax be less than $25.

(j) For any vehicle previously registered in Minnesota and regardless of prior ownership, the total amount due under this subdivision and subdivision 1m must not exceed the smallest total amount previously paid or due on the vehicle.

EFFECTIVE DATE. This section is effective August 1, 2019.
recreational vehicles taxed under subdivision 1g, school buses taxed under subdivision 18,
and tow trucks or towing vehicles defined in section 168B.011, subdivision 12a. The gross
weight of a tow truck or towing vehicle is the actual weight of the tow truck or towing
vehicle fully equipped, but does not include the weight of a wrecked or disabled vehicle
towed or drawn by the tow truck or towing vehicle.

(b) Except as provided by special permit issued under section 169.86, the gross weight
of a motor vehicle, trailer, or semitrailer must not exceed the gross weight upon which the
license tax has been paid by more than four percent or 1,000 pounds, whichever is greater;
provided that, a vehicle transporting unfinished forest products on a highway, other than a
highway that is part of the system of interstate and defense highways, unless a federal
exemption is granted, in accordance with paragraph (d)(3):

1. shall not exceed its gross vehicle weight upon which the license tax has been paid,
or gross axle weight on any axle, by more than five percent and, notwithstanding other law
to the contrary, is not subject to any fee, fine, or other assessment or penalty for exceeding
a gross vehicle or axle weight by up to five percent. This clause applies year round to
suppliers of unfinished forest products to mills; and

2. between the dates set by the commissioner in accordance with section 169.826,
subdivision 1, is not subject to any provision of paragraph (d) or chapter 169 limiting the
gross axle weight of any individual axle unless the entire vehicle also exceeds its gross
vehicle weight plus its weight allowance allowed in clause (1) and plus any weight allowance
permitted under section 169.826, in which case the vehicle is subject to all applicable
penalties for excess weight violations.

(c) The gross weight of the motor vehicle, trailer, or semitrailer for which the license
tax is paid must be indicated by a distinctive character on the license plate or plates except
as provided in subdivision 12 or section 169.86, subdivision 5a, as applicable, and the plate
or plates must be kept clean and clearly visible at all times.

(d) The owner, driver, or user of a motor vehicle, trailer, or semitrailer, upon conviction
for transporting a gross weight in excess of the gross weight for which it was registered or
for operating a vehicle with an axle weight exceeding the maximum lawful axle load weight,
is guilty of a misdemeanor and subject to increased registration or reregistration according
to the following schedule:

1. Upon conviction for transporting a gross weight in excess of the gross weight for
which a motor vehicle, trailer, or semitrailer is registered by more than the allowance set
forth in paragraph (b) but less than 25 percent, or for operating or using a motor vehicle,
trailer, or semitrailer with an axle weight exceeding the maximum lawful axle load as
provided in sections 169.822 to 169.829 by more than the allowance set forth in paragraph
(b) but less than 25 percent, the owner, driver, or user of the motor vehicle, trailer, or
semitrailer used to commit the violation, in addition to any penalty imposed for the
misdemeanor, shall apply to the registrar to increase the authorized gross weight to be carried
on the vehicle to a weight equal to or greater than the gross weight the owner, driver, or
The increase is computed for the balance of the calendar year on the basis of 1/12 of the annual tax for each month remaining in the calendar year beginning with the first day of the month in which the violation occurred. If the additional registration tax computed upon that weight, plus the tax already paid, amounts to more than the regular tax for the maximum gross weight permitted for the vehicle under sections 169.822 to 169.829, that additional amount must nevertheless be paid into the highway fund, but the additional tax thus paid does not authorize or permit any person to operate the vehicle with a gross weight in excess of the maximum legal weight as provided by sections 169.822 to 169.829. Unless the owner within 30 days after a conviction applies to increase the authorized weight and pays the additional tax as provided in this section, the registrar shall revoke the registration on the vehicle and demand the return of the registration card and plates issued on that registration.

(2) Upon conviction of an owner, driver, or user of a motor vehicle, trailer, or semitrailer for transporting a gross weight in excess of the gross weight for which the motor vehicle, trailer, or semitrailer was registered by 25 percent or more or for operating or using the vehicle or trailer with an axle weight exceeding the maximum lawful axle load as provided in sections 169.822 to 169.829 by 25 percent or more, and in addition to any penalty imposed for the misdemeanor, the registrar shall either (i) cancel the reciprocity privileges on the vehicle involved if the vehicle is being operated under reciprocity or (ii) if the vehicle is not being operated under reciprocity, cancel the certificate of registration on the vehicle operated and demand the return of the registration certificate and registration plates. The registrar may not cancel the registration or reciprocity privileges for any vehicle found in violation of seasonal load restrictions imposed under section 169.87 unless the axle weight exceeds the year-round weight limit for the highway on which the violation occurred. The registrar may investigate any allegation of gross weight violations and demand that the operator show cause why all future operating privileges in the state should not be revoked unless the additional tax assessed is paid.

(3) Clause (1) does not apply to the first haul of unprocessed or raw farm products or unfinished forest products, when the registered gross weight is not exceeded by more than ten percent. For purposes of this clause, "first haul" means (i) the first, continuous transportation of unprocessed or raw farm products from the place of production or on-farm storage site to any other location within 100 miles of the place of production or on-farm storage site, or (ii) the continuous or noncontinuous transportation of unfinished forest products from the place of production to the place of final processing or manufacture located within 200 miles of the place of production.

(4) When the registration on a motor vehicle, trailer, or semitrailer is revoked by the registrar according to this section, the vehicle must not be operated on the highways of the state until it is registered or reregistered, as the case may be, and new plates issued, and the registration fee is the annual tax for the total gross weight of the vehicle at the time of violation. The reregistration pursuant to this subdivision of any vehicle operating under reciprocity agreements pursuant to section 168.181 or 168.187 must be at the full annual registration fee without regard to the percentage of vehicle miles traveled in this state.
Sec. 36. Minnesota Statutes 2018, section 168.013, subdivision 6, is amended to read:

Subd. 6. Listing by dealers. The owner of every motor vehicle not exempted by section 168.012 or 168.28, shall list, so long as it is subject to taxation within the state, annually list and register the same and pay the tax herein provided annually under this section, provided, however, that any dealer in motor vehicles, to whom dealer’s plates have been issued as provided in this chapter, coming into the possession of a motor vehicle to be held solely for the purpose of sale or demonstration or both, shall be entitled to withhold the tax due on the vehicle from the prior registration period or becoming due on such vehicle for the following year and no lien for registration tax as provided in section 168.31, subdivision 6, shall attach. When, thereafter, such vehicle is otherwise used or is sold, leased, or rented to another person, firm, corporation, or association, the tax for the remainder of the year, prorated on a monthly basis, shall become becomes payable immediately.

Sec. 22. Minnesota Statutes 2018, section 168.10, subdivision 1h, is amended to read:

Subd. 1h. A motor vehicle, including a truck, shall be listed and registered under this section if it meets the following conditions:

(1) it is at least 20 years old;

(2) its first owner following its manufacture was a branch of the armed forces of the United States and it presently conforms to the vehicle specifications required during the time of military ownership, or it has been restored and presently conforms to the specifications required by a branch of the armed forces for the model year that the restored vehicle could have been owned by that branch of the armed forces; and

(3) it is owned by a nonprofit organization and operated solely as a collector's vehicle.

For purposes of this subdivision, "nonprofit organization" means a corporation, society, association, foundation, or institution organized and operated exclusively for historical or educational purposes, no part of the net earnings of which inures to the benefit of a private individual.

(b) The owner of the vehicle shall execute an affidavit stating the name and address of the person from whom purchased and of the new owner; the make, year, and model number of the motor vehicle; the manufacturer's identification number; and the collector military vehicle identification number, if any, located on the exterior of the vehicle. The affidavit must affirm that the vehicle is owned by a nonprofit organization and is operated solely as a collector's item and not for general transportation purposes. If the commissioner is satisfied that the affidavit is true and correct and the owner pays a $25 tax and the plate fee authorized under section 168.12, the commissioner shall list the vehicle for taxation and registration and shall issue number plates. The number plates shall bear the inscriptions "Collector" and "Minnesota" and the registration number, but no date. The number plates are valid without expiration, and such vehicle is otherwise used or is sold, leased, or rented to another person, firm, corporation, or association, the tax for the remainder of the year, prorated on a monthly basis, shall become becomes payable immediately.

EFFECTIVE DATE. This section is effective August 1, 2019.
renewal as long as the vehicle is in existence in Minnesota. The commissioner may revoke the plates for failure to comply with this subdivision.

(c) Notwithstanding section 168.09, 168.12, or other law to the contrary, the owner of a registered collector military vehicle is not required to display registration plates on the exterior of the vehicle if the vehicle has an exterior number identification that conforms to the identifying system for military vehicles in effect when the vehicle was last owned by the branch of the armed forces of the United States or in effect in the year to which the collector military vehicle has been restored. However, the state registration plates must be carried in or on the collector military vehicle at all times.

(d) The owner of a registered collector military vehicle that is not required to display registration plates under paragraph (c) may tow a registered trailer behind it. The trailer is not required to display registration plates if the trailer:

(1) does not exceed a gross weight of 15,000 pounds;
(2) otherwise conforms to registration, licensing, and safety laws and specifications;
(3) conforms to military specifications for appearance and identification;
(4) is intended to represent and does represent a military trailer; and
(5) carries registration plates on or in the trailer or the collector military vehicle towing the trailer.

(e) This subdivision does not apply to a decommissioned military vehicle that (1) was also manufactured and sold as a comparable civilian vehicle, and (2) has the same size dimensions and vehicle weight as the comparable civilian vehicle. A decommissioned military vehicle under this paragraph is eligible for a motor vehicle title under chapter 168A and is subject to the same registration, insurance, equipment, and operating requirements as a motor vehicle.

Sec. 24. Minnesota Statutes 2018, section 168.123, subdivision 2, is amended to read:

Subd. 2. Design. The commissioner of veterans affairs shall design the emblem for the veterans’ special plates, subject to the approval of the commissioner, that satisfy the following requirements:

(a) For a Vietnam veteran who served after July 1, 1961, and before July 1, 1978, in the active military service in a branch of the armed forces of the United States or a nation or society allied with the United States the special plates must bear the inscription "VIETNAM VET."
(b) For a veteran stationed on the island of Oahu, Hawaii, or offshore, during the attack on Pearl Harbor on December 7, 1941, the special plates must bear the inscription "PEARL HARBOR SURVIVOR."
(c) For a veteran who served during World War II, the plates must bear the inscription "WORLD WAR VET."

(d) For a veteran who served during the Korean Conflict, the special plates must bear the inscription "KOREAN VET."

(e) For a combat wounded veteran who is a recipient of the Purple Heart medal, the plates must bear the inscription "COMBAT WOUNDED VET" and have a facsimile or an emblem of the official Purple Heart medal.

(f) For a Persian Gulf War veteran, the plates must bear the inscription "GULF WAR VET." For the purposes of this section, "Persian Gulf War veteran" means a person who served on active duty after August 1, 1990, in a branch of the armed forces of the United States or a nation or society allied with the United States or the United Nations during Operation Desert Shield, Operation Desert Storm, or other military operation in the Persian Gulf area combat zone as designated in United States Presidential Executive Order No. 12744, dated January 21, 1991.

(g) For a veteran who served in the Laos War after July 1, 1961, and before July 1, 1978, the special plates must bear the inscription "LAOS WAR VET."

(h) For a veteran who is the recipient of:

(1) the Iraq Campaign Medal, the special plates must be inscribed with a facsimile of that medal and must bear the inscription "IRAQ WAR VET" directly below the special plate number;

(2) the Afghanistan Campaign Medal, the special plates must be inscribed with a facsimile of that medal and must bear the inscription "AFGHAN WAR VET" directly below the special plate number;

(3) the Global War on Terrorism Expeditionary Medal, the special plates must be inscribed with a facsimile of that medal and must bear the inscription "GWOT VETERAN" directly below the special plate number; or

(4) the Armed Forces Expeditionary Medal, the special plates must bear an appropriate inscription that includes a facsimile of that medal.

(i) For a veteran who is the recipient of the Global War on Terrorism Service Medal, the special plates must be inscribed with a facsimile of that medal and must bear the inscription "GWOT VETERAN" directly below the special plate number. In addition, any
member of the National Guard or other military reserves who has been ordered to federally
funded state active service under United States Code, title 32, as defined in section 190.05,
subsection 5b, and who is the recipient of the Global War on Terrorism Service Medal, is
eligible for the license plate described in this paragraph, irrespective of whether that person
qualifies as a veteran under section 197.447.

(i) For a veteran who is the recipient of the Korean Defense Service Medal, the special
plates must be inscribed with a facsimile of that medal and must bear the inscription
"KOREAN DEFENSE SERVICE" directly below the special plate number.

(k) For a veteran who is a recipient of the Bronze Star medal, the plates must bear the
inscription "BRONZE STAR VET" and have a facsimile or an emblem of the official Bronze
Star medal.

(l) For a veteran who is a recipient of the Silver Star medal, the plates must bear the
inscription "SILVER STAR VET" and have a facsimile or an emblem of the official Silver
Star medal.

(m) For a woman veteran, the plates must bear the inscription "WOMAN VETERAN"
and have a facsimile or an emblem as designated by the commissioners of veterans affairs
and public safety.

(n) For a veteran who served as a multinational peacekeeper in Beirut, Lebanon, between
August 1, 1982, and July 31, 1984, the plates must bear the inscription "MULTINATIONAL
PEACEKEEPERS BEIRUT, LEBANON."

Sec. 25. [168.1283] MINNESOTA AGRICULTURE PLATES.

Subdivision 1. Issuance of plates. The commissioner must issue Minnesota agriculture
special plates or a single motorcycle plate to an applicant who:

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

(2) pays an additional fee in the amount specified under section 168.12, subdivision 5,
for each set of plates;

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

(4) contributes a minimum of $20 annually to the Minnesota agriculture account; and

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

Subd. 2. Design. In consultation with the commissioner of agriculture, the commissioner
must adopt a suitable plate design that includes a depiction of lands and activity related to
agriculture.
Subd. 3. Plates transfer. On application to the commissioner and payment of a transfer fee of $5, special plates issued under this section may be transferred to another motor vehicle if the subsequent vehicle is:

1. qualified under subdivision 1, clause (1), to bear the special plates; and
2. registered to the same individual to whom the special plates were originally issued.

Subd. 4. Exemption. Special plates issued under this section are not subject to section 168.1293, subdivision 2.

Subd. 5. Contributions; account; appropriation. Contributions collected under subdivision 1, clause (4), must be deposited in the Minnesota agriculture account, which is established in the special revenue fund. Money in the account is appropriated to the commissioner of public safety. This appropriation is first for the annual cost of administering the account funds, and the remaining funds are for distribution to (1) the Minnesota FFA Foundation to support the mission of the foundation, and (2) the University of Minnesota Extension Service to support Minnesota 4-H programming and activities. The commissioner must annually consult with the Minnesota FFA Foundation and the University of Minnesota Extension Service for recommendations regarding how to allocate funds.

EFFECTIVE DATE. This section is effective July 1, 2020, for Minnesota agriculture special plates issued on or after that date.

Sec. 26. [168.1284] LIONS CLUBS INTERNATIONAL PLATES.

Subdivision 1. Issuance of plates. The commissioner must issue Lions Clubs International special plates or a single motorcycle plate to an applicant who:

1. is a registered owner of a passenger automobile, noncommercial one-ton pickup truck, motorcycle, or recreational vehicle;
2. pays an additional fee in the amount specified under section 168.12, subdivision 5, for each set of plates;
3. pays the registration tax as required under section 168.013, along with any other fees required by this chapter;
4. contributes a minimum of $25 upon initial application and $5 annually to the Lions Clubs International account; and
5. complies with this chapter and rules governing registration of motor vehicles and licensing of drivers.

Subd. 2. Design. The commissioner must adopt a suitable plate design that includes the recognized emblem of Lions Clubs International and the inscription “We Serve.”
Subd. 3. Plates transfer. On application to the commissioner and payment of a transfer fee of $5, special plates issued under this section may be transferred to another motor vehicle if the subsequent vehicle is:

(1) qualified under subdivision 1, clause (1), to bear the special plates; and
(2) registered to the same individual to whom the special plates were originally issued.

Subd. 4. Exemption. Special plates issued under this section are not subject to section 168.1293, subdivision 2.

Subd. 5. Contributions; account; appropriation. Contributions collected under subdivision 1, clause (4), must be deposited in the Lions Clubs International account, which is established in the special revenue fund. Money in the account is appropriated to the commissioner of public safety. This appropriation is first for the annual cost of administering the account funds, and the remaining funds are for distribution to Lions Clubs International to further the organization’s mission of service, fellowship, diversity, integrity, and leadership.

EFFECTIVE DATE. This section is effective July 1, 2020, for Lions Clubs International special plates issued on or after that date.

Sec. 27. [168.1285] ROYAT INTERNATIONAL PLATES.

Subdivision 1. Issuance of plates. The commissioner shall issue Rotary International special plates or a single motorcycle plate to an applicant who:

(1) is a registered owner of a passenger automobile, noncommercial one-ton pickup truck, motorcycle, or recreational motor vehicle;
(2) pays an additional fee in the amount specified under section 168.12, subdivision 5, for each set of plates;
(3) pays the registration tax required under section 168.013, along with any other fees required by this chapter;
(4) contributes $25 upon initial application and a minimum of $5 annually to the Rotary Foundation account; and
(5) complies with this chapter and rules governing registration of motor vehicles and licensing of drivers.

Subd. 2. Design. The commissioner shall adopt a suitable design for the plate that must include the Rotary International symbol and the phrase “Service Above Self.”

Subd. 3. Plates transfer. On application to the commissioner and payment of a transfer fee of $5, special plates may be transferred to another qualified motor vehicle that is registered to the same individual to whom the special plates were originally issued.
Subd. 4. Exemption. Special plates issued under this section are not subject to section 168.1293, subdivision 2.

Subd. 5. Contributions; account; appropriation. Contributions collected under subdivision 1, clause (4), must be deposited in the Rotary Foundation account, which is established in the special revenue fund. Money in the account is appropriated to the commissioner of public safety. This appropriation must first pay for the annual cost of administering the account funds, and the remaining funds must be distributed to Rotary Foundation to further the rotary's mission of service, fellowship, diversity, integrity, and leadership.

EFFECTIVE DATE. This section is effective July 1, 2020, for Rotary International special plates issued on or after that date.
Subd. 33. Designated dealer title and registration liaison. The registrar must designate
by name and provide contact information for one or more registrar employees as needed to
dealer issues related to vehicle titling and registration.

EFFECTIVE DATE. This section is effective August 1, 2019.

Sec. 30. Minnesota Statutes 2018, section 168.301, subdivision 3, is amended to read:
Subd. 3. Late fee. In addition to any fee or tax otherwise authorized or imposed upon
the transfer of a title for a motor vehicle, the commissioner of public safety shall impose a
$2 additional fee for failure to deliver a title transfer within ten business days. This
subdivision does not apply to transfers from licensed vehicle dealers.

EFFECTIVE DATE. This section is effective July 1, 2020, or upon completion of the
necessary programming changes to the driver and vehicle services information system,
whichever is earlier.

Sec. 31. Minnesota Statutes 2018, section 168.33, subdivision 8a, is amended to read:
Subd. 8a. Electronic transmission. (a) If the commissioner accepts electronic
transmission of a motor vehicle transfer and registration by a new or used motor vehicle
dealer, a deputy registrar who is equipped with electronic transmission technology and
trained in its use shall receive the filing fee provided for in subdivision 7 and review the
transfer of each new or used motor vehicle to determine its genuineness and regularity
before issuance of a certificate of title, and shall receive and retain the filing fee under
subdivision 7, paragraph (a), clause (2).

(b) The commissioner must establish reasonable performance, security, technical, and
financial standards to approve companies that provide computer software and services to
motor vehicle dealers to electronically transmit vehicle title transfer and registration
information. An approved company must be offered access to department facilities, staff,
technology on a fair and reasonable basis.

EFFECTIVE DATE. This section is effective July 1, 2020, or upon completion of the
necessary programming changes to the driver and vehicle services information system,
whichever is earlier.

Sec. 32. Minnesota Statutes 2018, section 168.346, subdivision 1, is amended to read:
Subdivision 1. Vehicle registration data; federal compliance. (a) Data on an individual
provided to register a vehicle shall be treated as provided by United States Code, title 18,
section 2721, as in effect on May 23, 2005, and shall be disclosed as required or permitted
by that section. Licensed dealers may obtain data for uses as permitted by United States
Code, title 18, section 2721, subsections (b)(2), for use in connection with matters of motor
vehicle or driver safety and theft, motor vehicle emissions, or motor vehicle product
alterations, recalls, or advisories, (13), and (13). The commissioner shall disclose the data in
bulk form to an authorized recipient upon request for any of the permissible uses described in United States Code, title 18, section 2721.

(b) The registered owner of a vehicle who is an individual may consent in writing to the commissioner to disclose the individual’s personal information exempted by United States Code, title 18, section 2721, to any person who makes a written request for the personal information. If the registered owner is an individual and so authorizes disclosure, the commissioner shall implement the request.

(c) If authorized by the registered owner as indicated in paragraph (b), the registered owner’s personal information may be used, rented, or sold solely for bulk distribution by organizations for business purposes including surveys, marketing, or solicitation.

Sec. 33. Minnesota Statutes 2018, section 168A.02, subdivision 1, is amended to read:

Subdivision 1. Application for certificate of title. (a) Except as provided in section 168A.03, every owner of a vehicle which is in this state and for which no currently effective certificate of title has been issued in this state shall make application to the department for a certificate of title of the vehicle, pursuant to rules adopted by the department under section 168A.24, subdivision 2, clause 2 (3).

(b) A decommissioned military vehicle that (1) was also manufactured and sold as a comparable civilian vehicle, and (2) has the same size dimensions and vehicle weight as the comparable civilian vehicle, is eligible for a certificate of title under this chapter.

Sec. 34. Minnesota Statutes 2018, section 168A.085, is amended by adding a subdivision to read:

Subd. 3. Consular identification card. A valid and unexpired consular identification card issued to the applicant by the recognized consulate of a jurisdiction other than the United States is a primary document for purposes of Minnesota Rules, part 7410.0400, and successor rules, when the applicant is an individual who is applying as the owner for a vehicle title or registration.

EFFECTIVE DATE. This section is effective the day following final enactment and applies retroactively to motor vehicle title applications and registrations submitted on or after October 1, 2018.

Sec. 35. Minnesota Statutes 2018, section 168A.09, subdivision 1, is amended to read:

Subdivision 1. Application, issuance, form, bond, and notice. (a) In the event a certificate of title is lost, stolen, mutilated, destroyed, or becomes illegible, the owner or legal representative of the owner named in the certificate may submit an application to the department or a deputy registrar for a duplicate in a format prescribed by the department. The department or deputy registrar must issue a duplicate certificate of title if satisfied that the applicant is entitled to the duplicate certificate of title. The duplicate certificate of title must be plainly marked as a duplicate and mailed or delivered to the owner. The department or deputy registrar must indicate in the driver and vehicle information system records that...
a duplicate certificate of title has been issued. As a condition to issuing a duplicate certificate of title, the department may require a bond from the applicant in the manner and format prescribed in section 168A.07, subdivision 1, clause (2). The duplicate certificate of title must contain the legend: "This duplicate certificate of title may be subject to the rights of a person under the original certificate." (b) On or after August 1, 2018. The commissioner must allow duplicate certificate of title issuance by a deputy registrant, subject to procedures established by the commissioner. Such issuance is an expedited service, provided that the fee imposed is in the amount specified under section 168.326, paragraph (b), for retention as provided in that paragraph. Sec. 36. Minnesota Statutes 2018, section 168A.12, subdivision 2, is amended to read: Subd. 2. Owner's interest terminated or vehicle sold by secured party. If the interest of the owner is terminated or the vehicle is sold under a security agreement by a secured party named in the certificate of title or an assignee of the secured party, the transferee shall promptly mail or deliver to the department the last certificate of title, if available, an application for a new certificate in the format the department prescribes, and an affidavit made by or on behalf of the secured party or assignee that the interest of the owner was lawfully terminated or the vehicle sold pursuant to the terms of the security agreement. If the secured party or assignee succeeds to the interest of the owner and the vehicle for resale, the secured party or assignee need not secure a new certificate of title provided that a notice thereof in a format designated by the department is mailed or delivered by the transferee or another person the secured party or assignee shall promptly execute assignment and warranty of title and mail or deliver to the transferee or the department the certificate, if available, the affidavit, and other documents required to be sent to the department by the transferee.

Sec. 37. Minnesota Statutes 2018, section 168A.17, is amended by adding a subdivision to read: Subd. 4. Notice of perfection by dealer. When a security interest in a vehicle sold by a dealer licensed under section 168.27 is perfected under subdivision 2, the dealer may provide a statement of perfection to the secured party on a form provided by the department. The statement must certify compliance with subdivision 2 and contain the date of delivery to the department. The information provided in the dealer's statement is considered prima facie evidence of the facts contained in it.

Sec. 38. [168A.241] DRIVER AND VEHICLE SERVICES EXECUTIVE STEERING COMMITTEE.

Sec. 44. Minnesota Statutes 2018, section 168A.12, subdivision 2, is amended to read: Subd. 2. Owner's interest terminated or vehicle sold by secured party. If the interest of the owner is terminated or the vehicle is sold under a security agreement by a secured party named in the certificate of title or an assignee of the secured party, the transferee shall promptly mail or deliver to the department the last certificate of title, if available, an application for a new certificate in the format the department prescribes, and an affidavit made by or on behalf of the secured party or assignee that the interest of the owner was lawfully terminated or the vehicle sold pursuant to the terms of the security agreement. If the secured party or assignee succeeds to the interest of the owner and the vehicle for resale, the secured party or assignee need not secure a new certificate of title provided that a notice thereof in a format designated by the department is mailed or delivered by the transferee or another person the secured party or assignee shall promptly execute assignment and warranty of title and mail or deliver to the transferee or the department the certificate, if available, the affidavit, and other documents required to be sent to the department by the transferee.

Effective Date. This section is effective August 1, 2019.

Sec. 45. Minnesota Statutes 2018, section 168A.17, is amended by adding a subdivision to read: Subd. 4. Notice of perfection by dealer. When a security interest in a vehicle sold by a dealer licensed under section 168.27 is perfected under subdivision 2, the dealer may provide a statement of perfection to the secured party on a form provided by the department. The statement must certify compliance with subdivision 2 and contain the date of delivery to the department. The information provided in the dealer's statement is considered prima facie evidence of the facts contained in it.

Effective Date. This section is effective August 1, 2019.

Sec. 46. [168A.241] DRIVER AND VEHICLE SERVICES EXECUTIVE STEERING COMMITTEE.
Subdivision 1. Definition. For purposes of this section, "committee" means the Driver and Vehicle Services Executive Steering Committee established in this section.

Subd. 2. Establishment; purpose. A Driver and Vehicle Services Executive Steering Committee is established in the Department of Public Safety. The purpose of the committee is to provide input within the governance structure for the driver and vehicle services information system on matters relevant to:

1. effective and efficient systems relating to the licensing of drivers, and the ownership, transfer, and registration of motor vehicles;
2. planning and implementing future changes and enhancements to driver and vehicle services information systems; and
3. proposed legislation related to the areas identified in clauses (1) and (2), including but not limited to business processes and distribution of work.

Subd. 3. Members. The committee consists of:

1. four senior leaders or appointees from the Department of Public Safety Driver and Vehicle Services Division;
2. one senior leader or appointee from the Bureau of Criminal Apprehension;
3. two senior leaders or appointees from the Minnesota Automobile Dealers Association;
4. one senior leader or appointee from the Northland Independent Automobile Dealers Association;
5. four senior leaders or appointees from the Minnesota Deputy Registrars Association;
6. two senior leaders or appointees from the Minnesota Deputy Registrar Business Owners Association; and
7. one representative who performs auctions exclusively for dealers licensed under section 168.27 and not for the general public, appointed by the commissioner following consultation with eligible auto auctions.

(b) Section 15.059 governs the committee, except that committee members must not receive compensation for serving on the committee.

Subdivision 1. Definition. For purposes of this section, "committee" means the Driver and Vehicle Services Executive Steering Committee established in this section.

Subd. 2. Establishment; purpose. A Driver and Vehicle Services Executive Steering Committee is established in the Department of Public Safety. The purpose of the committee is to provide input within the governance structure for the driver and vehicle services information system on matters relevant to:

1. effective and efficient systems relating to the licensing of drivers, and the ownership, transfer, and registration of motor vehicles;
2. planning and implementing future changes and enhancements to driver and vehicle services information systems; and
3. proposed legislation related to the areas identified in clauses (1) and (2), including but not limited to business processes and distribution of work.

Subd. 3. Members. The committee consists of:

1. five members appointed by the commissioner of public safety who are employees who work in the Driver and Vehicle Services Division;
2. five members appointed by the chief information officer who are employees who work in the Office of MN.IT Services, which must include leadership staff for the driver and vehicle services information system;
3. two senior leaders or appointees from the Minnesota Automobile Dealers Association;
4. one senior leader or appointee from the Northland Independent Automobile Dealers Association;
5. four senior leaders or appointees from the Minnesota Deputy Registrars Association; and
6. two members appointed by the board of directors of the Minnesota Deputy Registrar Business Owners Association.

(b) Section 15.059 governs the committee, except that committee members must not receive compensation for serving on the committee.
Subd. 4. Chair. The committee must elect a chair from among its members. The chair serves for a term of four years and may not serve more than two full consecutive terms. If a chair ceases to be a member of the committee, the committee shall select a chair to serve the remainder of the vacated term and that partial term shall not count toward the chair’s term limit.

Subd. 5. Meetings. (a) The chair must convene the committee at least two times per year.

(b) The committee is subject to chapter 13D. A committee meeting occurs when a quorum is present and the members receive information, discuss, or take action on any matter relating to the committee's duties. The committee may conduct meetings as provided in section 13D.015 or 13D.02. The committee may conduct meetings at any location in the state that is appropriate for the purposes of the committee, provided the location is open and accessible to the public. Enforcement of this paragraph is governed by section 13D.06, subdivisions 1 and 2.

Subd. 6. Administrative support. The commissioner must provide support staff, office space, and administrative services for the committee.

Subd. 7. Duties. The committee's duties include, but are not limited to:

1. serving in an advisory capacity to the commissioner of public safety and the director of driver and vehicle services on matters relevant to oversight and accountability of projects within driver and vehicle services that impact the information systems used to issue identification cards and motor vehicle titles and registrations by:
   (i) creating working groups to encourage participation with stakeholders and driver and vehicle services staff on information system changes used for the issuance of identification cards and motor vehicle titles and registrations; and
   (ii) reviewing status reports from independent verification and validation services for projects and audits that impact driver and vehicle services information systems;

2. reviewing and making recommendations with respect to work plans, policy initiatives, major activities, and strategic planning, with regard to the issuance of identification cards and motor vehicle titles and registration services; and

3. reviewing and making recommendations on information system changes used for the issuance of identification cards and motor vehicle titles and registrations.

Subd. 8. Report and recommendations. By February 15 annually, the commissioner must submit a report to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over driver and vehicle services that summarizes the committee's activities, issues identified by the committee, methods taken to address the issues, and recommendations for legislative action, if needed.

Subd. 8. Expiration. The committee expires June 30, 2026.

Sec. 47. Minnesota Statutes 2018, section 169.011, is amended by adding a subdivision to read:

Subd. 3b. Automated driving system. "Automated driving system" means hardware and software that allow a motor vehicle to perform all the functions of a human driver within the conditions for which the system is designed.

Sec. 40. Minnesota Statutes 2018, section 169.011, subdivision 5, is amended to read:

Subd. 5. Bicycle lane. "Bicycle lane" means a portion of a roadway or shoulder designed for exclusive or preferential use by persons using bicycles. Bicycle lanes are to be distinguished from the portion of the roadway or shoulder used for motor vehicle traffic by physical barrier, striping, marking, or other similar device.

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

Sec. 41. Minnesota Statutes 2018, section 169.011, subdivision 9, is amended to read:

Subd. 9. Bikeway. "Bikeway" means a bicycle lane, bicycle path, or bicycle route, shared use path, or similar bicycle facility, regardless of whether it is designed for the exclusive use of bicycles or for shared use with other transportation modes.

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

Sec. 42. Minnesota Statutes 2018, section 169.011, is amended by adding a subdivision to read:

Subd. 29a. Federal motor vehicle safety standards automated vehicle exemption. "Federal motor vehicle safety standards automated vehicle exemption" means an exemption from the United States Secretary of Transportation from the motor vehicle safety standards under the National Traffic and Motor Vehicle Safety Act.

Sec. 43. Minnesota Statutes 2018, section 169.011, is amended by adding a subdivision to read:

Subd. 34a. Highly automated vehicle. "Highly automated vehicle" means a motor vehicle equipped with automated technology with the capability to function without a human operator being in physical control of the vehicle. A highly automated vehicle must be equipped so that a human operator is able to immediately assume control of the vehicle. A highly automated vehicle does not include a vehicle enabled with active safety systems or operator assistance systems, including but not limited to a system to provide electronic blind spot assistance, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane-keeping assistance, lane departure warning, or traffic jam and queuing assistance, unless these technologies alone or in combination with other systems enable the vehicle to test without any control or monitoring by an operator.

Subd. 34a. Highly automated vehicle. (a) "Highly automated vehicle" means a motor vehicle equipped with automated technology with the capability to function without a human operator being in physical control of the vehicle. A highly automated vehicle must be equipped so that a human operator is able to immediately assume control of the vehicle.

(b) A highly automated vehicle does not include a vehicle enabled with active safety systems or operator assistance systems, including but not limited to a system to provide electronic blind spot assistance, crash avoidance, emergency braking, parking assistance, adaptive cruise control, lane-keeping assistance, lane departure warning, or traffic jam and queuing assistance, unless these technologies alone or in combination with other systems enable the vehicle to test without any control by an operator.

EFFECTIVE DATE. This section is effective the day following final enactment.
Sec. 44. Minnesota Statutes 2018, section 169.011, is amended by adding a subdivision to read:

Subd. 40b. Minimal risk condition. "Minimal risk condition" means a low risk operating mode in a highly automated vehicle that allows the vehicle to reach a reasonably safe state such as bringing the vehicle to a complete stop or activating the hazard lamps if the automated driving system experiences failures or operates outside of its design parameters.

Sec. 45. Minnesota Statutes 2018, section 169.011, is amended by adding a subdivision to read:

Subd. 50a. Operator. "Operator" means the person who drives or is in actual physical control, or the person who engages the automated driving system.

Sec. 51. Minnesota Statutes 2018, section 169.011, is amended by adding a subdivision to read:

Subd. 54b. Platooning system. "Platooning system" means driver-assisted vehicle-to-vehicle technology that integrates electronic communications between and among

EFFECTIVE DATE. This section is effective January 1, 2020.

Sec. 52. Minnesota Statutes 2018, section 169.011, subdivision 46, is amended to read:

Subd. 46. Motorized foot scooter. "Motorized foot scooter" means a device with handlebars designed to be stood or sat upon by the operator, and powered by an internal combustion engine or electric motor that is capable of propelling the device with or without human propulsion, and that has no more than two 16-inch or smaller diameter wheels and has an engine or motor that is capable of a maximum speed of 15 miles per hour on a flat surface with not more than one percent grade in any direction when the motor is engaged. An electric personal assistive mobility device, a motorized bicycle, an electric-assisted bicycle, or a motorcycle is not a motorized foot scooter.

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

Sec. 53. Minnesota Statutes 2018, section 169.011, is amended by adding a subdivision to read:

Subd. 54b. Platooning system. "Platooning system" means driver-assisted vehicle-to-vehicle technology that integrates electronic communications between and among

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multiple vehicles to synchronize speed, acceleration, and braking while leaving system
monitoring and intervention in the control of each vehicle's human operator.

Subd. 62a. Recycling vehicle. "Recycling vehicle" means a vehicle hauling recyclable
materials as authorized by section 115A.93, subdivision 1.

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materials as authorized by section 115A.93, subdivision 1.

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

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For purposes of Minnesota law, an operator, as defined in section 169.011, subdivision
50a, is equal in responsibility and penalty to a driver, as defined in section 169.011.

For purposes of Minnesota law, an operator, as defined in section 169.011, subdivision
50a, is equal in responsibility and penalty to a driver, as defined in section 169.011.

A person operating a motor vehicle that has been stopped by a flagger in a work zone may proceed after stopping only on instruction by the flagger or a police officer, and direct
vehicles to proceed when it is safe. A driver who does not comply with an instruction made

A person operating a motor vehicle that has been stopped by a flagger in a work zone may proceed after stopping only on instruction by the flagger or a police officer, and direct
vehicles to proceed when it is safe. A driver who does not comply with an instruction made
by a flagger in a work zone under this paragraph is guilty of a petty misdemeanor and must
pay a fine of $300 in addition to the surcharge under section 357.021, subdivision 6.

(b) A person convicted of operating a motor vehicle in violation of a speed limit in a
work zone, or any other provision of this section while in a work zone, shall be required to
pay a fine of $300. This fine is in addition to the surcharge under section 357.021, subdivision
6.

(c) If a motor vehicle is operated in violation of paragraph (a), the owner of the vehicle,
or for a leased motor vehicle the lessee of the vehicle, is guilty of a petty misdemeanor and
is subject to a fine as provided in paragraph (d) (a). The owner or lessee may not be fined
under this paragraph if (1) another person is convicted for that violation, or (2) the motor
vehicle was stolen at the time of the violation. This paragraph does not apply to a lessor of
a motor vehicle if the lessor keeps a record of the name and address of the lessee.

(d) Paragraph (c) does not prohibit or limit the prosecution of a motor vehicle operator
for violating paragraph (a).

(e) A violation under paragraph (c) does not constitute grounds for revocation or
suspension of a driver's license.

(f) A peace officer may issue a citation to the operator of a motor vehicle if the peace
officer has probable cause to believe that the person has operated the vehicle in violation
of paragraph (a). In addition to other evidentiary elements or factors, a peace officer has
probable cause under this subdivision if:

1. A qualified work zone flagger has provided a report of a violation of paragraph (a)
that includes a description and the license plate number of the vehicle used to commit the
offense, and the time of the incident;

2. The person is operating the vehicle described in the report; and

3. It is within the four-hour period following the time of the incident, as specified in
the report.

(g) A work zone flagger is qualified to provide a report under paragraph (f) if each
flagger involved in the reporting has completed training that includes information on flagging
operations, equipment, traffic laws, observation and accurate identification of motor vehicles,
and delegation of duties involving a report under paragraph (f).

EFFECTIVE DATE: This section is effective August 1, 2019, and applies to violations
that occur on or after that date.
(1) is on a two-lane highway having one lane for each direction of travel;

(2) is on a highway with a posted speed limit that is equal to or higher than 55 miles per hour;

(3) is overtaking and passing another vehicle proceeding in the same direction of travel;

and

(4) meets the requirements in section 169.18.

(b) Notwithstanding subdivision 2, the speed limit is increased by five miles per hour over the posted speed limit when the driver:

(1) is on a highway having two or more lanes for each direction of travel;

(2) is on a highway with a posted speed limit that is equal to or higher than 55 miles per hour;

(3) is overtaking and passing another vehicle proceeding in the same direction of travel;

and

(4) meets the requirements in section 169.18.

Sec. 60. Minnesota Statutes 2018, section 169.14, subdivision 5, is amended to read:

Subd. 5. Zoning within local area. (a) When local authorities believe that the existing speed limit upon any street or highway, or part thereof, within their respective jurisdictions and not a part of the trunk highway system is greater or less than is reasonable or safe under existing conditions, they may request the commissioner to authorize, upon the basis of an engineering and traffic investigation, the erection of appropriate signs designating what speed is reasonable and safe, and the commissioner may authorize the erection of appropriate signs designating a reasonable and safe speed limit thereat, which speed limit shall be effective when such signs are erected. Any speeds in excess of these speed limits shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful; except that any speed limit within any municipality shall be a maximum limit and any speed in excess thereof shall be unlawful. Alteration of speed limits on streets and highways shall be made only upon authority of the commissioner except as provided in paragraph (b) and subdivision 5a.

(b) Notwithstanding paragraph (a), a city may establish speed limits for city streets under the city’s jurisdiction other than the limits provided in subdivision 2. This paragraph does not apply to town roads, county highways, or trunk highways in the city. A city that establishes speed limits pursuant to this section must implement speed limit changes in a consistent and understandable manner. The city must erect appropriate signs to display the speed limit. A city that uses the authority under this paragraph must develop procedures to set speed limits based on the city’s safety, engineering, and traffic analysis. At a minimum, the safety, engineering, and traffic analysis must consider national urban speed limit guidance.
and studies, local traffic crashes, and methods to effectively communicate the change to the public.

Sec. 61. Minnesota Statutes 2018, section 169.18, subdivision 1, is amended to read:

Subdivision 1. Keep to the right. (a) Upon all roadways of sufficient width a vehicle shall be driven upon the right half of the roadway, except as follows:

(1) when overtaking and passing another vehicle proceeding in the same direction under the rules governing such movement;

(2) when the right half of a roadway is closed to traffic while under construction or repair;

(3) upon a roadway divided into three marked lanes for traffic under the rules applicable thereon;

(4) upon a roadway designated and signposted for one-way traffic as a one-way roadway;

(5) as necessary to comply with subdivision 11 when approaching an authorized emergency vehicle parked or stopped on the roadway; or

(6) as necessary to comply with subdivision 12 when approaching a road maintenance or construction vehicle parked or stopped on the roadway.

(b) Upon a roadway with two or more lanes in the same direction, a person must not drive a vehicle in the left-most lane if another vehicle is immediately behind the first vehicle, except if:

(1) the vehicle is overtaking and passing another vehicle proceeding in the same direction;

(2) the vehicle is preparing to turn left at an intersection or into a private road or driveway;

(3) a specific lane is designated and posted for a specific type of traffic;

(4) the vehicle is preparing to exit a controlled-access highway by using an exit on the left side of the road or the vehicle is entering a controlled-access highway by using an on-ramp that enters on the left side of the road;

(5) when traffic conditions, congestion, inclement weather, or hazards make it impractical;

(6) the vehicle is a law enforcement vehicle, ambulance, or other emergency vehicle engaged in official duties; or

(7) the vehicle is engaged in highway maintenance or construction operations.

If a person is driving a vehicle in the left-most lane to overtake or pass a vehicle as provided in clause (1) and another vehicle approaches the first vehicle in the same lane from behind, the first vehicle must exit the left-most lane as soon as possible.
Sec. 54. Minnesota Statutes 2018, section 169.18, subdivision 3, is amended to read:

Subd. 3. Passing. The following rules shall govern the overtaking and passing of vehicles proceeding in the same direction, subject to the limitations, exceptions, and special rules hereinafter stated:

(a) The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left thereof of the other vehicle at a safe distance and shall not again drive is prohibited from returning to the right side of the roadway until safely clear of the overtaken vehicle.

(b) Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle shall give way to the right in favor of the overtaking vehicle on audible warning, and shall not increase the speed of the overtaken vehicle until completely passed by the overtaking vehicle and.

(c) The operator of a motor vehicle overtaking a bicycle or individual proceeding in the same direction on the roadway shall leave or shoulder must:

(1) either (i) maintain a safe clearance distance while passing, but in no case less than three feet clearance, when passing the bicycle or individual or one-half the width of the motor vehicle, whichever is greater; or (ii) completely enter another lane of the roadway while passing; and

(2) maintain clearance until the motor vehicle has safely passed the overtaken bicycle or individual.

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

Sec. 62. Minnesota Statutes 2018, section 169.18, subdivision 7, is amended to read:

Subd. 7. Laned highway. When any roadway has been divided into two or more clearly marked lanes for traffic, the following rules, in addition to all others consistent herewith, shall apply:

(a) A vehicle shall be driven as nearly as practicable entirely within a single lane and shall not be moved from such the lane until the driver has first ascertained that such the movement can be made with safety.

(b) Upon a roadway which is not a one-way roadway and which is divided into three lanes, a vehicle shall not be driven in the center lane except when overtaking and passing another vehicle where the roadway is clearly visible and such the center lane is clear of traffic within a safe distance, or in preparation for a left turn or where such the center lane is at the time allocated exclusively to traffic moving in the direction the vehicle is proceeding.
and is signposted to give notice of such the allocation. The left lane of a three-lane roadway which is not a one-way roadway shall not be used for overtaking and passing another vehicle; (a) Official signs may be erected directing slow-moving traffic to use a designated lane or allocating specified lanes to traffic moving in the same direction, and drivers of vehicles shall obey the directions of every such sign; (3) Whenever a bicycle lane has been established on a roadway, any person operating a motor vehicle on such the roadway shall not drive in the bicycle lane except to perform parking maneuvers in order to park where parking is permitted, to enter or leave the highway, to prepare for a turn as provided in section 169.19, subdivision 1, or to stop a school bus for the purpose of receiving or discharging any person provided the school bus is equipped and identified as provided in sections 169.441 and 169.442, subdivision 1, and the flashing red signals are activated and stop-signal arm is extended; and (3) notwithstanding clause (1), the operator of a vehicle with a total length in excess of 40 feet, a total width exceeding ten feet, or any combination of vehicles may, with due regard for all other traffic, deviate from the lane in which the operator is driving to the extent necessary to approach and drive through a roundabout. 56.1 Subd. 8. Following vehicle too closely. (a) The driver of a motor vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicles and the traffic upon and the conditions of the highway. (b) The driver of any motor vehicle drawing another vehicle, or the driver of any motor truck or bus, when traveling upon a roadway outside of a business or residence district, shall not follow within 500 feet of another vehicle. The provisions of this paragraph shall not be construed to prevent overtaking and passing nor shall the same apply upon any lane specially designated for use by motor trucks. This paragraph does not apply to following vehicles in a vehicle platoon if the operator has an approved plan in compliance with section 169.881. (c) The driver of a motor vehicle shall not follow within 500 feet of an authorized emergency vehicle that is traveling in response to an emergency. 56.1 Sec. 56. Minnesota Statutes 2018, section 169.18, subdivision 11, is amended to read: Subd. 11. Passing parked emergency authorized vehicle; citation; probable cause. (a) For purposes of this subdivision, “authorized vehicle” means an authorized emergency vehicle, as defined under section 169.011, subdivision 3; a tow truck or towing vehicle, as defined under section 168B.011, subdivision 12a; a freeway service patrol vehicle; a road maintenance vehicle; a utility company vehicle; a construction vehicle; a solid waste vehicle; or a recycling vehicle. (b) When approaching and before passing an authorized emergency vehicle with its emergency, flashing, or warning lights activated that is parked or otherwise stopped on or next to a street or highway having two lanes in the same direction, the driver of a vehicle and is signposted to give notice of such the allocation. The left lane of a three-lane roadway which is not a one-way roadway shall not be used for overtaking and passing another vehicle; (a) Official signs may be erected directing slow-moving traffic to use a designated lane or allocating specified lanes to traffic moving in the same direction, and drivers of vehicles shall obey the directions of every such sign; (3) Whenever a bicycle lane has been established on a roadway, any person operating a motor vehicle on such the roadway shall not drive in the bicycle lane except to perform parking maneuvers in order to park where parking is permitted, to enter or leave the highway, to prepare for a turn as provided in section 169.19, subdivision 1, or to stop a school bus for the purpose of receiving or discharging any person provided the school bus is equipped and identified as provided in sections 169.441 and 169.442, subdivision 1, and the flashing red signals are activated and stop-signal arm is extended; and (3) notwithstanding clause (1), the operator of a vehicle with a total length in excess of 40 feet, a total width exceeding ten feet, or any combination of vehicles may, with due regard for all other traffic, deviate from the lane in which the operator is driving to the extent necessary to approach and drive through a roundabout.

56.1 Subd. 8. Following vehicle too closely. (a) The driver of a motor vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicles and the traffic upon and the conditions of the highway. (b) The driver of any motor vehicle drawing another vehicle, or the driver of any motor truck or bus, when traveling upon a roadway outside of a business or residence district, shall not follow within 500 feet of another vehicle. The provisions of this paragraph shall not be construed to prevent overtaking and passing nor shall the same apply upon any lane specially designated for use by motor trucks. This paragraph does not apply to following vehicles in a vehicle platoon if the operator has an approved plan in compliance with section 169.881. (c) The driver of a motor vehicle shall not follow within 500 feet of an authorized emergency vehicle that is traveling in response to an emergency.

56.1 Sec. 56. Minnesota Statutes 2018, section 169.18, subdivision 11, is amended to read: Subd. 11. Passing parked emergency authorized vehicle; citation; probable cause. (a) For purposes of this subdivision, “authorized vehicle” means an authorized emergency vehicle, as defined under section 169.011, subdivision 3; a tow truck or towing vehicle, as defined under section 168B.011, subdivision 12a; a freeway service patrol vehicle; a road maintenance vehicle; a utility company vehicle; a construction vehicle; a solid waste vehicle; or a recycling vehicle. (b) When approaching and before passing an authorized emergency vehicle with its emergency, flashing, or warning lights activated that is parked or otherwise stopped on or next to a street or highway having two lanes in the same direction, the driver of a vehicle
shall safely move the vehicle to the lane farthest away from the emergency authorized vehicle, if it is possible to do so.

(a) (c) When approaching and before passing an authorized emergency vehicle with its emergency, flashing, or warning lights activated that is parked or otherwise stopped on or next to a street or highway having more than two lanes in the same direction, the driver of a vehicle shall safely move the vehicle so as to leave a full lane vacant between the driver and any lane in which the emergency authorized vehicle is completely or partially parked or otherwise stopped, if it is possible to do so.

(a) (d) If a lane change under paragraph (a) (b) or (c) (c) is impossible, or when approaching and before passing an authorized emergency vehicle with its emergency, flashing, or warning lights activated that is parked or otherwise stopped on or next to a street or highway having only one lane in the same direction, the driver of a vehicle must reduce the speed of the motor vehicle to a speed that is reasonable and prudent under the conditions until the motor vehicle has completely passed the parked or stopped emergency authorized vehicle, if it is possible to do so.

(e) (c) A peace officer may issue a citation to the driver of a motor vehicle if the peace officer has probable cause to believe that the driver has operated the vehicle in violation of this subdivision within the four-hour period following the termination of the incident or a receipt of a report under paragraph (e) (f). The citation may be issued even though the violation was not committed in the presence of the peace officer.

(e) (f) Although probable cause may be otherwise satisfied by other evidentiary elements or factors, probable cause is sufficient for purposes of this subdivision when the person cited is operating the vehicle described by a member of the crew of an authorized emergency vehicle responding to an incident or performing work alongside the roadway in a timely report of the violation of this subdivision, which includes a description of the vehicle used to commit the offense and the vehicle's license plate number. For the purposes of issuance of a citation under paragraph (e) (c) "timely" means that the report must be made within a four-hour period following the termination of the incident.

(2) For purposes of paragraphs (a) (b) to (c) only, "authorized emergency vehicle" and "emergency vehicle" include a towing vehicle defined in section 168B.011, subdivision 12a, that has activated flashing lights authorized under section 169.64, subdivision 5, in addition to the vehicle described in the definition for "authorized emergency vehicle" in section 168B.011, subdivision 2.

Sec. 57. Minnesota Statutes 2018, section 169.20, subdivision 7, is amended to read:

Subd. 7. Transit bus; school bus. (a) The driver of a vehicle traveling in the right-hand lane of traffic shall yield the right-of-way to any transit bus attempting to enter that lane from a bus stop or shoulder, as indicated by a flashing left turn signal.

shall safely move the vehicle to the lane farthest away from the emergency authorized vehicle, if it is possible to do so.

(b) (c) When approaching and before passing an authorized emergency vehicle with its emergency, flashing, or warning lights activated that is parked or otherwise stopped on or next to a street or highway having more than two lanes in the same direction, the driver of a vehicle shall safely move the vehicle so as to leave a full lane vacant between the driver and any lane in which the emergency authorized vehicle is completely or partially parked or otherwise stopped, if it is possible to do so.

(b) (d) If a lane change under paragraph (a) (b) or (c) (c) is impossible, or when approaching and before passing an authorized emergency vehicle with its emergency, flashing, or warning lights activated that is parked or otherwise stopped on or next to a street or highway having only one lane in the same direction, the driver of a vehicle must reduce the speed of the motor vehicle to a speed that is reasonable and prudent under the conditions until the motor vehicle has completely passed the parked or stopped emergency authorized vehicle, if it is possible to do so.

(f) For purposes of paragraphs (a) (b) to (c) only, "authorized emergency vehicle" and "emergency vehicle" include a towing vehicle defined in section 168B.011, subdivision 12a, that has activated flashing lights authorized under section 169.64, subdivision 5, in addition to the vehicle described in the definition for "authorized emergency vehicle" in section 168B.011, subdivision 2.

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

Sec. 65. Minnesota Statutes 2018, section 169.20, subdivision 7, is amended to read:

Subd. 7. Transit bus; school bus. (a) The driver of a vehicle traveling in the right-hand lane of traffic shall yield the right-of-way to any transit bus attempting to enter that lane from a bus stop or shoulder, as indicated by a flashing left turn signal.
(b) The driver of a vehicle traveling in the right-hand lane of traffic shall yield the right-of-way to any school bus attempting to enter that lane from a shoulder, right-turn lane, or other location where the school bus has stopped to load or unload passengers. The school bus must indicate the intent to enter the right-hand lane of traffic by activating a flashing left turn signal.

Sec. 66. Minnesota Statutes 2018, section 169.20, is amended by adding a subdivision to read:

Subd. 8. Roundabouts. If two vehicles with a total length in excess of 40 feet, a total width in excess of ten feet, or any combination of vehicles, approach or drive through a roundabout at approximately the same time or so closely as to constitute a hazard of collision, the operator of the vehicle or combination of vehicles on the right must yield the right-of-way to the vehicle or combination of vehicles on the left, or, if necessary, must reduce speed or stop in order to so yield.

Subdivision 1. Traffic laws apply. (a) Every person operating a bicycle has all of the rights and duties applicable to the driver of any other vehicle by this chapter, except in respect to those provisions in this chapter relating expressly to bicycles and in respect to those provisions of this chapter which by their nature cannot reasonably be applied to bicycles. This subdivision applies to a bicycle operating on the shoulder of a roadway.

(b) A person lawfully operating a bicycle (1) on a sidewalk, or (2) across a roadway or shoulder while using a crosswalk, has all the rights and duties applicable to a pedestrian under the same circumstances.

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

Subd. 4. Riding rules. (a) Every person operating a bicycle upon a roadway shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations read as the bicycle operator determines is safe. A person operating a bicycle is not required to ride as close to the right-hand curb or edge when:

1. overtaking and passing another vehicle proceeding in the same direction;
2. preparing for a left turn at an intersection or into a private road or driveway;
3. reasonably necessary to avoid conditions that make it unsafe to continue along the right-hand curb or edge, including fixed or moving objects, vehicles, pedestrians, animals, surface hazards, or narrow-width lanes, that make it unsafe to continue along the right-hand curb or edge.
(4) when operating on the shoulder of a roadway or in a bicycle lane, or
(5) operating in a right-hand turn lane before entering an intersection.

(b) If a bicycle is traveling on a shoulder of a roadway, the bicycle operator must travel in the same direction as adjacent vehicular traffic.

(c) Persons riding bicycles upon a roadway or shoulder shall not ride more than two abreast and shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane.

(d) A person operating a bicycle upon a sidewalk, or across a roadway or shoulder on a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal when necessary before overtaking and passing any pedestrian. A person shall not ride a bicycle upon a sidewalk within a business district unless permitted by local authorities. Local authorities may prohibit the operation of bicycles on any sidewalk or crosswalk under their jurisdiction.

(e) An individual operating a bicycle or other vehicle on a bikeway shall (1) give an audible signal a safe distance prior to overtaking a bicycle or individual, (2) leave a safe clearance distance when overtaking a bicycle or individual proceeding in the same direction on the bikeway, and shall (3) maintain clearance until safely past the overtaken bicycle or individual.

(f) A person lawfully operating a bicycle on a sidewalk, or across a roadway or shoulder on a crosswalk, shall have all the rights and duties applicable to a pedestrian under the same circumstances.

(g) A person may operate an electric-assisted bicycle on the shoulder of a roadway, on a bikeway, or on a bicycle trail if not otherwise prohibited under section 85.015, subdivision 1d; 85.018, subdivision 2, paragraph (d); or 160.263, subdivision 2, paragraph (b), as applicable.

(g) Notwithstanding section 169.06, subdivision 4, a bicycle operator may cross an intersection proceeding from the leftmost one-third of a dedicated right-hand turn lane without turning right.

EFFECTIVE DATE. This section is effective the day following final enactment.
Subd. 4. 
(a) A pedestrian shall not pass through, around, over, or under any crossing gate or barrier at a railroad grade crossing while the gate or barrier is closed or is being opened or closed.

(b) A pedestrian shall not enter, remain upon, or traverse over a railroad track, grade crossing, or pedestrian walkway crossing a railroad track when an audible bell or clearly visible electric or mechanical signal device is operational and warning of the presence, approach, passage, or departure of a railroad train or other on-track equipment.

(c) A person who violates this subdivision is subject to a fine of up to $100.

Sec. 61. Minnesota Statutes 2018, section 169.26, subdivision 4, is amended to read:

Subdivision 4. Requirements. (a) The driver of any motor vehicle carrying passengers for hire, or of any school bus whether carrying passengers or not, or of any Head Start bus, whether carrying passengers or not, or of any vehicle that is required to stop at railroad grade crossings under Code of Federal Regulations, title 49, section 392.10, before crossing at grade any track or tracks of a railroad, shall stop the vehicle not less than 15 feet nor more than 50 feet from the nearest rail of the railroad and while so stopped shall listen and look in both directions along the track for any approaching railroad train or other on-track equipment, except as hereinbefore otherwise provided and shall in this section. The driver must not proceed until safe to do so and until the roadway is clear of traffic so that the vehicle can proceed without stopping until the rear of the vehicle is at least ten feet past the farthest railroad track. The driver must not shift gears while crossing the railroad tracks.

Subdivision 1. Requirements. (a) The driver of any motor vehicle carrying passengers for hire, or of any school bus whether carrying passengers or not, or of any Head Start bus, whether carrying passengers or not, or of any vehicle that is required to stop at railroad grade crossings under Code of Federal Regulations, title 49, section 392.10, before crossing at grade any track or tracks of a railroad, shall stop the vehicle not less than 15 feet nor more than 50 feet from the nearest rail of the railroad and while so stopped shall listen and look in both directions along the track for any approaching railroad train or other on-track equipment, except as hereinbefore otherwise provided and shall in this section. The driver must not proceed until safe to do so and until the roadway is clear of traffic so that the vehicle can proceed without stopping until the rear of the vehicle is at least ten feet past the farthest railroad track. The driver must not shift gears while crossing the railroad tracks.
(b) A school bus or Head Start bus shall not be flagged across railroad grade crossings unless a police officer is present to direct traffic or a railroad employee is on the track or tracks that are located in a public street when:

(1) the crossing occurs within the intersection of two or more public streets;

(2) the intersection is controlled by a traffic-control signal; and

(3) the intersection is marked with signs indicating to drivers that the requirements of this subdivision do not apply. Notwithstanding any other provision of law, the owner or operator of the track or tracks is authorized to place, maintain, and display the signs upon and in the view of the public street or streets.

(b) A vehicle that must stop at grade crossings under subdivision 1 is not required to stop at a marked exempt crossing unless directed otherwise by a police officer or a railroad employee.

Sec. 63. Minnesota Statutes 2018, section 169.29, is amended to read:

169.29 CROSSING RAILROAD TRACKS WITH CERTAIN EQUIPMENT.

(a) No person shall operate or move any caterpillar tractor, steam shovel, derrick, roller, or any equipment or structure having a normal operating speed of six or less miles per hour or a vertical body or load clearance of less than nine inches above the level surface of a railroad track or tracks that are located in a public street when:

(1) the crossing occurs within the intersection of two or more public streets;

(2) the intersection is controlled by a traffic-control signal; and

(3) the intersection is marked with signs indicating to drivers that the requirements of this subdivision do not apply. Notwithstanding any other provision of law, the owner or operator of the track or tracks is authorized to place, maintain, and display the signs upon and in the view of the public street or streets.

Subd. 2. Exempt crossing. (a) The commissioner may designate a crossing as an exempt crossing:

(1) if the crossing is on a rail line on which service has been abandoned;

(2) if the crossing is on a rail line that carries fewer than five railroad trains each year, traveling at speeds of ten miles per hour or less; or

(3) as agreed to by the operating railroad and the Department of Transportation, following a diagnostic review of the crossing.

(b) The commissioner shall direct the railroad to erect at the crossing signs bearing the word "Exempt" that conform to section 169.06. The installation or presence of an exempt sign does not relieve a driver of the duty to use due care.

(c) A type III vehicle, as defined in section 169.011, is exempt from the requirement of this subdivision.

(d) The requirements of this subdivision do not apply to the crossing of light rail vehicle track or tracks that are located in a public street when:

(1) the crossing occurs within the intersection of two or more public streets;

(2) the intersection is controlled by a traffic-control signal; and

(3) the intersection is marked with signs indicating to drivers that the requirements of this subdivision do not apply. Notwithstanding any other provision of law, the owner or operator of the track or tracks is authorized to place, maintain, and display the signs upon and in the view of the public street or streets.

Sec. 70. Minnesota Statutes 2018, section 169.29, is amended to read:

169.29 CROSSING RAILROAD TRACKS WITH CERTAIN EQUIPMENT.

(a) No person shall operate or move any caterpillar tractor, steam shovel, derrick, roller, or any equipment or structure having a normal operating speed of six or less miles per hour or a vertical body or load clearance of less than nine inches above the level surface of a railroad track or tracks that are located in a public street when:

(1) the crossing occurs within the intersection of two or more public streets;

(2) the intersection is controlled by a traffic-control signal; and

(3) the intersection is marked with signs indicating to drivers that the requirements of this subdivision do not apply. Notwithstanding any other provision of law, the owner or operator of the track or tracks is authorized to place, maintain, and display the signs upon and in the view of the public street or streets.

Subd. 2. Exempt crossing. (a) The commissioner may designate a crossing as an exempt crossing:

(1) if the crossing is on a rail line on which service has been abandoned;

(2) if the crossing is on a rail line that carries fewer than five railroad trains each year, traveling at speeds of ten miles per hour or less; or

(3) as agreed to by the operating railroad and the Department of Transportation, following a diagnostic review of the crossing.

(b) The commissioner shall direct the railroad to erect at the crossing signs bearing the word "Exempt" that conform to section 169.06. The installation or presence of an exempt sign does not relieve a driver of the duty to use due care.

(c) A type III vehicle, as defined in section 169.011, is exempt from the requirement of this subdivision.

(d) The requirements of this subdivision do not apply to the crossing of light rail vehicle track or tracks that are located in a public street when:

(1) the crossing occurs within the intersection of two or more public streets;

(2) the intersection is controlled by a traffic-control signal; and

(3) the intersection is marked with signs indicating to drivers that the requirements of this subdivision do not apply. Notwithstanding any other provision of law, the owner or operator of the track or tracks is authorized to place, maintain, and display the signs upon and in the view of the public street or streets.

Subd. 2. Exempt crossing. (a) The commissioner may designate a crossing as an exempt crossing:

(1) if the crossing is on a rail line on which service has been abandoned;

(2) if the crossing is on a rail line that carries fewer than five railroad trains each year, traveling at speeds of ten miles per hour or less; or

(3) as agreed to by the operating railroad and the Department of Transportation, following a diagnostic review of the crossing.

(b) The commissioner shall direct the railroad to erect at the crossing signs bearing the word "Exempt" that conform to section 169.06. The installation or presence of an exempt sign does not relieve a driver of the duty to use due care.

(c) A type III vehicle, as defined in section 169.011, is exempt from the requirement of this subdivision.

(d) The requirements of this subdivision do not apply to the crossing of light rail vehicle track or tracks that are located in a public street when:

(1) the crossing occurs within the intersection of two or more public streets;

(2) the intersection is controlled by a traffic-control signal; and

(3) the intersection is marked with signs indicating to drivers that the requirements of this subdivision do not apply. Notwithstanding any other provision of law, the owner or operator of the track or tracks is authorized to place, maintain, and display the signs upon and in the view of the public street or streets.

Subd. 2. Exempt crossing. (a) The commissioner may designate a crossing as an exempt crossing:

(1) if the crossing is on a rail line on which service has been abandoned;

(2) if the crossing is on a rail line that carries fewer than five railroad trains each year, traveling at speeds of ten miles per hour or less; or

(3) as agreed to by the operating railroad and the Department of Transportation, following a diagnostic review of the crossing.

(b) The commissioner shall direct the railroad to erect at the crossing signs bearing the word "Exempt" that conform to section 169.06. The installation or presence of an exempt sign does not relieve a driver of the duty to use due care.

(c) A type III vehicle, as defined in section 169.011, is exempt from the requirement of this subdivision.

(d) The requirements of this subdivision do not apply to the crossing of light rail vehicle track or tracks that are located in a public street when:

(1) the crossing occurs within the intersection of two or more public streets;

(2) the intersection is controlled by a traffic-control signal; and

(3) the intersection is marked with signs indicating to drivers that the requirements of this subdivision do not apply. Notwithstanding any other provision of law, the owner or operator of the track or tracks is authorized to place, maintain, and display the signs upon and in the view of the public street or streets.

Subd. 2. Exempt crossing. (a) The commissioner may designate a crossing as an exempt crossing:

(1) if the crossing is on a rail line on which service has been abandoned;

(2) if the crossing is on a rail line that carries fewer than five railroad trains each year, traveling at speeds of ten miles per hour or less; or

(3) as agreed to by the operating railroad and the Department of Transportation, following a diagnostic review of the crossing.

(b) The commissioner shall direct the railroad to erect at the crossing signs bearing the word "Exempt" that conform to section 169.06. The installation or presence of an exempt sign does not relieve a driver of the duty to use due care.

(c) A type III vehicle, as defined in section 169.011, is exempt from the requirement of this subdivision.

(d) The requirements of this subdivision do not apply to the crossing of light rail vehicle track or tracks that are located in a public street when:

(1) the crossing occurs within the intersection of two or more public streets;

(2) the intersection is controlled by a traffic-control signal; and

(3) the intersection is marked with signs indicating to drivers that the requirements of this subdivision do not apply. Notwithstanding any other provision of law, the owner or operator of the track or tracks is authorized to place, maintain, and display the signs upon and in the view of the public street or streets.
roadway upon or across any tracks at a railroad grade crossing without first complying with
this section.

(b) Before making any crossing, the person operating or moving any vehicle or equipment
set forth in this section shall first stop the same not less than ten, nor more than 50, feet
from the nearest rail of the railway, and while so stopped shall listen and look in both
directions along the track for any approaching railroad train or other on-track equipment
and for signals indicating the approach of a railroad train or other on-track equipment, and
shall not proceed until the crossing can be made safely.

(c) No crossing shall be made when warning is given by automatic signal or crossing
gates or a flagger or otherwise of the immediate approach of a railroad train or other on-track
equipment or car.

(d) A stop need not be made at a crossing on a rail line on which service
has been abandoned and where a sign erected in conformance with section 169.06 and
bearing the word “Exempt” has been installed, unless directed otherwise by a flagger. The
installation or presence of an exempt sign shall not relieve any driver of the duty to use due
care.

Sec. 64. Minnesota Statutes 2018, section 169.443, subdivision 2, is amended to read:

Subd. 2. Use of stop-signal arm. (a) The stop-signal arm system of a school bus must
be used in conjunction with the flashing red signals only when the school bus is stopped on
a street or highway to load or unload school children.

(b) A local authority, including the governing body of an Indian tribe, may by ordinance
require that a school bus activate the stop-signal arm system and flashing red signals while
stopped to unload school children at a location other than a location on a street or highway.
The ordinance must designate each location where the requirement is imposed. The
requirement is effective only if the local authority has erected signs at or near the location
to provide adequate notice that other vehicles are required to obey section 169.444,
subdivision 1, when those signals are activated.

(c) A school bus driver is prohibited from loading or unloading passengers in a designated
right-turn lane or in a lane immediately adjacent to a designated right-turn lane unless:

1. A school bus stop designated by the district transportation safety director is located
in the right-turn lane;
2. The driver stops the bus at the extreme right side of the right-turn lane; and
3. The driver activates the prewarning flashing amber signals, flashing red signals, and
stop-signal arm, unless the school board or its designee, based on safety considerations, provides written direction to the driver not to do so.

roadway upon or across any tracks at a railroad grade crossing without first complying with
this section.

(b) Before making any crossing, the person operating or moving any vehicle or equipment
set forth in this section shall first stop the same not less than ten, nor more than 50, feet
from the nearest rail of the railway, and while so stopped shall listen and look in both
directions along the track for any approaching railroad train or other on-track equipment
and for signals indicating the approach of a railroad train or other on-track equipment, and
shall not proceed until the crossing can be made safely.

(c) No crossing shall be made when warning is given by automatic signal or crossing
gates or a flagger or otherwise of the immediate approach of a railroad train or other on-track
equipment or car.

(d) A stop need not be made at a crossing on a rail line on which service
has been abandoned and where a sign erected in conformance with section 169.06 and
bearing the word “Exempt” has been installed, unless directed otherwise by a flagger. The
installation or presence of an exempt sign shall not relieve any driver of the duty to use due
care.

Sec. 71. Minnesota Statutes 2018, section 169.443, subdivision 2, is amended to read:

Subd. 2. Use of stop-signal arm. (a) The stop-signal arm system of a school bus must
be used in conjunction with the flashing red signals only when the school bus is stopped on
a street or highway to load or unload school children.

(b) A local authority, including the governing body of an Indian tribe, may by ordinance
require that a school bus activate the stop-signal arm system and flashing red signals while
stopped to unload school children at a location other than a location on a street or highway.
The ordinance must designate each location where the requirement is imposed. The
requirement is effective only if the local authority has erected signs at or near the location
to provide adequate notice that other vehicles are required to obey section 169.444,
subdivision 1, when those signals are activated.

(c) A school bus driver is prohibited from loading or unloading passengers in a designated
right-turn lane or in a lane immediately adjacent to a designated right-turn lane unless:

1. A school bus stop designated by the district transportation safety director is located
in the right-turn lane;
2. The driver stops the bus at the extreme right side of the right-turn lane; and
3. The driver activates the prewarning flashing amber signals, flashing red signals, and
stop-signal arm, unless the school board or its designee, based on safety considerations, provides written direction to the driver not to do so.
After loading or unloading passengers, the school bus driver may re-enter the right-hand lane of traffic by activating a flashing left turn signal.

Subd. 5. Colors. Fenderettes may be black. The beltline may be painted yellow over black or black over yellow. The rub rails shall be adjacent to the beltline may be black or yellow. All other rub rails must be black. The area around the lenses of alternately flashing signal lamps extending outward from the edge of the lamp three inches, plus or minus one-quarter inch, to the sides and top and at least one inch to the bottom, shall be black. Visors or hoods, black in color, with a minimum of four inches may be provided.

Subd. 6. Minnesota Statutes 2018, section 169.58, is amended by adding a subdivision to read:

Subd. 5. Transportation network company vehicle. (a) For purposes of this subdivision, the definitions in section 65B.472, subdivision 1, apply except that "transportation network company vehicle" has the meaning given to "personal vehicle" in section 65B.472, subdivision 1, paragraph (c).

(b) A transportation network company vehicle may be equipped with no more than two removable, interior-mounted, trade dress identifying devices as provided by the transportation network company that are designed to assist riders in identifying and communicating with drivers. The identifying device may be illuminated and emit a steady beam of solid colored light in any direction when the driver is logged into the digital network. The identifying device must not: (1) display the colors red, amber, or blue; (2) project a flashing, oscillating, alternating, or rotating light; or (3) project a glaring or dazzling light.

Subd. 7. Minnesota Statutes 2018, section 169.64, subdivision 9, is amended to read:

Subd. 9. Warning lamp on vehicles collecting solid waste or recycling. A vehicle used to collect solid waste or recycling vehicle may be equipped with a single amber gaseous discharge warning lamp that meets the most current Society of Automotive Engineers standard for authorized maintenance and service vehicles, Class 2. The lamp may be operated only when the collection vehicle is in the process of collecting solid waste or recycling and is either:

(1) stopped at an establishment where solid waste or recycling is to be collected; or

(2) traveling at a speed that is at least ten miles per hour below the posted speed limit and moving between establishments where solid waste or recycling is to be collected.

Sec. 68. Minnesota Statutes 2018, section 169.71, subdivision 1, is amended to read:
Subdivision 1. Prohibitions generally; exceptions. (a) A person shall not drive or operate any motor vehicle with:

1. (1) a windshield cracked or discolored to an extent to limit or obstruct proper vision;

2. (2) any objects suspended between the driver and the windshield, other than:

3. (i) sun visors;

4. (ii) rearview mirrors;

5. (iii) driver feedback and safety monitoring equipment when mounted immediately behind, or slightly above, or slightly below the rearview mirror;

6. (iv) global positioning systems or navigation systems when mounted or located near the bottommost portion of the windshield; and

7. (v) electronic toll collection devices; and

8. (vi) an identifying device as provided in section 169.58, subdivision 5, when the device is mounted or located near the bottommost portion of the windshield; or

9. (3) any sign, poster, or other nontransparent material upon the front windshield, sidewings, or side or rear windows of the vehicle, other than a certificate or other paper window without an accompanying permanent marking which indicates the percent of light transmittance through the windshield; or

10. (b) Paragraph (a), clauses (2) and (3), do not apply to law enforcement vehicles.

11. (c) Paragraph (a), clause (2), does not apply to authorized emergency vehicles.

Prohibitions generally; exceptions. (b) A person shall not drive or operate any motor vehicle required to be registered in the state of Minnesota or any street or highway under the following conditions:

1. (1) when the windshield is composed of, covered by, or treated with any material which has the effect of making the windshield more reflective or in any other way reducing light transmittance through the windshield;

2. (2) when any window on the vehicle is composed of, covered by, or treated with any material that has a highly reflective or mirrored appearance;

3. (3) when any side window or rear window is composed of or treated with any material so as to obstruct or substantially reduce the driver's clear view through the window or has a light transmittance of less than 50 percent plus or minus three percent in the visible light range or a luminous reflectance of more than 20 percent plus or minus three percent; or

4. (4) when any material has been applied after August 1, 1985, to any motor vehicle window without an accompanying permanent marking which indicates the percent of light transmittance through the windshield;
transmittance and the percent of reflectance afforded by the material. The marking must be in a manner so as not to obscure vision and be readable when installed on the vehicle.

Subd. 4a. *Glazing material; exceptions.* (a) Subdivision 4 does not apply to glazing materials which:

1. have not been modified since the original installation, or to original replacement windows and windshields, that were originally installed or replaced in conformance with Federal Motor Vehicle Safety Standard 205;

2. are required to satisfy prescription or medical needs of the driver of the vehicle or a passenger if:

   (i) the vehicle's driver or a passenger is in possession of the possesses a prescription or a physician's statement of medical need;

   (ii) the prescription or statement specifically states the minimum percentage that light transmittance may be reduced to satisfy the prescription or medical needs of the patient; and

   (iii) the prescription or statement contains an expiration date, which must be no more than two years after the date the prescription or statement was issued; or

   (3) are applied to:

   (i) the rear windows of a pickup truck as defined in section 168.002, subdivision 26;

   (ii) the rear windows or the side windows on either side behind the driver's seat of a van as defined in section 168.002, subdivision 40;

   (iii) the side and rear windows of a vehicle used to transport human remains by a funeral establishment holding a license under section 149A.50;

   (iv) the side and rear windows of a limousine as defined in section 168.002, subdivision 15; or

   (v) the rear and side windows of a police vehicle.

(b) For the purposes of paragraph (a), clause (2), a driver of a vehicle may rely on a prescription or physician's statement of medical need issued to a person not present in the vehicle if:

(1) the prescription or physician's statement of medical need is issued to (i) the driver's parent, child, grandparent, grandchild, sibling, or spouse, or (ii) a person for whom the driver is a personal care attendant;

(2) the prescription or physician's statement of medical need specifies the make, model, and license plate of one or two vehicles that will have tinted windows; and

Subd. 4b. *This subdivision does not apply.* For the purposes of paragraph (a), clause (2), a driver of a vehicle may rely on a prescription or physician's statement of medical need issued to the driver's parent, child, grandparent, sibling, or spouse; or

(2) the prescription or physician's statement of medical need specifies the make, model, and license plate of one or two vehicles that will have tinted windows; and

...
(3) the driver is in possession of the prescription or physician's statement of medical need.

EFFECTIVE DATE. Paragraph (b) is effective November 1, 2019.

Sec. 70. Minnesota Statutes 2018, section 169.81, is amended by adding a subdivision to read:

Subd. 12. Towaway trailer transporter combinations. An unladen power unit may tow two trailers or semitrailers when the combination (1) is not used to carry property, (2) does not exceed 82 feet in length, and (3) has a total gross weight that does not exceed 26,000 pounds. The trailers or semitrailers must consist of inventory property of a manufacturer, distributor, or dealer of the trailers or semitrailers.

EFFECTIVE DATE. Paragraph (b) is effective on November 1, 2019.

Sec. 77. Minnesota Statutes 2018, section 169.829, is amended by adding a subdivision to read:

Subd. 5. Sewage septic tank trucks. (a) Sections 169.823 and 169.826 to 169.828 do not apply to a sewage septic tank truck used exclusively to transport sewage from septic or holding tanks.

(b) The weight limitations under section 169.824 are increased by ten percent for a single-unit vehicle transporting sewage from the point of service to (1) another point of service, or (2) the point of unloading.

(c) Notwithstanding sections 169.824, subdivision 1, paragraph (d); 169.826, subdivision 5; or any other law to the contrary, a permit is not required to operate a vehicle under this subdivision.

(d) The seasonal weight increases under section 169.826, subdivision 1, do not apply to a vehicle operated under this subdivision, except that the vehicle may not exceed 20,000 pounds per single axle.

(e) A vehicle operated under this subdivision is subject to bridge load limits posted under section 169.84.

(f) A vehicle operated under this section must not be operated with a load that exceeds the tire manufacturer's recommended load, the manufacturer's gross vehicle weight rating as affixed to the vehicle, or other certification of gross vehicle weight rating under Code of Federal Regulations, title 49, sections 567.4 to 567.7.

EFFECTIVE DATE. This section is effective June 1, 2019.

Sec. 71. Minnesota Statutes 2018, section 169.864, subdivision 1, is amended to read:

Sec. 77. Minnesota Statutes 2018, section 169.829, is amended by adding a subdivision to read:

Subd. 5. Sewage septic tank trucks. (a) Sections 169.823 and 169.826 to 169.828 do not apply to a sewage septic tank truck used exclusively to transport sewage from septic or holding tanks.

(b) The weight limitations under section 169.824 are increased by ten percent for a single-unit vehicle transporting sewage from the point of service to (1) another point of service, or (2) the point of unloading.

(c) Notwithstanding sections 169.824, subdivision 1, paragraph (d); 169.826, subdivision 5; or any other law to the contrary, a permit is not required to operate a vehicle under this subdivision.

(d) The seasonal weight increases under section 169.826, subdivision 1, do not apply to a vehicle operated under this subdivision, except that the vehicle may not exceed 20,000 pounds per single axle.

(e) A vehicle operated under this subdivision is subject to bridge load limits posted under section 169.84.

(f) A vehicle operated under this section must not be operated with a load that exceeds the tire manufacturer's recommended load, the manufacturer's gross vehicle weight rating as affixed to the vehicle, or other certification of gross vehicle weight rating under Code of Federal Regulations, title 49, sections 567.4 to 567.7.

EFFECTIVE DATE. This section is effective June 1, 2019.
Special three-unit vehicle permit. The commissioner may issue a permit for a vehicle that transports paper products or iron ore tailings and meets the following requirements:

1. is a combination of vehicles, including a truck-tractor and a semitrailer drawing one additional semitrailer, which may be equipped with an auxiliary dolly, and no semitrailer used in the three-vehicle combination has an overall length in excess of 28-1/2 feet;
2. has a maximum gross vehicle weight of 108,000 pounds;
3. complies with the axle weight limits in section 169.824;
4. complies with the tire weight limits in section 169.823 or the tire manufacturers' recommended load, whichever is less;
5. is operated only in this state on Trunk Highway marked 2 between Grand Rapids and the port of Duluth; on Trunk Highway marked 169 between Grand Rapids and its junction with Trunk Highway marked 53; on Trunk Highway marked 194 between Trunk Highway marked 2 and Trunk Highway marked 53; and on Trunk Highway marked 53 between Virginia and the port of Duluth; and
6. the seasonal weight increases authorized under section 169.826, subdivision 1, do not apply.

Special two-unit vehicle permit. The commissioner may issue a permit for a vehicle that transports paper products or iron ore tailings and meets the following requirements:

1. is a combination of vehicles consisting of a truck-tractor and a single semitrailer that may exceed 48 feet, but not 53 feet, if the distance from the kingpin to the centerline of the rear axle group of the semitrailer does not exceed 43 feet;
2. has a maximum gross vehicle weight of 90,000 pounds if the vehicle combination has a total of six or more axles or 97,000 pounds if the vehicle combination has a total of seven or more axles;
3. has a maximum gross vehicle weight of 99,000 pounds during the time when seasonal weight increases authorized under section 169.826, subdivision 1, are in effect;
4. complies with the axle weight limits in section 169.824;
5. complies with the tire weight limits in section 169.823 or the tire manufacturers' recommended load, whichever is less; and
6. is operated only on the highways specified in subdivision 1, clause (5).

Special tire-hauling permit. The commissioner may issue a permit authorizing a vehicle used exclusively to haul earthmover tires, if the vehicle:

1. is a combination of vehicles, including a truck-tractor and a semitrailer drawing one additional semitrailer, which may be equipped with an auxiliary dolly, and no semitrailer used in the three-vehicle combination has an overall length in excess of 28-1/2 feet;
2. has a maximum gross vehicle weight of 108,000 pounds;
3. complies with the axle weight limits in section 169.824;
4. complies with the tire weight limits in section 169.823 or the tire manufacturers' recommended load, whichever is less;
5. is operated only in this state on Trunk Highway marked 2 between Grand Rapids and the port of Duluth; on Trunk Highway marked 169 between Grand Rapids and its junction with Trunk Highway marked 53; on Trunk Highway marked 194 between Trunk Highway marked 2 and Trunk Highway marked 53; and on Trunk Highway marked 53 between Virginia and the port of Duluth; and
6. the seasonal weight increases authorized under section 169.826, subdivision 1, do not apply.
(1) is a combination of vehicles with seven or more axles, consisting of a truck with
loader and trailer, which may be equipped with an auxiliary dolly;
(2) has a maximum gross vehicle weight of 108,000 pounds;
(3) has a maximum width of 144 inches;
(4) does not exceed the axle weight limits in sections 169.823, subdivision 1, clause (2),
and 169.824, by more than 22 percent;
(5) complies with the tire weight limits in section 169.823, or the tire manufacturer's
recommended load, whichever is less; and
(6) is operated only on the highways specified in subdivision 1, clause (5) in this state
on Trunk Highway marked 2 between Grand Rapids and the port of Duluth; on Trunk
Highway marked 169 between Grand Rapids and its junction with Trunk Highway marked
53; on Trunk Highway marked 194 between Trunk Highway marked 2 and Trunk Highway
marked 53; and on Trunk Highway marked 53 between Virginia and the port of Duluth.
(b) The seasonal weight increases authorized under section 169.826, subdivision 1, do
not apply to permits issued under this subdivision.
Subd. 3. Restrictions. Vehicles issued permits under subdivisions 1, 2, and 2a, must
comply with the following restrictions:
(1) the vehicle must be operated in compliance with seasonal load restrictions under
section 169.87;
(2) the vehicle may not be operated on the interstate highway system; and
(3) the vehicle may be operated on streets or highways under the control of local
authorities only upon the approval of the local authority; however, vehicles may have
reasonable access to terminals and facilities for food, fuel, repairs, and rest and for continuity
of route within one mile of the national network as provided by section 169.81, subdivision
Subd. 4. Permit fee; appropriation. Vehicle permits issued under subdivision 1, clause
(1), must be annual permits. The fee is $850 for each vehicle combination and must be
deposited in the trunk highway fund. The fee for annual permits issued under subdivision
2 is $300 for a 90,000-pound vehicle combination or $500 for a 97,000-pound vehicle
combination. The fee for annual permits issued under subdivision 2a is $850. An amount
sufficient to administer the permit program is appropriated from the trunk highway fund to
the commissioner for the costs of administering the permit program.
105.30 raw or unprocessed qualifying agricultural products and be operated with a gross vehicle weight of up to: 
105.31 (1) 90,000 pounds; and 
106.1 (2) 99,000 pounds during the period set by the commissioner under section 169.826, subdivision 1. 
106.2 (b) Notwithstanding subdivision 3, paragraph (a), clause (4), a vehicle or combination of vehicles operated under this subdivision and transporting only sealed intermodal containers may be operated on an interstate highway if allowed by the United States Department of Transportation. 
106.3 (c) The fee for a permit issued under this subdivision is $300, or a proportional amount as provided in section 169.86, subdivision 5. 

Sec. 73. Minnesota Statutes 2018, section 169.865, is amended by adding a subdivision 
to read: 

Subd. 6. Definition. For purposes of this section, "qualifying agricultural products" means: 

(1) agricultural crops, including but not limited to corn, soybeans, oats, grain, and by-products of agricultural crops; 
106.15 (2) livestock, including but not limited to cattle, hogs, and poultry; 
106.16 (3) food crops, including but not limited to sugar beets, potatoes, carrots, and onions; 
106.17 (4) fluid milk; and 
106.18 (5) seed and material used for or in livestock and poultry feed. 

Sec. 74. Minnesota Statutes 2018, section 169.865, subdivision 2, is amended to read: 

Subd. 2. Seven-axle vehicles. (a) A road authority may issue an annual permit authorizing a vehicle or combination of vehicles with a total of seven or more axles to haul raw or unprocessed qualifying agricultural products and be operated with a gross weight of up to: 

106.23 (1) 97,000 pounds; and 
106.24 (2) 99,000 pounds during the period set by the commissioner under section 169.826, subdivision 1. 
106.26 (b) Drivers of vehicles operating under this subdivision must comply with driver qualification requirements adopted under section 221.0314, subdivisions 2 to 5, and Code 

Sec. 80. Minnesota Statutes 2018, section 169.865, subdivision 2, is amended to read: 

Subd. 2. Seven-axle vehicles. (a) A road authority may issue an annual permit authorizing a vehicle or combination of vehicles with a total of seven or more axles to haul raw or unprocessed qualifying agricultural products and be operated with a gross weight of up to: 

106.23 (1) 97,000 pounds; and 
106.24 (2) 99,000 pounds during the period set by the commissioner under section 169.826, subdivision 1. 
106.26 (b) Drivers of vehicles operating under this subdivision must comply with driver qualification requirements adopted under section 221.0314, subdivisions 2 to 5, and Code
of Federal Regulations, title 49, parts 40 and 382, unless exempt under section 221.031, subdivision 2c.

(c) The fee for a permit issued under this subdivision is $500, or a proportional amount as provided in section 169.86, subdivision 5.

Sec. 82. Minnesota Statutes 2018, section 169.87, subdivision 6, is amended to read:

Subd. 6. Recycling and garbage vehicles.

(a) Except as provided in paragraph (b) while a vehicle is engaged in the type of collection the vehicle was designed to perform, weight restrictions imposed under subdivisions 1 and 2 do not apply to:

(1) a vehicle that does not exceed 20,000 pounds per single axle and is designed and used exclusively for recycling, while engaged in recycling operating in a political subdivision that mandates curbside recycling pickup;

(2) a vehicle that does not exceed 14,000 pounds per single axle and is exclusively for recycling as described in paragraph (a); and

(b) Weight restrictions imposed under subdivisions 1 and 2 do not apply to:

(1) a vehicle that does not exceed 14,000 pounds per single axle and is designed and used exclusively for collecting mixed municipal solid waste, as defined in section 115A.03, subdivision 21, while engaged in such collection;

(2) a portable toilet service vehicle that does not exceed 14,000 pounds per single axle or 26,000 pounds gross vehicle weight, and is designed and used exclusively for collecting liquid waste from portable toilets, while engaged in such collection;

(3) a sewage septic tank truck that does not exceed 20,000 pounds per single axle and is designed and used exclusively to haul sewage from septic or holding tanks.

Notwithstanding section 169.80, subdivision 1, a violation of the owner or operator of a vehicle that violates the weight restrictions imposed under subdivisions 1 and 2 by a vehicle designed and used exclusively for recycling while engaged in recycling operating in a political subdivision that mandates curbside recycling pickup while engaged in such collection, by a vehicle that is designed and used exclusively for collecting mixed municipal solid waste as defined in section 115A.03, subdivision 21, while engaged in such collection, or by a portable toilet service vehicle that is designed and used exclusively for collecting liquid waste from portable toilets, while engaged in such collection, is not subject to criminal penalties but is subject to a civil penalty for excess weight under section 169.871 if the vehicle (1) meets the requirements under paragraph (a), and (2) is engaged in the type of collection the vehicle was designed to perform.

EFFECTIVE DATE. This section is effective June 1, 2019.

Sec. 83. Minnesota Statutes 2018, section 169.881, is amended to read:

Sec. 83. [169.881] VEHICLE PLATOONS.

(a) (b) Notwithstanding section 169.80, subdivision 1, a violation of the owner or operator of a vehicle that violates the weight restrictions imposed under subdivisions 1 and 2 by a vehicle designed and used exclusively for recycling while engaged in recycling operating in a political subdivision that mandates curbside recycling pickup while engaged in such collection, by a vehicle that is designed and used exclusively for collecting mixed municipal solid waste as defined in section 115A.03, subdivision 21, while engaged in such collection, or by a portable toilet service vehicle that is designed and used exclusively for collecting liquid waste from portable toilets, while engaged in such collection, is not subject to criminal penalties but is subject to a civil penalty for excess weight under section 169.871 if the vehicle (1) meets the requirements under paragraph (a), and (2) is engaged in the type of collection the vehicle was designed to perform.

EFFECTIVE DATE. This section is effective June 1, 2019.
Subdivision 1. Vehicle platoon plan. A person may use a platooning system on trunk highway freeways and expressways, as the terms are defined in section 160.02, subdivisions 18b and 19, if a plan has been approved by the commissioner of transportation. The commissioner of transportation must consult with the commissioner of public safety prior to approving the plan.

Subdivision 2. Required information. The plan must include but is not limited to the following information submitted in the manner prescribed by the commissioner of transportation:

1. (a) The commissioner may grant or deny a vehicle platoon plan. The approved plan may include reasonable conditions and restrictions to ensure public safety, minimize congestion, or prevent undue damage to roads or structures. The plan must include but is not limited to the following information:
   - Total length of the vehicle platoon;
   - The configuration of the vehicle platoon, including spacing between vehicles;
   - Proposed route and section of freeway or expressway;
   - Proposed time frames the vehicle platoon will be operating;
   - Certification that each human driver in the vehicle platoon has a valid driver's license for the type or class of vehicle being driven;
   - Certification that the vehicle height, width, and load limits conform to this chapter.

2. And
   - Vehicle identification information;

Subdivision 3. Authority to approve plan. (a) The commissioner of transportation may grant or deny a vehicle platoon plan. The approved plan may include conditions and restrictions to ensure public safety, minimize congestion, or prevent undue damage to roads or structures.

(b) Notice of the reasons for denying a plan must be provided in writing.

(c) Failure to approve a plan within 60 days does not constitute an approval of the plan.

Subdivision 4. Restrictions. Vehicle platoons must meet the following restrictions:

1. Each vehicle in the vehicle platoon must have a platooning system installed;
2. While platooning, each vehicle must have the platooning system engaged;
3. Each vehicle in the vehicle platoon must have a human driver present and in the driver seat who is monitoring performance of the vehicle at all times and who holds a valid driver's license for the type or class of vehicle being driven;
4. Each vehicle in the vehicle platoon must meet the vehicle height, width, and weight limits under this chapter; and
5. Certification that the vehicle height, width, and load limits conform to this chapter.
(5) each vehicle in the platoon must be covered by minimum liability insurance.

Subd. 5. Operations. Notwithstanding any other law to the contrary, a vehicle platoon must allow reasonable access for the movement of other motor vehicles to change lanes and enter or exit the roadway. A paper or electronic copy of the approved plan in the vehicle platoon.

Subd. 6. Violations. Each vehicle and each driver within the vehicle platoon must comply with all applicable traffic laws under this chapter. Each driver and each vehicle within the vehicle platoon must comply with any lawful order or direction of any peace officer.

Sec. 76. Minnesota Statutes 2018, section 169.92, subdivision 4, is amended to read:

Subd. 4. Suspension of driver’s license. (a) Upon receiving a report from the court, or from the driver licensing authority of a state, district, territory, or possession of the United States or a province of a foreign country which has an agreement in effect with this state pursuant to section 169.91, that a resident of this state or a person licensed as a driver in this state did not appear in court in compliance with the terms of a citation, the commissioner of public safety shall notify the driver that the driver's license will be suspended unless the commissioner receives notice within 30 days that the driver has appeared in the appropriate court or, if the offense is a petty misdemeanor for which a guilty plea was entered under section 609.491, that the person has paid any fine imposed by the court. If the commissioner does not receive notice of the appearance in the appropriate court or payment of the fine within 30 days of the date of the commissioner's notice to the driver, the commissioner may suspend the driver's license, subject to the notice requirements of section 171.18, subdivision 2.

Notwithstanding the requirements in this section, the commissioner is prohibited from suspending the driver’s license of a person based solely on the fact that the person did not appear in court (1) in compliance with the terms of a citation for a petty misdemeanor, or (2) for a violation of section 171.24, subdivision 1.

(b) The order of suspension shall indicate the reason for the order and shall notify the driver that the driver's license remains suspended until the driver has furnished evidence, satisfactory to the commissioner, of compliance with any order entered by the court.

(c) Suspension shall be ordered under this subdivision only when the report clearly identifies the person arrested; describes the violation, specifying the section of the traffic law, ordinance or rule violated; indicates the location and date of the offense; and describes the vehicle involved and its registration number.

Sec. 77. Minnesota Statutes 2018, section 171.01, is amended by adding a subdivision to read:

Sec. 84. Minnesota Statutes 2018, section 171.01, is amended by adding a subdivision to read:
Subd. 48c. Third-party tester. "Third-party tester" means an individual who is an employee of a third-party testing program who has qualified for a third-party tester certificate issued by the commissioner granting the individual authorization to conduct road tests or skills tests.

Sec. 78. Minnesota Statutes 2018, section 171.01, is amended by adding a subdivision to read:

Subd. 48d. Third-party testing program. "Third-party testing program" means a program authorized by the commissioner to administer to an individual the road test or skills test.

Sec. 79. Minnesota Statutes 2018, section 171.06, subdivision 3, is amended to read:

Subd. 3. Contents of application; other information. (a) An application must:

(1) state the full name, date of birth, sex, and either (i) the residence address of the applicant, or (ii) designated address under section 5B.05;

(2) as may be required by the commissioner, contain a description of the applicant and any other facts pertaining to the applicant, the applicant's driving privileges, and the applicant's ability to operate a motor vehicle with safety;

(3) state:

(i) the applicant's Social Security number; or

(ii) if the applicant does not have a Social Security number and is applying for a Minnesota identification card, instruction permit, or class D provisional or driver's license, that the applicant certifies that the applicant is not eligible for a Social Security number;

(4) contain a notification to the applicant of the availability of a living will/health care directive designation on the license under section 171.07, subdivision 7; and

(5) contain spaces where the applicant may to:

(i) request a veteran designation on the license under section 171.07, subdivision 15, and the driving record under section 171.12, subdivision 5a;

(ii) indicate a desire to make an anatomical gift under paragraph (d); and

(iii) as applicable, designate document retention as provided under section 171.12, subdivision 3c; and

(iv) indicate emergency contacts as provided under section 171.12, subdivision 5b.

(b) Applications must be accompanied by satisfactory evidence demonstrating:

(1) identity, date of birth, and any legal name change if applicable; and
(2) for driver's licenses and Minnesota identification cards that meet all requirements of the REAL ID Act:

(i) principal residence address in Minnesota, including application for a change of address, unless the applicant provides a designated address under section 5B.05;

(ii) Social Security number, or related documentation as applicable; and

(iii) lawful status, as defined in Code of Federal Regulations, title 6, section 37.3.

(c) An application for an enhanced driver's license or enhanced identification card must be accompanied by:

(1) satisfactory evidence demonstrating the applicant's full legal name and United States citizenship; and

(2) a photographic identity document.

EFFECTIVE DATE. This section is effective July 1, 2020.

Sec. 80. Minnesota Statutes 2018, section 171.07, is amended by adding a subdivision to read:

Subd. 6a. Autism spectrum or mental health identifier. Upon the written request of the applicant, the department shall issue a driver's license or Minnesota identification card bearing a graphic or written identifier for an autism spectrum disorder, as defined in section 62A.3094, subdivision 1, paragraph (b), or mental health condition. The applicant must submit the written request for the identifier at the time the photograph or electronically produced image is taken. The commissioner must not include any specific medical information on the driver's license or Minnesota identification card.

EFFECTIVE DATE. This section is effective July 1, 2020.

Sec. 81. Minnesota Statutes 2018, section 171.12, is amended by adding a subdivision to read:

Subd. 5b. Emergency contacts. (a) Upon a request by an applicant for a driver's license, instruction permit, or Minnesota identification card under section 171.06, subdivision 3, the commissioner must maintain electronic records of names and contact information for up to three emergency contacts for the applicant.

(b) A person who has provided emergency contact information under this subdivision may change, add, or delete the information at any point. Notwithstanding sections 171.06, subdivision 2, and 171.061, the commissioner or a driver's license agent must not charge a fee for a transaction described in this paragraph.

(c) Emergency contact data are classified as private data on individuals, as defined in section 13.02, subdivision 12, except that the commissioner may share emergency contact
information with law enforcement agencies to notify the emergency contacts regarding an
emergency.

**EFFECTIVE DATE.** This section is effective July 1, 2020, or upon completion of the
necessary programming changes to the driver and vehicle services information system,
whichever is earlier.

Sec. 82. Minnesota Statutes 2018, section 171.16, subdivision 2, is amended to read:

Subd. 2. Commissioner shall suspend. (a) The court may recommend the suspension
of the driver's license of the person so convicted, and the commissioner shall suspend such
license as recommended by the court, without a hearing as provided herein.

(b) The commissioner is prohibited from suspending a person's driver's license if the
person was convicted only under section 171.24, subdivision 1 or 2.

Sec. 83. Minnesota Statutes 2018, section 171.16, subdivision 3, is amended to read:

Subd. 3. Suspension for Failure to pay fine. When any court reports to
the commissioner must not suspend a person's driver's license based solely on the fact that a
person: (1) has been convicted of violating a law of this state or an ordinance of a political
subdivision which regulates the operation or parking of motor vehicles, (2) has been
sentenced to the payment of a fine or had a surcharge levied against that person, or sentenced
to a fine upon which a surcharge was levied, and (3) has refused or failed to comply with
that sentence or to pay the surcharge, notwithstanding the fact that the court has determined
that the person has the ability to pay the fine or surcharge, the commissioner shall suspend
the driver's license of such person for 30 days for a refusal or failure to pay or until notified
by the court that the fine or surcharge, or both if a fine and surcharge were not paid, has
been paid.

Sec. 84. Minnesota Statutes 2018, section 171.18, subdivision 1, is amended to read:

Subdivision 1. Offenses. (a) The commissioner may suspend the license of a driver
without preliminary hearing upon a showing by department records or other sufficient
evidence that the licensee:

(1) has committed an offense for which mandatory revocation of license is required upon
conviction;

(2) has been convicted by a court for violating a provision of chapter 169 or an ordinance
regulating traffic, other than a conviction for a petty misdemeanor, and department records
show that the violation contributed in causing an accident resulting in the death or personal
injury of another, or serious property damage;

(3) is an habitually reckless or negligent driver of a motor vehicle;

(4) is an habitual violator of the traffic laws;

(5) is incompetent to drive a motor vehicle as determined in a judicial proceeding;
(6) has permitted an unlawful or fraudulent use of the license;
(7) has committed an offense in another state that, if committed in this state, would be
grounds for suspension;
(8) has committed a violation of section 169.444, subdivision 2, paragraph (a), within
five years of a prior conviction under that section;
(9) has committed a violation of section 171.22, except that the commissioner may not
suspend a person's driver's license based solely on the fact that the person possessed a
fictitious or fraudulently altered Minnesota identification card;
(10) has failed to appear in court as provided in section 169.92, subdivision 4;
(11) has failed to report a medical condition that, if reported, would have resulted in
cancellation of driving privileges;
(12) has been found to have committed an offense under section 169A.33; or
(13) has paid or attempted to pay a fee required under this chapter for a license or permit
by means of a dishonored check issued to the state or a driver's license agent, which must
be continued until the registrar determines or is informed by the agent that the dishonored
check has been paid in full.

However, an action taken by the commissioner under clause (2) or (5) must conform to the
recommendation of the court when made in connection with the prosecution of the licensee.

(b) The commissioner may not suspend is prohibited from suspending the driver's license
of an individual under paragraph (a) who was convicted of a violation of section 171.24,
subdivision 1, whose license was under suspension at the time solely because of the
individual's failure to appear in court or failure to pay a fine or 2.

Sec. 85. [171.3213] THIRD-PARTY TESTING OF SCHOOL BUS DRIVERS.

A school district that is a third-party testing program and owns or operates school buses
may enter into an agreement with other school districts to test the other districts' school bus
driver employees. A school bus company that is a third-party testing program and owns or
operates school buses may enter into an agreement with other school bus companies to test
the other companies' school bus driver employees. A third-party testing program may be
reimbursed by the tested driver's school district or company. The agreement must be
submitted to the commissioner for approval. A certified third-party tester must be employed
by a school district or a school bus company providing the testing services.

Sec. 86. [171.325] DRIVER'S LICENSE SUSPENSIONS AND REVOCATIONS;
REPORTS.

Subdivision 1. Issuance, suspensions, and revocations. (a) Annually by February 15,
the commissioner of public safety must report to the chairs and ranking minority members
of the house of representatives and senate committees with jurisdiction over public safety

Sec. 86. [171.3213] THIRD-PARTY TESTING OF SCHOOL BUS DRIVERS.

A school district that is a third-party testing program and owns or operates school buses
may enter into an agreement with other school districts to test the other districts' school bus
driver employees. A school bus company that is a third-party testing program and owns or
operates school buses may enter into an agreement with other school bus companies to test
the other companies' school bus driver employees. A third-party testing program may be
reimbursed by the tested driver's school district or company. The agreement must be
submitted to the commissioner for approval. A certified third-party tester must be employed
by a school district or a school bus company providing the testing services.
and transportation on the status of driver's licenses issued, suspended, and revoked. The
commissioner must make the report available on the department's website.

(b) At a minimum, the report must include:

(1) the total number of driver's licenses issued, suspended, and revoked as of January 1
    the year the report is submitted, broken down by county;

(2) for each of the previous eight calendar years, the total number of driver's licenses
    suspended and the number of suspended licenses reinstated; and

(3) for each of the previous eight calendar years, the total number of driver's licenses
    revoked and the number of revoked licenses reinstated.

(c) For purposes of paragraph (b), clauses (1), (2), and (3), the report must identify each
    type of suspension or revocation authorized by statute or rule and include the number of
    licenses suspended or revoked for each type.

Subd. 2. Charges, convictions, and fines. (a) Annually by February 15, the state court
administrator must report to the chairs and ranking minority members of the house of
representatives and senate committees with jurisdiction over public safety and transportation
on (1) charges and convictions for driving after suspension or revocation, and (2) payment
of fines for violations related to operation of a motor vehicle. The administrator must make
the report available on the state court's website.

(b) At a minimum, the report must include:

(1) for each of the previous eight calendar years, the number of charges under section
    171.24, subdivisions 1 and 2, broken down by the charges for each subdivision and indicating
    whether the court appointed the public defender to represent the defendant;

(2) for each of the previous eight calendar years, the number of convictions under section
    171.24, subdivisions 1 and 2, broken down by the convictions for each subdivision and
    indicating whether the court appointed the public defender to represent the defendant; and

(3) for the past calendar year, for all charges on violations related to the operation of a
    motor vehicle and included on the uniform fine schedule authorized under section 609.101,
    subdivision 4, the percentage of fines, broken down by whether the court appointed the
    public defender to represent the defendant, which:

    (i) were paid in full by the due date on the citation;

    (ii) were paid in full through a payment plan;

    (iii) accrued late charges;

    (iv) were sent to court collections; and

    (v) were sent to the Department of Revenue for collection.
Sec. 87. Minnesota Statutes 2018, section 174.03, is amended by adding a subdivision to read:

Subd. 2a. State transportation improvement program. (a) The commissioner must establish a statewide prioritization process for selecting transportation projects. The process must be used for the development of the four-year state transportation improvement program and must consider, at a minimum, highway, transit, rail, roadway, technology operational improvements, and transportation demand management strategies.

(b) The prioritization process must be based on an objective and quantifiable analysis that considers, at a minimum, the following factors relative to the cost of the project or strategy: congestion mitigation; economic development; accessibility; safety; and environmental quality.

(c) The commissioner must assign a weight to each of the factors used in paragraph (b) for each of the department’s districts. The commissioner may assign different weights to the factors within each district, based on the unique needs and qualities of the district.

(d) The commissioner must solicit input from local governments, metropolitan planning organizations, transit authorities, transportation authorities, and other stakeholders in its development of the prioritization process pursuant to this section. In developing the weighting of factors pursuant to paragraph (c) for the metropolitan area, as defined in section 473.121, subdivision 2, the commissioner must consider input provided by the Metropolitan Council.

Sec. 88. Minnesota Statutes 2018, section 174.03, is amended by adding a subdivision to read:

Subd. 12. Asset management. The commissioner must maintain an inventory of transportation assets, including but not limited to bridge, pavement, geotechnical, pedestrian, bicycle, and transit asset categories.

EFFECTIVE DATE. This section is effective July 1, 2019. The initial inventory under this section must be completed by December 15, 2021.

Sec. 89. Minnesota Statutes 2018, section 174.24, subdivision 2, is amended to read:

(a) The commissioner of transportation shall develop, implement, and adhere to a pavement investment guide.

(b) Each department district office, in collaboration with the central office, must choose priority roads for construction, reconstruction, rehabilitation, or preservation within each district. The central office pavement engineer shall review and approve all pavement selections for construction, reconstruction, rehabilitation, or preservation and ensure that the pavement selection is consistent with the pavement investment guide.
Subd. 2. Eligibility; application. Any legislatively established public transit commission or authority, any county or statutory or home rule charter city providing financial assistance to or operating public transit, any private operator of public transit, any tribal government, or any combination thereof is eligible to receive financial assistance through the public transit participation program. Except as provided in subdivision 2b for assistance provided from federal funds, eligible recipients must be located outside of the metropolitan area.

Sec. 88. Minnesota Statutes 2018, section 174.37, subdivision 1, is amended to read:

Subd. 1. Purpose.
(a) The commissioner of transportation shall establish an advisory committee on nonmotorized active transportation. The committee shall make recommendations to the commissioner on items related to:

(1) active transportation and nonmotorized transportation, including safety, education, and development programs;

(2) the active transportation program under section 174.38; and

(3) the safe routes to school program under section 174.40.

(b) The committee shall review and analyze issues and needs relating to operating nonmotorized active transportation on public rights-of-way, and identify solutions and goals for addressing identified issues and needs.

Subd. 2. Members. (a) The advisory committee must consist of the following members:

(b) The commissioner of transportation shall appoint up to 18 public members, as follows: one member from each of the department's seven greater Minnesota districts; four members from the department's metropolitan district; and no more than seven members at large. Each of the members at large must represent nonmotorized interests or organizations.

(c) The commissioners of each of the following state agencies shall appoint an employee of the agency to serve as a member: administration, education, health, natural resources, public safety, transportation, and pollution control. The chair of the Metropolitan Council shall appoint an employee of the council to serve as a member. The director of Explore Minnesota Tourism shall appoint an employee of the agency to serve as a member.

(d) Members of the committee shall serve four-year terms.
Subd. 3. Meetings. The commissioner of transportation’s designee shall convene the first meeting by January 15, 2009. The committee shall elect a chair from its membership, and shall establish a meeting schedule and meet at least annually.

Subd. 4. Reports. The committee shall issue an annual report to the commissioner of transportation.

Subd. 5. Expenses. Members of the advisory committee serve without compensation, but members who are not employees of government agencies must be reimbursed for expenses in the same manner and amount as authorized by the commissioner's plan adopted under section 43A.18, subdivision 2. The commissioner of transportation shall provide department staff support to the committee.


EFFECTIVE DATE. This section is effective the day following final enactment. The commissioner of transportation must convene the next meeting by October 15, 2019.

Sec. 89. Minnesota Statutes 2018, section 174.38, subdivision 3, is amended to read: Subd. 3. Active transportation account. An active transportation account is established in the special revenue fund. The account consists of funds provided by law and any other money donated, allotted, transferred, or otherwise provided to the account. Money in the account is appropriated to the commissioner and must be expended only on a project that receives financial assistance under this section.

Sec. 90. [174.46] AUTOMATED VEHICLE TESTING.

Subdivision 1. Definitions. The definitions in section 169.011 apply to this section. (a) For purposes of this section, the following terms have the meanings given:

(b) "Automated driving system" has the meaning given in section 169.011, subdivision 3b.

c) "Commissioner" means the commissioner of transportation.

d) "Federal motor vehicle safety standards automated vehicle exemption" has the meaning given in section 169.011, subdivision 29a.

(e) "Highly automated vehicle" has the meaning given in section 169.011, subdivision 34a.

(f) "Minimal risk condition" has the meaning given in section 169.011, subdivision 40b.

(g) "Operator" has the meaning given in section 169.011, subdivision 40c.

Subd. 2. Permit required. A permit issued by the commissioner is required to engage an automated driving system on a highly automated vehicle on the public roads of this state.

Sec. 91. [174.46] AUTOMATED VEHICLE TESTING.

Subdivision 1. Definitions. The definitions in section 169.011 apply to this section.
The permit may include conditions and restrictions to ensure safety, minimize congestion, and address other transportation needs.

Subd. 3. License and vehicle registration requirements. (a) A license to lawfully operate a motor vehicle is not required if the highly automated vehicle does not have the ability to be operated by a human.

(b) Commercial vehicles, as defined in section 169.011, subdivision 16, must have a human operator present in the highly automated vehicle able to immediately assume control of the vehicle.

(c) The highly automated vehicle must be registered in accordance with state law or lawfully registered outside of this state.

Subd. 4. Permit to test. (a) The commissioner may grant or deny a permit application for the testing of a highly automated vehicle. To obtain a permit for the testing of a highly automated vehicle a person must submit an application on a form prescribed by the commissioner. An application must include:

(1) dates and locations of the proposed test;

(2) certification that the highly automated vehicle meets federal safety standards, has received a federal motor vehicle safety standards automated vehicle exemption, or is otherwise in compliance with federal safety regulations;

(3) a description of safety procedures to be used during testing;

(4) certification that operators meet the license requirements of subdivision 2;

(5) identification of the owner on the proof of insurance of the highly automated vehicle to determine liability;

(6) proof that the highly automated vehicle is lawfully registered;

(7) a description of previous testing experience and results of previous tests, including causes of crashes with the automated driving system engaged;

(8) whether or not a human safety operator will be present in the vehicle during testing of the highly automated vehicle;

(9) whether an exemption from any state law is being requested;

(10) whether an exemption from any state law is being requested; and

(11) proof that the highly automated vehicle is lawfully registered under chapter 168 or the vehicle registration laws of another state;

(12) a description of previous testing experience and results of previous tests, including any collisions that occurred and the cause of each collision;

(13) certification that a human driver will be present in the vehicle to immediately assume control of the vehicle if necessary;

(14) whether an exemption from any state law is being requested; and

(15) proof that the highly automated vehicle is lawfully registered under chapter 168 or the vehicle registration laws of another state;
(10) proof of valid and sufficient insurance, surety bond, or self-insurance in an amount
specified by the commissioner; and
(1) any additional information deemed necessary by the commissioner,
(b) The commissioner may require the highly automated vehicle to be tested at a closed
facility before the vehicle is allowed to operate on public roadways.

(c) The commissioner must obtain approval from the commissioner of public safety
before granting a permit.

(d) The commissioner must notify and coordinate with local and tribal governments if
the proposed testing route is located on local or tribal roads. A local road authority may
require a permit for testing if a permit would be otherwise required for a vehicle other than
a highly automated vehicle.

(e) If there are any material changes to the information provided in the permit application,
the applicant must immediately report the changes to the commissioner.
(f) The commissioner may deny an application. Notice of the reasons for denying an
application must be provided in writing. Failure to approve a permit application within 60
days does not constitute an approval of the application.

(g) Permits with a testing route that includes railroad crossings may be approved where
grade separated railroad crossings are available. When grade separated crossings are not
available, a highly automated vehicle must be capable of interacting properly with at-grade
railroad crossing signalization and operations. Prior to granting a permit with a testing route

(10) proof of valid and sufficient insurance, surety bond, or self-insurance of at least
$10,000,000 per occurrence.

(f) Before driving or operating a highly automated vehicle on public roads, the applicant
must first successfully test at a closed facility. The test must be conducted so that controlled
conditions simulate, as closely as practicable, the road conditions that may affect the
operation of the vehicle. The applicant must demonstrate that the highly automated vehicle
can transition to a minimal risk condition. After successfully completing a test at a closed
facility, the applicant must successfully complete a test on public roads with minimal traffic
and within a geographically fenced area that does not allow the vehicle to operate outside
of the area. The applicant must again demonstrate that the highly automated vehicle can
transition to a minimal risk condition. The commissioner may waive the requirements of
this paragraph if the applicant has successfully completed a substantially similar test in
another state and can provide proof of that successful test.

(b) If an application does not include all the information required in paragraph (a), the
commissioner must not grant the permit.

(c) A permit is valid for one year from the date the permit is issued. A tester may reapply
for a permit in the same manner as for the initial permit.

(d) Nothing in this section authorizes the commissioner or the commissioner of public
safety to waive or modify any law in the state for purposes of a test.

(e) Before granting a permit, the commissioner must consult with the commissioner of
public safety. If the commissioner of public safety notifies the commissioner, in writing, of
an identifiable public safety risk, the commissioner must not grant the permit.

(g) If there are any material changes to the information provided in the permit application,
the applicant must immediately provide those changes to the commissioner.

(h) The commissioner may deny an application. Notice of the reasons for denying an
application must be provided in writing. Failure to approve a permit application within 60
days does not constitute an approval of the application. The notice must be provided in writing. The
commissioner must grant or deny the permit within 60 days of receiving the application.
that includes an at-grade railroad crossing, the commissioner must consult with the railroad
companies operating the railroad and include necessary restrictions within the permit.

Subd. 5. Restrictions. A highly automated vehicle may be tested with the automated
driving system engaged with or without a human driver being present in the vehicle if:

(1) the owner or operator has been granted a permit under this section;

(2) the vehicle has the capability to meet the applicable requirements of traffic and motor
vehicle safety laws and regulations of this state unless an exemption, as requested in
subsection 4, has been granted by the commissioner of public safety for the limited purpose
of testing highly automated vehicles under this section;

(3) the vehicle is capable of achieving a minimal risk condition if the operator does not
or is unable to take control of the vehicle; and

(4) the operator continuously monitors the vehicle's performance while it is being operated
and, if necessary, immediately takes control of the vehicle's movements.

Subd. 6. Collision reporting and data. (a) In the event of a collision with the automated
driving system engaged, the operator or owner of a highly automated vehicle must promptly
contact law enforcement to report the accident, and the highly automated vehicle and its
operator remain at the scene of the accident as otherwise required by law. If the highly
automated vehicle is being operated remotely, the operator must make reasonable efforts
to establish and maintain communication with law enforcement. The operator or owner
must comply with collision reporting requirements as otherwise required by law.

(b) In the event of a collision involving a highly automated vehicle, the operator must
submit information to the commissioners of transportation and public safety on whether the
automated driving system was engaged at the time of the collision and what specific
component of the automated driving system failed at the time of the collision, if known.

Subd. 7. Public safety. (a) A person may not engage the automated driving system of
a highly automated vehicle without a permit in accordance with this section.

(b) The commissioners of public safety or transportation may immediately prohibit
testing of a highly automated vehicle if it poses a risk to public safety or fails to comply
with the conditions of the approved permit.

Subd. 8. Reporting. (a) The tester must meet with the commissioner and the Minnesota
Council on Disability to discuss lessons learned and best practices.

(b) No later than October 31 each year until 2024, the commissioner must submit a report
to the chairs, ranking minority members, and staff of the legislative committees with
jurisdiction over transportation on highly automated vehicle testing. The report must include

Subd. 4. Restrictions. A highly automated vehicle may be tested with the automated
driving system engaged if:

(1) the owner or operator has been granted a permit under this section;

(2) the vehicle has the capability to meet the applicable requirements of traffic and motor
vehicle safety laws and regulations of this state; and

(3) the operator continuously monitors the vehicle's performance while it is being operated
and, if necessary, immediately takes control of the vehicle's movements.

Subd. 5. Collision reporting and data. In the event of a collision, the driver, operator,
or owner of a highly automated vehicle must promptly contact law enforcement to report
the accident, and the highly automated vehicle and its driver or operator must remain at the
scene of the accident as otherwise required by law. The driver, operator, or owner must
comply with collision reporting requirements as otherwise required by law. In the event of
a collision, the operator must submit information on whether the automated driving system
was engaged at the time of the collision and what specific component of the automated
driving system failed at the time of the collision, if known.
the number of highly automated vehicles on the road, testing locations, whether the highly
automated vehicles were on public roads, and whether any collisions occurred.

Subd. 8. Uniform laws. Unless otherwise provided in this section, highly automated
vehicles, automated driving systems, and any commercial use or operation of highly
automated vehicles is governed by this section, notwithstanding any other provision of law
or rule to the contrary. No rules, laws, ordinances, or regulations relative to the operation
of highly automated vehicles or automated driving systems shall be adopted which limit
the authority to operate such vehicles or systems conferred by this section or which conflict
with this section.

Subd. 9. Uniform laws. (a) Unless otherwise provided in this section, highly automated
vehicles, automated driving systems, and any commercial use or operation of highly
automated vehicles shall be governed by this section, notwithstanding any other provision
of law or rule to the contrary. No administrative rules or local ordinances relative to the
operation of highly automated vehicles or automated driving systems shall be adopted which
limit the authority to operate such vehicles or systems conferred by this section or which conflict
with this section. This section does not limit a local unit of government's authority
to enforce local parking, traffic, and land use ordinances, if a local unit of government's
traffic ordinance would otherwise apply to a vehicle other than a highly automated vehicle.

Sec. 92. Minnesota Statutes 2018, section 174.57, is amended to read:

174.57 SNOW AND ICE CONTROL; APPROPRIATION.

(a) In a fiscal year in which the commissioner expends more than 100 percent of
the established biennial annual expenditure level for snow and ice management, the
commissioner may use an additional amount for this purpose that does not exceed 50 percent
of the unappropriated balance in the trunk highway fund. The amount identified by the
commissioner under this paragraph is appropriated from the trunk highway fund to the
commissioner for snow and ice management purposes.

(b) Upon using the appropriation authority in this section, the commissioner must notify
the commissioner of management and budget and the chairs, ranking minority members,
and staff of the house of representatives and senate committees having jurisdiction over
transportation finance. The notification must at a minimum identify the established biennial
expenditure level for snow and ice management and the amount appropriated under this
section.

(c) In each budget submission to the legislature under section 16A.11, the commissioner
must include:

(1) the proposed biennial annual expenditure level for snow and ice management for the
next budget biennium; and

(2) the total annual amount expended or estimated to be expended under the appropriation
in this section for the budget biennium that is ending.
Sec. 91. Minnesota Statutes 2018, section 174.75, is amended by adding a subdivision to read:

Subd. 6. Bicycle lane or route funding limitation. Notwithstanding any complete street policy or plan, the commissioner is prohibited from spending any money from the trunk highway fund on creating, constructing, expanding, marking, or maintaining bicycle lanes or routes.

Sec. 93. Minnesota Statutes 2018, section 219.015, subdivision 1, is amended to read:

Subd. 1. Positions Program established; inspector powers and duties. (a) The commissioner of transportation shall establish three state rail safety inspector positions in the Office of Freight and Commercial Vehicle Operations of the Minnesota Department of Transportation. On or after July 1, 2015, the commissioner may establish a fourth state rail safety inspector position following consultation with railroad companies inspection program consisting of up to six positions, which may include state rail safety inspectors and a program supervisor. The commissioner shall apply to and enter into agreements with the Federal Railroad Administration (FRA) of the United States Department of Transportation to participate in the federal State Rail Safety Participation Program for training and certification of an inspector to train and certify inspectors under authority of United States Code, title 49, sections 20103, 20105, 20106, and 20113, and Code of Federal Regulations, title 49, part 212.

(b) A state rail safety inspector shall perform one or more of the following:

(1) inspect mainline track, secondary track, and yard and industry track;
(2) inspect railroad right-of-way, including adjacent or intersecting drainage, culverts, bridges, overhead structures, and traffic and other public crossings;
(3) inspect yards and physical plants;
(4) inspect train equipment;
(5) inspect railroad operations;
(6) review and enforce safety requirements;
(7) review maintenance and repair records; and
(8) review railroad security measures.

(c) A state rail safety inspector may perform, but is not limited to, the duties described in the federal State Rail Safety Participation Program. An inspector may train, be certified, and participate in any of the federal State Rail Safety Participation Program disciplines, including: track, signal and train control, motive power and equipment, operating practices compliance, hazardous materials, and highway-rail grade crossings.
(d) To the extent delegated by the Federal Railroad Administration and authorized by
the commissioner, an inspector may issue citations for violations of this chapter, or to ensure
railroad employee and public safety and welfare.

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

Sec. 94. Minnesota Statutes 2018, section 219.015, is amended by adding a subdivision
to read:

Subd. 1a. Inspection program requirements.
(a) State rail safety inspectors must
enforce state railroad safety provisions under chapters 218 and 219 after conducting an
investigation using the procedures established by the commissioner under paragraph (c).
State railroad safety provisions in this chapter include railroad main line, auxiliary, yard,
or industry track; track support structure; drainage; temporary or permanent clearance
conditions; track obstructions; walkways; lighting; and railroad and industry yard conditions
generally.

(b) The state rail safety inspection program must supply state inspectors with measurement
tools required to properly inspect and analyze state railroad safety provisions under this
chapter.

(c) The commissioner must establish a standardized process to receive and investigate
complaints of noncompliance of state rail safety provisions in this chapter. Urgent or
emergency reports of unsafe conditions must be reported by an established means for
expedited communication as determined by the commissioner.

(d) Substantiated reports of noncompliance of state rail safety regulations must be
promptly conveyed by the commissioner or the commissioner's designee to the respective
rail carrier.

(e) Reports of noncompliance submitted in this manner must be investigated and enforced
by the commissioner using the powers established under section 218.041 or other appropriate
powers. The commissioner must notify the rail carrier of an investigation of a reported
noncompliant statutory or regulatory condition on the carrier's property. Investigative
conclusions or actions taken to rectify the noncompliant safety conditions may be provided
to the reporting party or designated safety representative in the manner established by the
commissioner.

(f) Nothing in this section prohibits or limits any other rights and remedies available
under an application for enforcement under section 218.041.

Sec. 95. Minnesota Statutes 2018, section 219.015, subdivision 2, is amended to read:

Subd. 2. Railroad company assessment; account; appropriation. (a) As provided in
this subdivision, the commissioner shall annually assess railroad companies that are (1)
defined as common carriers under section 218.011; (2) classified by federal law or regulation
as Class I Railroads, Class I Rail Carriers, Class II Railroads, or Class II Carriers; and (3)
operating in this state.
(b) The assessment must be by a division of calculated to allocate state rail safety
inspector inspection program costs in equal proportion between proportionally among
carriers based on route miles operated in Minnesota assessed in equal amounts for 365 days
of the calendar year at the time of assessment. The commissioner shall assess must include
in the assessment calculation all start-up establishment costs, all related costs including initiating the state rail safety inspector inspection program costs, including but not limited
to administration, supervision, travel, equipment, training, and ongoing state rail inspector
duties.

c) The assessments collected under this subdivision must be deposited in a special
account in the special revenue fund, to be known as the state rail safety inspection account,
which is established in the special revenue fund. The account consists of funds provided by
this subdivision, and any other money donated, allotted, transferred, or otherwise provided
to the account. Money in the account is appropriated to the commissioner to administer the state rail safety inspection program.

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

Sec. 96. Minnesota Statutes 2018, section 219.1651, is amended to read:

219.1651 GRADE CROSSING SAFETY ACCOUNT.

A Minnesota grade crossing safety account is created in the special revenue fund,
consisting of money credited to the account by law. Money in the account is appropriated
to the commissioner of transportation for rail-highway grade crossing safety projects on
public streets and highways, including engineering costs and other costs associated with
administration and delivery of grade crossing safety projects. At the discretion of the
commissioner of transportation, money in the account at the end of each biennium may
cancel to the trunk highway fund.

**EFFECTIVE DATE.** This section is effective August 1, 2019, and applies to crimes
committed on or after that date.

Sec. 98. Minnesota Statutes 2018, section 221.031, is amended by adding a subdivision
to read:
Subd. 2f. Hours of service exemptions; utility construction. (a) The federal regulations incorporated in section 221.0314, subdivision 9, for hours of service do not apply to drivers engaged in intrastate transportation of utility construction materials within a 50-mile radius from the site of a construction or maintenance project.

(b) For purposes of this subdivision, “utility construction materials” includes supplies and materials used in a project to construct or maintain (1) a street or highway; (2) equipment or facilities to furnish electric transmission service; (3) a telecommunications system or cable communications system; (4) a watersworks system, sanitary sewer, or storm sewer; (5) a gas heating service line; (6) a pipeline; and (7) a facility for other similar utility service.

Sec. 99. Minnesota Statutes 2018, section 299A.12, subdivision 1, is amended to read:

Subdivision 1. General requirements. Except as provided in subdivision 4, any vehicle used by an operator to provide transportation service shall be equipped with wheelchair securement devices which are approved by the commissioner of public safety as meeting the specifications of subdivisions 1 and 2. Only securement devices that meet the requirements of the Americans with Disabilities Act may be used. A wheelchair securement device shall prevent any forward, backward, or lateral movement of an occupied wheelchair when the device is engaged and the vehicle is in motion, accelerating or braking, and shall attach to the frame of the wheelchair without damaging it. Securement devices installed in any vehicle shall be maintained in working order and according to the manufacturer’s instructions and Code of Federal Regulations, title 49, section 38.23.

Sec. 100. Minnesota Statutes 2018, section 299A.12, subdivision 2, is amended to read:

Subd. 2. Strength design requirements. The strength design requirements for securing the part of a wheelchair that is forward in the vehicle shall be one-half of those required for the rear. Where the wheelchair securement device and the seat belt are combined in a common system, those parts which provide the combined restraining force shall have a combined strength of both according to the strength requirements of each as adopted by the commissioner of public safety. Securement devices must meet the specifications in Code of Federal Regulations, title 49, section 38.23.

Sec. 101. Minnesota Statutes 2018, section 299A.12, subdivision 3, is amended to read:

Subd. 3. Maximum number of persons transported. A vehicle used to provide transportation service shall carry only as many persons seated in wheelchairs as the number of securement devices approved by the commissioner of public safety as meeting the specifications of subdivisions 1 and 2 with which the vehicle is equipped, and each occupied wheelchair shall be secured by such a securement device before the vehicle is set in motion.

Sec. 102. Minnesota Statutes 2018, section 299A.13, is amended to read:

299A.13 ADDITIONAL SAFETY REQUIREMENTS.
Subdivision 1. Seat belt. Any vehicle used to provide transportation service must be equipped with seat belts which are approved by the commissioner of public safety. The seat belts required by this subdivision must be adequate to secure the occupant of a wheelchair who is being transported by the vehicle. The seat belts must be used only to secure the person and must not be used to secure the wheelchair unless the wheelchair securement force is not cumulative to the seat belt. The seat belts must meet all other applicable state and federal requirements for safety.

Subd. 2. Electric wheelchair. When transportation service is provided to an individual in an electrically powered wheelchair, the main power switch of the wheelchair must be placed in the "off" position at all times while the vehicle is in motion.

Subd. 3. Mobility aid accessibility. (a) Vehicles equipped with wheelchair securement devices must provide a level-change mechanism or boarding device such as a lift or ramp that complies with Code of Federal Regulations, title 49, section 38.23. (b) Wheelchair lifts must comply with the National Highway Traffic Safety Administration's Federal Motor Vehicle Safety Standards for public use lifts as outlined in Code of Federal Regulations, title 49, sections 571.403 and 571.404.

Subd. 4. Driver's responsibility. (a) The driver of a vehicle equipped with a wheelchair securement device has the duties outlined in this subdivision. (b) The driver or a person designated by the driver must ensure that an occupied wheelchair is properly secured before the driver sets the vehicle in motion. (c) The driver or a person designated by the driver must ensure that the seat belt assembly is properly adjusted and fastened around the wheelchair user in a manner consistent with the manufacturer's recommendations before the driver sets the vehicle in motion when:

1. requested by the wheelchair user;
2. the wheelchair user is unable to communicate;
3. seat belt usage is required of all passengers in the vehicle; or
4. the vehicle is a school bus.

The seat belt assembly must not be fastened if the wheelchair user or other responsible person advises the driver that to do so would aggravate a physical condition of the wheelchair user. If a restraint device is available that would not aggravate the physical condition of the user, it must be fastened in the required manner.

(d) The driver or a person designated by the driver shall ensure that securement devices and seat belt assemblies are retracted, removed, or otherwise stored when not in use to prevent tripping of persons and damage to devices.

Sec. 103. Minnesota Statutes 2018, section 299A.14, subdivision 3, is amended to read:
Subd. 3. Standards. The inspection shall be made to determine that (1) the vehicle complies with the provisions of sections 299A.12, subdivisions 1 and 4, and 299A.13, subdivision 1, and (2) the securement device is in working order and the level-change mechanism or boarding device, such as a lift or ramp, are in working order and that the securement device is not in need of obvious repair. The inspection may include testing the use of a securement device while the vehicle is in motion.

Sec. 104. Minnesota Statutes 2018, section 299D.03, subdivision 5, is amended to read:

Subd. 5. Traffic fines and forfeited bail money. (a) All fines and forfeited bail money collected from persons apprehended or arrested by officers of the State Patrol shall be transmitted by the person or officer collecting the fines, forfeited bail money, or installments thereof, on or before the tenth day after the last day of the month in which these moneys were collected, to the commissioner of management and budget. Except where a different disposition is required in this subdivision or section 387.213, or otherwise provided by law, three-eighths of these receipts must be deposited in the state treasury and credited to the state general fund. The other five-eighths of these receipts must be deposited in the state treasury and credited as follows: (1) the first $1,750,000 in fiscal year 2020 and $2,500,000 in each fiscal year thereafter must be credited to the Minnesota grade crossing safety account in the special revenue fund, and (2) remaining receipts must be credited to the state trunk highway fund. If, however, the violation occurs within a municipality and the city attorney prosecutes the offense, and a plea of not guilty is entered, one-third of the receipts shall be deposited in the state treasury and credited to the state general fund, one-third of the receipts shall be paid to the municipality prosecuting the offense, and one-third shall be deposited in the state treasury and credited to the Minnesota grade crossing safety account or the state trunk highway fund as provided in this paragraph. When section 387.213 also is applicable to the fine, section 387.213 shall be applied before this paragraph is applied. All costs of participation in a nationwide police communication system chargeable to the state of Minnesota shall be paid from appropriations for that purpose.

(b) All fines and forfeited bail money from violations of statutes governing the maximum weight of motor vehicles, collected from persons apprehended or arrested by employees of the state of Minnesota, by means of stationary or portable scales operated by these employees, shall be transmitted by the person or officer collecting the fines or forfeited bail money, on or before the tenth day after the last day of the month in which the collections were made, to the commissioner of management and budget. Five-eighths of these receipts shall be deposited in the state treasury and credited to the state highway user tax distribution fund. Three-eighths of these receipts shall be deposited in the state treasury and credited to the state general fund.

Sec. 93. [299D.11] VEHICLE CRIMES UNIT ANNUAL REPORT. By January 15 of each year, the commissioner must submit a report to the chairs and ranking minority members of the house of representatives and senate committees having jurisdiction over crime and disaster relief.
section 325F.185, is amended to read:

325F.185 ELECTRIC VEHICLE INFRASTRUCTURE.

Any electric vehicle infrastructure installed in this state by state departments must without significant upgrading of the electric vehicle infrastructure:

1. allow for utilization of the electric vehicle infrastructure by any make, model, or type of electric vehicle;
2. be in compliance with section 326B.35 and standards set by the Society of Automotive Engineers; and
3. be capable of providing bidirectional charging, once electrical utilities achieve a cost-effective capability to draw electricity from electric vehicles connected to the utility grid.

Sec. 94. Minnesota Statutes 2018, section 360.013, is amended by adding a subdivision to read:

Subd. 46a. Comprehensive plan. "Comprehensive plan" has the meaning given in section 394.22, subdivision 9, or 462.352, subdivision 5.

Sec. 106. Minnesota Statutes 2018, section 360.013, is amended by adding a subdivision to read:

Subd. 62. Unmanned aircraft. "Unmanned aircraft" means an aircraft, as defined in subdivision 37, that is operated without the possibility of human intervention from within or on the aircraft.

Sec. 107. Minnesota Statutes 2018, section 360.013, is amended by adding a subdivision to read:

Subd. 63. Unmanned aircraft system. "Unmanned aircraft system" means an unmanned aircraft and all of its associated elements, including components and communication links, that are required to control and operate the aircraft.

Sec. 95. Minnesota Statutes 2018, section 360.017, subdivision 1, is amended to read:

Subdivision 1. Creation; authorized disbursements. (a) There hereby created a fund to be known as the state airports fund. The fund shall consist of all money appropriated to it, or directed to be paid into it, by the legislature.
(b) The state airports fund shall be paid out on authorization of the commissioner and shall be used:

1. to acquire, construct, improve, maintain, and operate airports and other air navigation facilities;
2. to assist municipalities in the planning, acquisition, construction, improvement, and maintenance of airports and other air navigation facilities;
3. to assist municipalities to initiate, enhance, and market scheduled air service at their airports;
4. to promote interest and safety in aeronautics through education and information; and
5. to pay the salaries and expenses of the Department of Transportation related to aeronautic planning, administration, and operation. All allotments of money from the state airports fund for salaries and expenses shall be approved by the commissioner of management and budget.

(c) A municipality that adopts a comprehensive plan that the commissioner finds is incompatible with the state aviation plan is not eligible for assistance from the state airports fund.

Sec. 96. Minnesota Statutes 2018, section 360.021, subdivision 1, is amended to read:

Subdivision 1. Authority to establish. The commissioner is authorized and empowered, on behalf of and in the name of this state, within the limitation of available appropriations, to acquire, by purchase, gift, devise, lease, condemnation proceedings, or otherwise, real or personal, for the purpose of establishing and constructing restricted landing areas and other air navigation facilities and to acquire in like manner, own, control, establish, construct, enlarge, improve, maintain, equip, operate, regulate, and police such restricted landing areas and other air navigation facilities, either within or without this state; and to make, prior to any such acquisition, investigations, surveys, and plans. The commissioner may maintain, equip, operate, regulate, and police airports, either within or without this state. The operation and maintenance of airports is an essential public service. The commissioner may maintain at such airports facilities for the servicing of aircraft and for the comfort and accommodation of air travelers. The commissioner may dispose of any such property, airport, restricted landing area, or any other air navigation facility, by sale, lease, or otherwise, in accordance with the laws of this state governing the disposition of other like property of the state. The commissioner may not acquire or take over any restricted landing area, or other air navigation facility without the consent of the owner. The commissioner shall not acquire any additional state airports nor establish any additional state-owned airports. The commissioner may erect, equip, operate, and maintain on any airport buildings and equipment necessary and proper to maintain, and conduct such airport and air navigation facilities connected therewith. The commissioner shall not expend money for land acquisition, or for the construction, improvement, or maintenance of airports, or for air navigation facilities for an airport, unless the governmental unit municipality, county,
Subd. 1. Charges. (a) The commissioner shall charge users of air transportation services provided by the commissioner for direct operating costs, excluding pilot salary and as allowed by federal aviation regulations.

(b) The commissioner may charge users for a portion of aircraft acquisition, replacement, or leasing costs.

Subd. 2. Accounts; appropriation. (a) An air transportation services account is established in the state airports fund. The account consists of money collected under subdivision 1, paragraph (a), and any other money donated, allotted, transferred, or otherwise provided to the account. Funds in the account are annually appropriated to the commissioner to pay these direct air service operating costs.

(b) An aircraft capital account is established in the state airports fund. The account consists of collections under subdivision 1, paragraph (b), proceeds from the sale of aircraft under jurisdiction of the department, and any other money donated, allotted, transferred, or otherwise provided to the account. Funds in the account are annually appropriated to the commissioner to pay aircraft acquisition, replacement, or leasing costs.

Sec. 109. [360.026] UNMANNED AIRCRAFT LOCAL ORDINANCES.

A political subdivision must (1) allow the commissioner to review a proposed ordinance affecting the operation of an unmanned aircraft, and (2) notify the commissioner whenever the political subdivision adopts an ordinance affecting the operation of unmanned aircraft.
(a) It is hereby found that an airport hazard endangers the lives and property of users of
the airport and of occupants of land in its vicinity, and may reduce the size of the area
available for the landing, takeoff, and maneuvering of aircraft, thereby impairing the utility
of the airport and the public investment therein. It is also found that the social and financial
costs of disrupting existing land uses around airports, in built-up urban areas, particularly
established residential neighborhoods, often outweigh the benefits of a reduction in airport
hazards that might result from the elimination or removal of those uses.

(b) Accordingly, it is hereby declared: (1) that the creation or establishment of an airport
hazard is a public nuisance and an injury to the community served by the airport in question;
(2) that it is therefore necessary in the interest of the public health, public safety, and general
welfare that the creation or establishment of airport hazards be prevented and that this should
be accomplished to the extent legally possible, by exercise of the police power, without
compensation; and (3) that the elimination or removal of existing land uses, particularly
established residential neighborhoods in built-up urban areas, or their designation as
nonconforming uses is not in the public interest and should be avoided whenever possible
consistent with reasonable standards of safety.

(c) It is further declared that the prevention of the creation or establishment of airport
hazards and the elimination, removal, alteration, mitigation, or marking and lighting of
existing airport hazards are essential public purposes for which political subdivisions
may raise and expend public funds and acquire land or property interests therein.

Sec. 99. Minnesota Statutes 2018, section 360.063, subdivision 1, is amended to read:

Subdivision 1. Enforcement under police power. (a) In order to prevent the creation
or establishment of airport hazards, every municipality having an airport hazard area within
its territorial limits may, unless a joint airport zoning board is permitted under subdivision
3, adopt, amend from time to time, administer, and enforce, under the police power and in
the manner and upon the conditions hereinafter prescribed, airport zoning regulations for
such airport hazard area, which regulations may divide such area into zones, and, within
such zones, specify the land uses permitted and regulate and restrict the height to which
structures and trees may be erected or allowed to grow.

(b) For the purpose of promoting safety, order, convenience, prosperity, and general welfare and for conserving property values and
encouraging the most appropriate use of land, the municipality may regulate the
location, size, and use of buildings and the density of population in that portion of an airport
hazard area under approach zones for a distance not to exceed two miles from the airport
boundary and in other portions of an airport hazard area may regulate by land use zoning
for a distance not to exceed one mile from the airport boundary, and by height restriction
zoning for a distance not to exceed 1 1/2 miles from the airport boundary areas: (1) land
use; (2) height restrictions; (3) the location, size, and use of buildings; and (4) the density
of population.
(c) The powers granted by this subdivision may be exercised by metropolitan airports commissions in contiguous cities of the first class in and for which they have been created.

(d) In the case of airports owned or operated by the state of Minnesota such powers shall be exercised by the state airport zoning boards or by the commissioner of transportation as authorized herein.

Sec. 100. Minnesota Statutes 2018, section 360.063, subdivision 3, is amended to read:

Subd. 3. Joint airport zoning board. (a) Where an airport is owned or controlled by a municipality and an airport hazard area appertaining to the airport is located within the territorial limits of another county or municipality, the municipality owning or controlling the airport may request a county or municipality in which an airport hazard area is located:

(1) to adopt and enforce airport zoning regulations for the area in question that conform to standards prescribed by the commissioner pursuant to subdivision 4 under sections 360.0655 and 360.0656; or

(2) to join in creating a joint airport zoning board pursuant to paragraph (b). The owning or controlling municipality shall determine which of these actions it shall request, except as provided in paragraph (e) for the Metropolitan Airports Commission. The request shall be made by certified mail to the governing body of each county and municipality in which an airport hazard area is located.

(b) Where an airport is owned or controlled by a municipality and an airport hazard area appertaining to the airport is located within the territorial limits of another county or municipality, the municipality owning or controlling the airport and the county or other municipality within which the airport hazard area is located may, by ordinance or resolution duly adopted, create a joint airport zoning board, which board shall have the same power to adopt, administer, and enforce airport zoning regulations applicable to the airport hazard area in question as that vested by subdivision 1 in the municipality within which the area is located. A joint board shall have as members two representatives appointed by the municipality owning or controlling the airport and two from the county or municipality, or in case more than one county or municipality is involved two from each county or municipality, in which the airport hazard is located, and in addition a chair elected by a majority of the members so appointed. All members shall serve at the pleasure of their respective appointing authority. Notwithstanding any other provision of law to the contrary, if the owning and controlling municipality is a city of the first class it shall appoint four members to the board, and the chair of the board shall be elected from the membership of the board.

(c) If a county or municipality, within 60 days of receiving a request from an owning or controlling municipality pursuant to paragraph (a), fails to adopt, or thereafter fails to enforce, the zoning regulations or fails to join in creating a joint airport zoning board, the owning or controlling municipality, or a joint airport zoning board created without participation by the subdivisions which fail to join the board, may itself adopt, administer,
and enforce airport zoning regulations for the airport hazard area in question. In the event
of conflict between the regulations and airport zoning regulations adopted by the county or
municipality within which the airport hazard area is located, section 360.064, subdivision
2, applies.

(d) "Owning or controlling municipality," as used in this subdivision, includes:

(1) a joint airport operating board created pursuant to section 360.042 that has been
granted all the powers of a municipality in zoning matters under the agreement creating the
board;

(2) a joint airport operating board created pursuant to section 360.042 that has not been
granted powers under the agreement creating the board, provided that the board shall
not itself adopt zoning regulations nor shall a joint airport zoning board created at its request
adopt zoning regulations unless all municipalities that created the joint operating board join
to create the joint zoning board; and

(3) the Metropolitan Airports Commission established and operated pursuant to chapter
473.

(e) The Metropolitan Airports Commission shall request creation of one joint airport
zoning board for each airport operated under its authority.

Sec. 101. Minnesota Statutes 2018, section 360.064, subdivision 1, is amended to read:

Subdivision 1. Comprehensive regulations. In the event that a municipality has adopted,
or hereafter adopts, a comprehensive zoning ordinance regulating, among other things the
height of buildings, any airport zoning regulations applicable to the same area or portion
thereof must be incorporated by reference or incorporated in and made a part of such
comprehensive zoning regulations and be administered and enforced in connection therewith.

Section 102. Minnesota Statutes 2018, section 360.065, subdivision 1, is amended to read:

Subdivision 1. Notice of proposed zoning regulations, hearing. (a) No airport zoning
regulations shall be adopted, amended, or changed under sections 360.011 to 360.076, except by action of the governing body of the municipality or
airport zoning board under section 360.0655 or 360.0656, or the boards provided for in
section 360.063, subdivisions 3 and 7, or by the commissioner as provided in subdivisions
6 and 8, after public hearings, at which parties in interest and citizens shall have an
opportunity to be heard.

(b) A public hearing shall be held on the proposed airport zoning regulations
proposed by a municipality, county, or joint airport zoning board before they are submitted
for approval to the commissioner and after that approval but before final adoption by the
local zoning authority for approval. If any changes that alter the regulations placed on a
parcel of land are made to the proposed airport zoning regulations after the initial public
hearing, the municipality, county, or joint airport zoning board must hold a second public
hearing before final adoption of the regulation. The commissioner may require a second
hearing as determined necessary.

(c) Notice of a hearing required pursuant to this subdivision shall be published by
the local zoning authority, municipality, county, or joint airport zoning board at least three
times during the period between 15 days and five days before the hearing in an official
newspaper and in a second newspaper designated by that authority which has a wide general
circulation in the area affected by the proposed regulations and posted on the municipality’s,
county’s, or joint airport zoning board’s website. If there is not a second newspaper of wide
general circulation in the area that the municipality, county, or joint airport zoning board
can designate for the notice, the municipality, county, or joint airport zoning board is only
required to publish the notice once in the official newspaper of the jurisdiction. The notice
shall not be published in the legal notice section of a newspaper. The notice must specify
the time, location, and purpose of the hearing, and must identify any additional location and
time the proposed regulations will be available for public inspection. A copy of the published
notice must be added to the record of the proceedings.

(d) Notice of a hearing shall also be mailed to the governing body of each political
subdivision in which property affected by the regulations is located. Notice shall be
given by mail at least 15 or 10 days before each hearing to any persons in municipalities that
own land proposed to be included in safety zone A or B as provided in the rules of the
department of transportation and landowners where the location or size of a building, or
the density of population, will be regulated. Mailed notice must also be provided at least
ten days before each hearing to persons or municipalities that have previously requested
such notice from the authority, municipality, county, or joint airport zoning board. The notice
must specify the time, location, and purpose of the hearing, and must identify any additional
location and time the proposed regulations will be made available for public inspection.
Mailed notice must also identify the property affected by the regulations. For the purpose
of giving providing mailed notice, the authority, municipality, county, or joint airport zoning
board may use any appropriate records to determine the names and addresses of owners. A
copy of the notice and a list of the owners and addresses to which the notice was sent shall
be attested to by the responsible person and shall be made a part of the records of the
proceedings. The Failure to provide mailed notice to individual property owners, or
defects a defect in the notice shall does not invalidate the proceedings provided if a
bona fide attempt to comply with this subdivision has been was made. A notice shall describe
the property affected by the proposed regulations and the restrictions to be imposed on the
property by the regulations and shall state the place and time at which the proposed
regulations are available for public inspection.

Sec. 103. [360.0655] AIRPORT ZONING REGULATIONS BASED ON
COMMISSIONER’S STANDARDS; SUBMISSION PROCESS.

Subdivision 1. Submission to commissioner; review. (a) Except as provided in section
360.0656, prior to adopting zoning regulations, the municipality, county, or joint airport
zoning board must submit the proposed regulations to the commissioner for the commissioner
To determine whether the regulations conform to the standards prescribed by the commissioner, The municipality, county, or joint airport zoning board may elect to complete custom airport zoning under section 360.0656 instead of using the commissioner's standard, but only after providing written notice to the commissioner.

(b) Notwithstanding section 15.99, the commissioner must examine the proposed regulations within 90 days of receipt of the regulations and report to the municipality, county, or joint airport zoning board the commissioner's approval or objections, if any. Failure to respond within 90 days is deemed an approval. The commissioner may request additional information from the municipality, county, or joint airport zoning board within the 90-day review period. If the commissioner requests additional information, the 90-day review period is tolled until the commissioner receives information and deems the information satisfactory.

(c) If the commissioner objects on the grounds that the regulations do not conform to the standards prescribed by the commissioner, the municipality, county, or joint airport zoning board must make amendments necessary to resolve the objections or provide written notice to the commissioner that the municipality, county, or joint airport zoning board will proceed with zoning under section 360.0656.

(d) If the municipality, county, or joint airport zoning board makes revisions to the proposed regulations after its initial public hearing, the municipality, county, or joint airport zoning board must conduct a second public hearing on the revisions and resubmit the revised proposed regulations to the commissioner for review. The commissioner must examine the revised proposed regulations within 90 days of receipt to determine whether the revised proposed regulations conform to the standards prescribed by the commissioner.

(e) If, after a second review period, the commissioner determines that the municipality, county, or joint airport zoning board failed to submit proposed regulations that conform to the commissioner's standards, the commissioner must provide a final written decision to the municipality, county, or joint airport zoning board.

(f) The municipality, county, or joint airport zoning board must not adopt regulations or take other action until the proposed regulations are approved by the commissioner.

(g) The commissioner may approve local zoning ordinances that are more stringent than the commissioner's standards.

(h) If the commissioner approves the proposed regulations, the municipality, county, or joint airport zoning board may adopt the regulations.

(i) A copy of the adopted regulations must be filed with the county recorder in each county that contains a zoned area subject to the regulations.

(j) Substantive rights that existed and had been exercised prior to August 1, 2019, are not affected by the filing of the regulations.

Subd. 2. Protection of existing land uses. (a) In order to ensure minimum disruption of existing land uses, the commissioner's airport zoning standards and local airport zoning...
ordinances or regulations adopted under this section must distinguish between the creation or establishment of a use and the elimination of an existing use, and must avoid the elimination, removal, or reclassification of existing uses to the extent consistent with reasonable safety standards. The commissioner's standards must include criteria for determining when an existing land use may constitute an airport hazard so severe that public safety considerations outweigh the public interest in preventing disruption to that land use.

(b) Airport zoning regulations that classify as a nonconforming use or require nonconforming use classification with respect to any existing low-density structure or existing isolated low-density building lots must be adopted under sections 360.061 to 360.074.

(c) A local airport zoning authority may classify a land use described in paragraph (b) as an airport hazard if the authority finds that the classification is justified by public safety considerations and is consistent with the commissioner's airport zoning standards. Any land use described in paragraph (b) that is classified as an airport hazard must be acquired, altered, or removed at public expense.

(d) This subdivision must not be construed to affect the classification of any land use under any zoning ordinances or regulations not adopted under sections 360.061 to 360.074.

Sec. 104. [360.0656] CUSTOM AIRPORT ZONING STANDARDS.

Subdivision 1. Custom airport zoning standards; factors.  (a) Notwithstanding section 360.0655, a municipality, county, or joint airport zoning board must provide notice to the commissioner when the municipality, county, or joint airport zoning board intends to establish and adopt custom airport zoning regulations under this section.

(b) Airport zoning regulations submitted to the commissioner under this subdivision are not subject to the commissioner's zoning regulations under section 360.0655 or Minnesota Rules, part 8800.2400.

(c) When developing and adopting custom airport zoning regulations under this section, the municipality, county, or joint airport zoning board must include in the record a detailed analysis that explains how the proposed custom airport zoning regulations addressed the following factors to ensure a reasonable level of safety:

(1) the location of the airport, the surrounding land uses, and the character of neighborhoods in the vicinity of the airport, including:

(i) the location of vulnerable populations, including schools, hospitals, and nursing homes, in the airport hazard area;

(ii) the location of land uses that attract large assemblies of people in the airport hazard area;

(iii) the availability of contiguous open spaces in the airport hazard area;
(iv) the location of wildlife attractants in the airport hazard area;
(v) airport ownership or control of the Federal Runway Protection Zone and the department’s Clear Zone;
(vi) land uses that create or cause interference with the operation of radio or electronic facilities used by the airport or aircraft;
(vii) land uses that make it difficult for pilots to distinguish between airport lights and other lights, result in glare in the eyes of pilots using the airport, or impair visibility in the vicinity of the airport;
(viii) land uses that otherwise inhibit a pilot's ability to land, take off, or maneuver the aircraft;
(ix) airspace protection to prevent the creation of air navigation hazards in the airport hazard area; and
(x) the social and economic costs of restricting land uses;

(2) the airport's type of operations and how the operations affect safety surrounding the airport;

(3) the accident rate at the airport compared to a statistically significant sample, including an analysis of accident distribution based on the rate with a higher accident incidence;

(4) the planned land uses within an airport hazard area, including any applicable platting, zoning, comprehensive plan, or transportation plan; and

(5) any other information relevant to safety or the airport.

Subd. 2. Submission to commissioner; review. (a) Except as provided in section 360.0655, prior to adopting zoning regulations, the municipality, county, or joint airport zoning board must submit its proposed regulations and the supporting record to the commissioner for review. The commissioner must determine whether the proposed custom airport zoning regulations and supporting record (1) evaluate the criteria under subdivision 1, and (2) provide a reasonable level of safety.

(b) Notwithstanding section 15.99, the commissioner must examine the proposed regulations within 90 days of receipt of the regulations and report to the municipality, county, or joint airport zoning board the commissioner's approval or objections, if any. Failure to respond within 90 days is deemed an approval. The commissioner may request additional information from the municipality, county, or joint airport zoning board within the 90-day review period.

(c) If the commissioner objects on the grounds that the regulations do not provide a reasonable level of safety, the municipality, county, or joint airport zoning board must review, consider, and provide a detailed explanation demonstrating how it evaluated the objections and what action it took or did not take in response to the objections. If the
municipality, county, or joint airport zoning board submits amended regulations after its initial public hearing, the municipality, county, or joint airport zoning board must conduct a second public hearing on the revisions and resubmit the revised proposed regulations to the commissioner for review. The commissioner must examine the revised proposed regulations within 90 days of receipt of the regulations. If the commissioner requests additional information, the 90-day review period is tolled until satisfactory information is received by the commissioner. Failure to respond within 90 days is deemed an approval.

(d) If, after the second review period, the commissioner determines that the municipality, county, or joint airport zoning board failed to submit proposed regulations that provide a reasonable level of safety, the commissioner must provide a final written decision to the municipality, county, or joint airport zoning board.

(g) A municipality, county, or joint airport zoning board is prohibited from adopting custom regulations or taking other action until the proposed regulations are approved by the commissioner.

(f) If the commissioner approves the proposed regulations, the municipality, county, or joint airport zoning board may adopt the regulations.

(h) Substantive rights that existed and had been exercised prior to August 1, 2019, are not affected by the filing of the regulations.

Sec. 105. Minnesota Statutes 2018, section 360.066, subdivision 1, is amended to read:

Subdivision 1. Reasonableness. Standards of the commissioner. Zoning standards defining airport hazard areas and the categories of uses permitted and airport zoning regulations adopted under sections 360.011 to 360.076, shall be reasonable, and none shall impose a requirement or restriction which is not reasonably necessary to effectuate the purposes of sections 360.011 to 360.076. In determining what minimum airport zoning regulations may be adopted, the commissioner and a local airport zoning authority shall consider, among other things, the character of the flying operations expected to be conducted at the airport, the location of the airport, the nature of the terrain within the airport hazard area, the existing land use and character of the neighborhood around the airport, the use to which the property to be zoned are planned and adaptable, and the social and economic costs of restricting land use versus the benefits derived from a strict application of the standards of the commissioner.

Sec. 106. Minnesota Statutes 2018, section 360.067, is amended by adding a subdivision to read:

Subd. 5. Federal no hazard determination. (a) Notwithstanding subdivisions 1 and 2, a municipality, county, or joint airport zoning board may include in its custom airport zoning regulations adopted under section 360.0656 an option to permit construction of a structure, an increase or alteration of the height of a structure, or the growth of an existing tree without...
a variance from height restrictions if the Federal Aviation Administration has analyzed the
proposed construction, alteration, or growth under Code of Federal Regulations, title 14,
part 77, and has determined the proposed construction, alteration, or growth does not:

1. pose a hazard to air navigation;
2. require changes to airport or aircraft operations; or
3. require any mitigation conditions by the Federal Aviation Administration that cannot
be satisfied by the landowner.

(b) A municipality, county, or joint airport zoning board that permits an exception to
height restrictions under this subdivision must require the applicant to file the Federal
Aviation Administration's no hazard determination with the applicable zoning administrator.
The applicant must obtain written approval of the zoning administrator before construction,
alteration, or growth may occur. Failure of the administrator to respond within 60 days to
a filing under this subdivision is deemed a denial. The Federal Aviation Administration's
no hazard determination does not apply to requests for variation from land use, density, or
any other requirement unrelated to the height of structures or the growth of trees.

Sec. 107. Minnesota Statutes 2018, section 360.071, subdivision 2, is amended to read:

Subd. 2. Membership. (a) Where a zoning board of appeals or adjustment already exists,
it may be appointed as the board of adjustment. Otherwise, the board of adjustment shall
consist of five members, each to be appointed for a term of three years by the authority
adopting the regulations and to be removable by the appointing authority for cause, upon
written charges and after public hearing. The length of initial appointments may be staggered.

(b) In the case of a Metropolitan Airports Commission, five members shall be appointed
by the commission chair from the area in and for which the commission was created, any
of whom may be members of the commission. In the case of an airport owned or operated
by the state of Minnesota, the board of commissioners of the county, or counties, in which
the airport hazard area is located shall constitute the airport board of adjustment and shall
exercise the powers and duties of such board as provided herein.

Sec. 108. Minnesota Statutes 2018, section 360.305, subdivision 6, is amended to read:

Subd. 6. Zoning required. The commissioner shall not expend money for planning
or land acquisition, or for the construction, improvement, or maintenance of airports, or for
all navigation facilities for an airport, unless the governmental unit involved has or is establishing a zoning authority for that
airport, and the authority has made a good-faith showing that it is in the process of and will
complete with due diligence, an airport zoning ordinance in accordance with sections 360.061
to 360.074. The commissioner may provide funds to support airport safety projects that
maintain existing infrastructure, regardless of a zoning authority's efforts to complete a
zoning regulation. The commissioner shall make maximum use of zoning and easements
to eliminate runway and other potential airport hazards rather than land acquisition in fee.
Sec. 110. Minnesota Statutes 2018, section 360.55, is amended by adding a subdivision to read:

Subd. 9. Unmanned aircraft systems. (a) Any unmanned aircraft system in which the unmanned aircraft weighs less than 55 pounds at takeoff, including payload and anything affixed to the aircraft, either:

(1) must be registered in the state for an annual fee of $25; or

(2) is not subject to registration or an annual fee, if the unmanned aircraft system is owned and operated solely for recreational purposes.

(b) An unmanned aircraft system that meets the requirements under paragraph (a) is exempt from aircraft registration tax under sections 360.511 to 360.67.

Sec. 111. Minnesota Statutes 2018, section 360.59, subdivision 10, is amended to read:

Subd. 10. Certificate of insurance. (a) Every owner of aircraft in this state when applying for registration, reregistration, or transfer of ownership shall supply any information the commissioner reasonably requires to determine that the aircraft during the period of its contemplated operation is covered by an insurance policy with limits of not less than $100,000 per passenger seat liability both for passenger bodily injury or death and for property damage; not less than $100,000 for bodily injury or death to each nonpassenger in any one accident; and not less than $300,000 per occurrence for bodily injury or death to nonpassengers in any one accident. The insurance must comply with section 60A.081, unless that section is inapplicable under section 60A.081, subdivision 3. The information supplied to the commissioner must include but is not limited to the name and address of the owner, the period of contemplated use or operation, if any, and, if insurance coverage is then presently required, the name of the insurer, the insurance policy number, the term of the coverage, policy limits, and any other data the commissioner requires. No certificate of registration shall be issued pursuant to subdivision 3 in the absence of the information required by this subdivision.

(b) In the event of cancellation of aircraft insurance by the insurer, the insurer shall notify the Department of Transportation at least ten days prior to the date on which the insurance coverage is to be terminated. Unless proof of a new policy of insurance is filed with the department meeting the requirements of this subdivision during the period of the aircraft's contemplated use or operation, the registration certificate for the aircraft shall be revoked forthwith.

(c) Nothing in this subdivision shall be construed to require an owner of aircraft to maintain passenger seat liability coverage on aircraft for which an experimental certificate has been issued by the administrator of the Federal Aviation Administration pursuant to Code of Federal Regulations, title 14, sections 21.191 to 21.195 and 91.42, whereunder persons operating the aircraft are prohibited from carrying passengers in the aircraft.
for an unmanned aircraft. Whenever the aircraft becomes certificated to carry passengers, passenger seat liability coverage shall be required as provided in this subdivision.

(d) The requirements of this subdivision shall not apply to any aircraft built by the original manufacturer prior to December 31, 1939, and owned and operated solely as a collector's item, if the owner files an affidavit with the commissioner. The affidavit shall state the owner's name and address, the name and address of the person from whom the aircraft was purchased, the make, year, and model number of the aircraft, the federal aircraft registration number, the manufacturer's identification number, and that the aircraft is owned and operated solely as a collector's item and not for general transportation purposes.

(e) An unmanned aircraft system that meets the requirements of section 360.55, subdivision 9, is not required to meet the requirements under paragraphs (a) and (b). An owner of an unmanned aircraft system that must be registered as required under section 360.55, subdivision 9, must at the time of registration provide proof of insurability using an on-demand insurance product in a form acceptable to the commissioner. Additionally, such operators must maintain records and proof that each flight was insured to the limits of paragraph (a).

Sec. 112. Minnesota Statutes 2018, section 360.62, is amended to read:

360.62 TAX REFUND.

Except as provided herein the tax upon any aircraft which has been paid for any year, shall be refunded only for errors made in computing the tax or fees or for the error on the part of an owner who may in error have registered an aircraft that was not before, nor at the time of such registration, nor at any time thereafter during the tax period, subject to such tax in this state; provided that after more than 24 months after such tax was paid no refund shall be made for any tax paid on any aircraft. Refunds as provided by sections 360.511 to 360.67 shall be made in the manner provided by Laws 1947, chapter 416. The former owner of a transferred aircraft by an assignment in writing endorsed upon the former owner's registration certificate and delivered to the commissioner within the time provided herein may sell and assign to the new owner thereof the right to have the tax paid by the former owner accredited to such new owner who duly registers such aircraft. Any owner whose aircraft shall be destroyed or permanently removed from the state shall be entitled to a refund for the unused portion of the tax paid upon the destroyed or removed aircraft. The refund must be computed pro rata by the month, and to be equal to the monthly tax rate multiplied by the number of full calendar months remaining in the fiscal year, or multiplied by the number of full calendar months remaining in that period between January 1, 1966, to and including June 30, 1967, whichever period is applicable. An unmanned aircraft system that is destroyed or permanently removed from the state is not entitled to a tax refund under this section.

In order to secure such refund, the aircraft owner shall submit a signed statement that such aircraft has either been sold out of state or destroyed, the date of such sale or destruction, and such other information as the commissioner may require. Any false statement willfully and knowingly made in regard thereto shall be deemed a perjury and punished accordingly.
No refund shall be made if application is not made within 12 months after the date the
aircraft was sold out of state or destroyed.

Sec. 109. Minnesota Statutes 2018, section 394.22, is amended by adding a subdivision

Subd. 1a. Airport safety zone. "Airport safety zone" means an area subject to land use
zoning controls adopted under sections 360.061 to 360.074 if the zoning controls regulate
(1) the size or location of buildings, or (2) the density of population.

Sec. 110. Minnesota Statutes 2018, section 394.23, is amended to read:

394.23 COMPREHENSIVE PLAN.

The board has the power and authority to prepare and adopt by ordinance, a
comprehensive plan. A comprehensive plan or plans when adopted by ordinance must be
the basis for official controls adopted under the provisions of sections 394.21 to 394.37.

The commissioner of natural resources must provide the natural heritage data from the
county biological survey, if available, to each county for use in the comprehensive plan.

When adopting or updating the comprehensive plan, the board must, if the data is available
to the county, consider natural heritage data resulting from the county biological survey. In
a county that is not a greater than 80 percent area, as defined in section 103G.005, subdivision
10b, the board must consider adopting goals and objectives that will protect open space and
the environment. The board must consider the location and dimensions of airport safety
zones in any portion of the county, and of any airport improvements, identified in the airport's
most recent approved airport layout plan.

Sec. 111. Minnesota Statutes 2018, section 394.231, is amended to read:

394.231 COMPREHENSIVE PLANS IN GREATER MINNESOTA; OPEN SPACE.

A county adopting or updating a comprehensive plan in a county outside the metropolitan
area as defined by section 473.121, subdivision 2, and that is not a greater than 80 percent
area, as defined in section 103G.005, subdivision 10b, shall consider adopting goals and
objectives for the preservation of agricultural, forest, wildlife, and open space land, and
minimizing development in sensitive shoreland areas. Within three years of updating the
comprehensive plan, the county shall consider adopting ordinances as part of the county's
official controls that encourage the implementation of the goals and objectives. The county
shall consider the following goals and objectives:

(1) minimizing the fragmentation and development of agricultural, forest, wildlife, and
open space lands, including consideration of appropriate minimum lot sizes;

(2) minimizing further development in sensitive shoreland areas;

(3) minimizing development near wildlife management areas, scientific and natural
areas, and nature centers;
90.6 (4) encouraging land uses in airport safety zones that are compatible with the safe
90.7 operation of the airport and the safety of people in the vicinity of the airport;
90.8 (5) identification of areas of preference for higher density, including consideration
90.9 of existing and necessary water and wastewater services, infrastructure, other services, and
90.10 to the extent feasible, encouraging full development of areas previously zoned for
90.11 nonagricultural uses;
90.12 (6) encouraging development close to places of employment, shopping centers,
90.13 schools, mass transit, and other public and private service centers;
90.14 (7) identification of areas where other developments are appropriate; and
90.15 (8) other goals and objectives a county may identify.
90.16 Sec. 112. Minnesota Statutes 2018, section 394.25, subdivision 3, is amended to read:
90.17 Subd. 3. In district zoning, maps. Within each such district zoning ordinances or maps
90.18 may also be adopted designating or limiting the location, height, width, bulk, type of
90.19 foundation, number of stories, size of, and the specific uses for which dwellings, buildings,
90.20 and structures may be erected or altered; the minimum and maximum size of yards, courts,
90.21 or other open spaces; setback from existing roads and highways and roads and highways
90.22 designated on an official map; protective measures necessary to protect the public interest
90.23 including but not limited to controls relating to appearance, signs, lighting, hours of operation
90.24 and other aesthetic performance characteristics including but not limited to noise, heat,
90.25 glare, vibrations and smoke; the area required to provide for off street loading and parking
90.26 facilities; heights of trees and structures near airports; and to avoid too great concentration
90.27 or scattering of the population. All such provisions shall be uniform for each class of land
90.28 or building throughout each district, but the provisions in one district may differ from those
90.29 in other districts. No provision may prohibit earth sheltered construction as defined in section
90.30 216C.06, subdivision 14, or manufactured homes built in conformance with sections 327.31
90.31 to 327.35 that comply with all other zoning ordinances promulgated pursuant to this section.
90.32 Airport safety zones must be included on maps that illustrate boundaries of zoning districts
90.33 and that are adopted as official controls.
90.34 EFFECTIVE DATE. This section is effective August 1, 2019, and applies to maps
90.35 created or updated under this section on or after that date.
90.36 Sec. 113. Minnesota Statutes 2018, section 462.352, is amended by adding a subdivision
90.37 to read:
90.38 Subd. 1a. Airport safety zone. “Airport safety zone” has the meaning given in section
90.39 394.25, subdivision 1a.
90.40 Sec. 114. Minnesota Statutes 2018, section 462.355, subdivision 1, is amended to read:
90.41 Subdivision 1. Preparation and review. The planning agency shall prepare the
90.42 comprehensive municipal plan. In discharging this duty the planning agency shall consult
with and coordinate the planning activities of other departments and agencies of the
municipality to insure conformity with and to assist in the development of the comprehensive
municipal plan. In its planning activities the planning agency shall take due cognizance of
the planning activities of adjacent units of government and other affected public agencies.
The planning agency shall periodically review the plan and recommend amendments
whenever necessary. When preparing or recommending amendments to the comprehensive
plan, the planning agency of a municipality located within a county that is not a greater than
80 percent area, as defined in section 103G.005, subdivision 10b, must consider adopting
goals and objectives that will protect open space and the environment. When preparing or
recommending amendments to the comprehensive plan, the planning agency must consider
(1) the location and dimensions of airport safety zones in any portion of the municipality,
and (2) any airport improvements identified in the airport's most recent approved airport
layout plan.

Sec. 115. Minnesota Statutes 2018, section 462.357, is amended by adding a subdivision
to read:

Subd. 1i. Airport safety zones on zoning maps. Airport safety zones must be included
on maps that illustrate boundaries of zoning districts and that are adopted as official controls.

EFFECTIVE DATE. This section is effective August 1, 2019, and applies to maps
created or updated under this section on or after that date.

Sec. 116. Minnesota Statutes 2018, section 462.357, subdivision 9, is amended to read:

Subd. 9. Development goals and objectives. In adopting official controls after July 1,
2008, in a municipality outside the metropolitan area, as defined by section 473.121,
subdivision 2, the municipality shall consider restricting new residential, commercial, and
industrial development so that the new development takes place in areas subject to the
following goals and objectives:

(1) minimizing the fragmentation and development of agricultural, forest, wildlife, and
open space lands, including consideration of appropriate minimum lot sizes;
(2) minimizing further development in sensitive shoreland areas;
(3) minimizing development near wildlife management areas, scientific and natural
areas, and nature centers;
(4) encouraging land uses in airport safety zones that are compatible with the safe
operation of the airport and the safety of people in the vicinity of the airport;
(5) identification of areas of preference for higher density, including consideration
of existing and necessary water and wastewater services, infrastructure, other services, and
to the extent feasible, encouraging full development of areas previously zoned for
nonagricultural uses;
encouraging development close to places of employment, shopping centers, schools, mass transit, and other public and private service centers; and identification of areas where other developments are appropriate; and other goals and objectives a municipality may identify.

Sec. 117. Minnesota Statutes 2018, section 473.121, is amended by adding a subdivision to read:

Subd. 37.  
Light rail transit.  "Light rail transit" means an electrically powered passenger train that operates on a fixed two-rail route.  Light rail transit operates in a dedicated right-of-way that is not shared with motor vehicles except for intersections where vehicles may cross the tracks.  Light rail transit does not include streetcars.

EFFECTIVE DATE; APPLICATION.  This section is effective June 1, 2019, and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 118. Minnesota Statutes 2018, section 473.121, is amended by adding a subdivision to read:

Subd. 38.  
Streetcar.  "Streetcar" means a passenger car, other than light rail transit or rail cars, that operates on a fixed two-rail route.  Streetcars operate primarily in mixed traffic, but may also operate in a dedicated right-of-way for a portion of a route.

EFFECTIVE DATE; APPLICATION.  This section is effective June 1, 2019, and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 119. Minnesota Statutes 2018, section 473.386, subdivision 3, is amended to read:

Subd. 3.  
Duties of council.  In implementing the special transportation service, the council shall:

(a) encourage participation in the service by public, private, and private nonprofit providers of special transportation currently receiving capital or operating assistance from a public agency;

(b) when feasible and cost-efficient, contract with public, private, and private nonprofit providers that have demonstrated their ability to effectively provide service at a reasonable cost;

(c) encourage individuals using special transportation to use the type of service most appropriate to their particular needs;

(d) encourage shared rides to the greatest extent practicable;

(e) encourage public agencies that provide transportation to eligible individuals as a component of human services and educational programs to coordinate with this service and to allow reimbursement for transportation provided through the service at rates that reflect the public cost of providing that transportation; and to allow reimbursement for transportation provided through the service at rates that reflect the public cost of providing that transportation;
(f) establish criteria to be used in determining individual eligibility for special transportation services;

(g) consult with the Transportation Accessibility Advisory Committee in a timely manner before changes are made in the provision of special transportation services;

(h) provide for effective administration and enforcement of council policies and standards; and

(i) ensure that, taken as a whole including contracts with public, private, and private nonprofit providers, the geographic coverage area of the special transportation service is continuous within the boundaries of the transit taxing district, as defined as of March 1, 2006, in section 473.446, subdivision 2, and within the boundaries of any city that pays into the transit taxing district that is not included in section 473.446, subdivision 2.

EFFECTIVE DATE; APPLICATION. This section is effective July 1, 2019, and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 4. Minnesota Statutes 2018, section 13.46, subdivision 2, is amended by adding a subdivision to read:

Subd. 2. General. (a) Data on individuals collected, maintained, used, or disseminated by the welfare system are private data on individuals, and shall not be disclosed except:

(1) according to section 13.05;

(2) according to court order;

(3) according to a statute specifically authorizing access to the private data;

(4) to an agent of the welfare system and an investigator acting on behalf of a county, the state, or the federal government, including a law enforcement person or attorney in the investigation or prosecution of a criminal, civil, or administrative proceeding relating to the administration of a program;

(5) to personnel of the welfare system who require the data to verify an individual's identity; determine eligibility, amount of assistance, and the need to provide services to an individual or family across programs; coordinate services for an individual or family;

(6) to administer federal funds or programs;

(7) between personnel of the welfare system working in the same program;

(8) to the Department of Revenue to assess parental contribution amounts for purposes of section 252.27, subdivision 2a, administer and evaluate tax refund or tax credit programs and to identify individuals who may benefit from these programs. The following information

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may be disclosed under this paragraph: an individual's and their dependent's names, dates of birth, Social Security numbers, income, addresses, and other data as required, upon request by the Department of Revenue. Disclosures by the commissioner of revenue to the commissioner of human services for the purposes described in this clause are governed by section 270B.14, subdivision 1. Tax refund or tax credit programs include, but are not limited to, the dependent care credit under section 290.067, the Minnesota working family credit under section 290.0671, the property tax refund and rental credit under section 290A.04, and the Minnesota education credit under section 290.0674;

(9) between the Department of Human Services, the Department of Employment and Economic Development, and when applicable, the Department of Education, for the following purposes:

(i) to monitor the eligibility of the data subject for unemployment benefits, for any employment or training program administered, supervised, or certified by that agency;

(ii) to administer any rehabilitation program or child care assistance program, whether alone or in conjunction with the welfare system;

(iii) to monitor and evaluate the Minnesota family investment program or the child care assistance program by exchanging data on recipients and former recipients of food support, cash assistance under chapter 256, 256D, 256F, or 256K, child care assistance under chapter 119B, medical programs under chapter 256A or 256L, or a medical program formerly codified under chapter 256D; and

(iv) to analyze public assistance employment services and program utilization, cost, effectiveness, and outcomes as implemented under the authority established in Title II, Sections 201-204 of the Ticket to Work and Work Incentives Improvement Act of 1999.

Health records governed by sections 144.291 to 144.298 and "protected health information" as defined in Code of Federal Regulations, title 45, section 160.103, and governed by Code of Federal Regulations, title 45, parts 160-164, including health care claims utilization information, must not be exchanged under this clause;

(10) to appropriate parties in connection with an emergency if knowledge of the information is necessary to protect the health or safety of the individual or other individuals or persons;

(11) data maintained by residential programs as defined in section 245A.02 may be disclosed to the protection and advocacy system established in this state according to Part C of Public Law 98-527 to protect the legal and human rights of persons with developmental disabilities or other related conditions who live in residential facilities for these persons if the protection and advocacy system receives a complaint by or on behalf of that person and the person does not have a legal guardian or the state or a designee of the state is the legal guardian of the person;

(12) to the county medical examiner or the county coroner for identifying or locating relatives or friends of a deceased person;
(13) data on a child support obligor who makes payments to the public agency may be
disclosed to the Minnesota Office of Higher Education to the extent necessary to determine
eligibility under section 136A.121, subdivision 2, clause (5);
(14) participant Social Security numbers and names collected by the telephone assistance
program may be disclosed to the Department of Revenue to conduct an electronic data
match with the property tax refund database to determine eligibility under section 237.70,
subdivision 4a;
(15) the current address of a Minnesota family investment program participant may be
disclosed to law enforcement officers who provide the name of the participant and notify
the agency that:
(1) the participant:
(A) is a fugitive felon fleeing to avoid prosecution, or custody or confinement after
conviction, for a crime or attempt to commit a crime that is a felony under the laws of the
jurisdiction from which the individual is fleeing; or
(B) is violating a condition of probation or parole imposed under state or federal law;
(ii) the location or apprehension of the felon is within the law enforcement officer's
official duties; and
(iii) the request is made in writing and in the proper exercise of those duties;
(16) the current address of a recipient of general assistance may be disclosed to probation
officers and corrections agents who are supervising the recipient and to law enforcement
officers who are investigating the recipient in connection with a felony level offense;
(17) information obtained from food support applicant or recipient households may be
disclosed to local, state, or federal law enforcement officials, upon their written request, for
the purpose of investigating an alleged violation of the Food Stamp Act, according to Code
of Federal Regulations, title 7, section 272.1(c);
(18) the address, Social Security number, and, if available, photograph of any member
of a household receiving food support shall be made available, on request, to a local, state,
or federal law enforcement officer if the officer furnishes the agency with the name of the
member and notifies the agency that:
(i) the member:
(A) is fleeing to avoid prosecution, or custody or confinement after conviction, for a
crime or attempt to commit a crime that is a felony in the jurisdiction the member is fleeing; or
(B) is violating a condition of probation or parole imposed under state or federal law;
or
(C) has information that is necessary for the officer to conduct an official duty related to conduct described in subitem (A) or (B); and
(ii) locating or apprehending the member is within the officer's official duties; and
(iii) the request is made in writing and in the proper exercise of the officer's official duty;
(19) the current address of a recipient of Minnesota family investment program, general assistance, or food support may be disclosed to law enforcement officers who, in writing, provide the name of the recipient and notify the agency that the recipient is a person required to register under section 243.166, but is not residing at the address at which the recipient is registered under section 243.166;
(20) certain information regarding child support obligors who are in arrears may be made public according to section 518A.74;
(21) data on child support payments made by a child support obligor and data on the distribution of those payments excluding identifying information on obligees may be disclosed to all obligees to whom the obligor owes support, and data on the enforcement actions undertaken by the public authority, the status of those actions, and data on the income of the obligor or obligee may be disclosed to the other party;
(22) data in the work reporting system may be disclosed under section 256.998, subdivision 7;
(23) to the Department of Education for the purpose of matching Department of Education student data with public assistance data to determine students eligible for free and reduced-price meals, meal supplements, and free milk according to United States Code, title 42, sections 1758, 1761, 1766, 1766a, 1772, and 1773; to allocate federal and state funds that are distributed based on income of the student's family; and to verify receipt of energy assistance for the telephone assistance plan;
(24) the current address and telephone number of program recipients and emergency contacts may be released to the commissioner of health or a community health board as defined in section 145A.02, subdivision 5, when the commissioner or community health board has reason to believe that a program recipient is a disease case, carrier, suspect case, or at risk of illness, and the data are necessary to locate the person;
(25) to other state agencies, statewide systems, and political subdivisions of this state, including the attorney general, and agencies of other states, interstate information networks, federal agencies, and other entities as required by federal regulation or law for the administration of the child support enforcement program;
(26) to personnel of public assistance programs as defined in section 256.741, for access to the child support system database for the purpose of administration, including monitoring and evaluation of those public assistance programs;
(27) to monitor and evaluate the Minnesota family investment program by exchanging data between the Departments of Human Services and Education, on recipients and former recipients of food support, cash assistance under chapter 256, 256D, 256J, or 256K, child care assistance under chapter 119B, medical programs under chapter 256B or 256L, or a medical program formerly codified under chapter 256D;

(28) to evaluate child support program performance and to identify and prevent fraud in the child support program by exchanging data between the Department of Human Services, Department of Revenue under section 270B.14, subdivision 1, paragraphs (a) and (b), without regard to the limitation of use in paragraph (c), Department of Health, Department of Employment and Economic Development, and other state agencies as is reasonably necessary to perform these functions;

(29) counties operating child care assistance programs under chapter 119B may disseminate data on program participants, applicants, and providers to the commissioner of education;

(30) child support data on the child, the parents, and relatives of the child may be disclosed to agencies administering programs under titles IV-B and IV-E of the Social Security Act, as authorized by federal law;

(31) to a health care provider governed by sections 144.291 to 144.298, to the extent necessary to coordinate services;

(32) to the chief administrative officer of a school to coordinate services for a student and family; data that may be disclosed under this clause are limited to name, date of birth, gender, and address;

(33) to county correctional agencies to the extent necessary to coordinate services and diversion programs; data that may be disclosed under this clause are limited to name, client demographics, program, case status, and county worker information;

(34) between the Department of Human Services and the Metropolitan Council for the following purposes:

(i) to coordinate special transportation service provided under section 473.386 with services for people with disabilities and elderly individuals funded by or through the Department of Human Services; and

(ii) to provide for reimbursement of special transportation service provided under section 473.386.

The data that may be shared under this clause are limited to the individual's first, last, and middle names; date of birth; residential address; and program eligibility status with expiration date for the purposes of informing the other party of program eligibility.
(3) residential address; and

(4) program eligibility status with expiration date, to inform the other party of program eligibility.

(b) The commissioner of human services and the Metropolitan Council must provide notice regarding data sharing to each individual applying for or renewing eligibility to use special transportation services. The notice must seek consent to engage in data sharing under paragraph (a), and must state how and for what purposes the individual’s private data will be shared between the commissioner of human services and the Metropolitan Council. A consent to engage in data sharing is effective until the individual’s eligibility expires, but may be renewed if the individual applies to renew eligibility.

(b) Information on persons who have been treated for drug or alcohol abuse may only be disclosed according to the requirements of Code of Federal Regulations, title 42, sections 2.1 to 2.67.

(c) Data provided to law enforcement agencies under paragraph (a), clause (15), (16), (17), or (18), or paragraph (b), are investigative data and are confidential or protected nonpublic while the investigation is active. The data are private after the investigation becomes inactive under section 13.82, subdivision 5, paragraph (a) or (b).

(d) Mental health data shall be treated as provided in subdivisions 7, 8, and 9, but are not subject to the access provisions of subdivision 10, paragraph (b).

For the purposes of this subdivision, a request will be deemed to be made in writing if made through a computer interface system.

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

EFFECTIVE DATE; APPLICATION. This section is effective June 1, 2019, and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington. Within 60 days of this section’s effective date, the commissioner of human services and the Metropolitan Council must provide notice regarding data sharing to each individual who is currently receiving special transportation services under Minnesota Statutes, section 473.386.

The notice must provide an opportunity to opt out of data sharing under paragraph (a) of this section and must state how and for what purposes the individual’s private data will be shared between the commissioner of human services and the Metropolitan Council. An individual who is currently receiving special transportation services on this section’s effective date is presumed to have consented to data sharing under paragraph (a) unless, within 60 days of the dissemination of the notice, the individual appropriately informs the commissioner of human services or the Metropolitan Council that the individual opts out of data sharing.

Sec. 115. Minnesota Statutes 2018, section 473.388, subdivision 4a, is amended to read:

Subd. 4a. Financial assistance; regional allocation. (a) In addition to the assistance under subdivision 4, paragraph (c), for fiscal years 2018 and 2019 the council must annually

Sec. 120. Minnesota Statutes 2018, section 473.388, subdivision 4a, is amended to read:

Subd. 4a. Financial assistance; regional allocation. (a) In addition to the assistance under subdivision 4, paragraph (c), for fiscal years 2018 and 2019 the council must annually
provide financial assistance through regional allocation to replacement service municipalities. The amount of financial assistance under this paragraph must equal at least 0.35 percent of the total state revenues generated from the taxes imposed under chapter 297B for the current fiscal year.

(b) The council must establish a process to regionally allocate financial assistance under this subdivision. At a minimum, the council must:

1. adopt and implement a regional allocation policy that specifies funding priorities, identifies decision-making procedures, and establishes criteria to determine the amount allocated to a replacement service municipality; and

2. ensure transparency and stakeholder input, which must include publishing on the council's website the policy adopted under clause (1), a summary of the regional allocation process, and financial information on the allocations.

(c) The regional allocation policy may specify eligibility requirements based on a replacement service municipality's transit service operating reserves.

(d) The council must provide financial assistance under this subdivision using funds appropriated to the council from the metropolitan area transit account in the transit assistance fund.

EFFECTIVE DATE; APPLICATION. This section is effective the day following final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 116. Minnesota Statutes 2018, section 473.39, is amended by adding a subdivision to read:

Subd. 1v. Obligations. In addition to other authority in this section, the council may issue certificates of indebtedness, bonds, or other obligations under this section in an amount not exceeding $92,300,000 for capital expenditures as prescribed in the council's transit capital improvement program and for related costs, including the costs of issuance and sale of the obligations. Of this authorization, after July 1, 2019, the council may issue certificates of indebtedness, bonds, or other obligations in an amount not exceeding $45,400,000 and after July 1, 2020, the council may issue certificates of indebtedness, bonds, or other obligations in an additional amount not exceeding $46,900,000.

EFFECTIVE DATE; APPLICATION. This section is effective July 1, 2019, and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 117. Minnesota Statutes 2018, section 473.39, subdivision 6, is amended to read:

Subd. 6. Limitation; light rail transit. The council is prohibited from expending any proceeds from certificates of indebtedness, bonds, or other obligations under this subdivision 1q for project development, land acquisition, or construction to (1) establish a

EFFECTIVE DATE; APPLICATION. This section is effective the day following final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.
light rail transit line; or (2) expand a light rail transit line, including by extending a line or adding additional stops.

EFFECTIVE DATE; APPLICATION. This section is effective the day following final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 118. Minnesota Statutes 2018, section 473.391, is amended by adding a subdivision to read:

Subd. 3. Air quality, emissions, bus deployment. (a) The council must coordinate with the commissioner of the Pollution Control Agency to identify locales in the metropolitan area with poor air quality. The analysis may use modeling based on air quality monitoring data, and must use the highest level of detail available. The council must categorize each bus in its fleet based on estimated or measured air quality impacts from vehicle emissions.

(b) For regular route bus service excluding arterial or highway bus rapid transit, the council must deploy buses with the lowest emissions on routes that serve locales with poor air quality.

(c) Analysis under this subdivision must be revised at least once every three years.

EFFECTIVE DATE; APPLICATION. This section is effective the day following final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 121. Minnesota Statutes 2018, section 473.4051, subdivision 2, is amended to read:

Subd. 2. Operating costs. (a) After operating revenue and federal money have been used to pay for light rail transit operations, 50 percent of the remaining operating costs must be paid by the state. (b) Notwithstanding paragraph (a), for light rail transit lines in operation prior to July 1, 2019, all operating and ongoing capital maintenance costs must be paid from nonstate sources for a segment of a light rail transit line or line extension project that formally entered the engineering phase of the Federal Transit Administration’s “New Starts” capital investment grant program between August 1, 2016, and December 31, 2016. (b) For purposes of this subdivision, operating costs consist of the costs associated with light rail system daily operations and the maintenance costs associated with keeping light rail services and facilities operating. Operating costs do not include costs incurred to construct new buildings or facilities, purchase new vehicles, or make technology improvements.
EFFECTIVE DATE; APPLICATION. This section is effective July 1, 2019, and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 122. Minnesota Statutes 2018, section 473.4051, subdivision 3, is amended to read:

Subd. 3. Capital costs. State money may not be used to pay more than ten percent of the total capital cost of a light rail transit project.

EFFECTIVE DATE; APPLICATION. This section is effective July 1, 2019, and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 141. ZONE PASS.

The University of Minnesota shall expand the Campus Zone Pass program to include four contiguous stops. The university may not impose any additional cost for this expansion on students. The Metropolitan Council must pay for the expansion of service with existing resources.

EFFECTIVE DATE; APPLICATION. Paragraph (a) is effective the day following final enactment. Paragraph (b) is effective January 1, 2020. This section applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.
136.18 Subd. 8. Trunk Highway Facility Projects

136.19 To the commissioner of transportation for the
purposes specified in this subdivision. The
appropriations in this subdivision are from the
trunk highway fund.

136.23 (a) Installation of automatic fire sprinkler systems
at maintenance headquarters in Virginia, Owatonna,
and Windom

136.26 (b) Repair, replace, or construct chemical and salt
storage buildings at 36 department of transportation
locations statewide

136.29 (c) Construct, furnish, and equip a truck
enforcement site and weigh scale in the Albert Lea
area to replace the Lakeville site

136.32 (d) Construct, furnish, and equip a truck station and
maintenance facility in Hutchinson on a new site
to replace the current facility

137.1 (e) Construct, furnish, and equip a new truck station
on Maryland Avenue in St. Paul to replace the
current facility

137.4 (f) Construct an addition to the Detroit Lakes
welding shop

137.6 (g) Remodel facilities and construct additions to
truck stations in Ely, Montgomery, and Forest Lake

137.8 (h) Purchase, remodel, and expand the Minnesota
National Guard truck maintenance facility in Tracy
to fit the needs of a department of transportation
truck station

137.12 (i) Build an unheated equipment storage building
at the Golden Valley headquarters site

137.14 (j) Construct, furnish, and equip a truck station in
Wadena on a new site to replace the current facility

137.18 13,016,000

136.19 136.18 136.19

136.23 136.23 136.24

136.26 136.29 136.32

137.1 137.4 137.5

136.23 365,000

136.26 1,030,000

136.29 886,000

136.32 897,000

137.1 5,440,000

137.4 355,000

137.6 302,000

137.8 359,000

137.12 435,000

137.14 527,000
137.16  (k) Remodel facility and construct an addition to
137.17  the Preston truck station
137.18  (l) Construct, furnish, and equip class II safety rest
137.19  areas in Darwin Winter park, Preston/Fountain
137.20  vicinity, Pioneer monument, Camp Release historic
137.21  monument, and Lake Shetek
137.22  (m) Land acquisition for new replacement truck
137.23  station sites at Illgen City, Rushford, Gaylord,
137.24  Madelia, Sherburne, and Litchfield
137.25  (n) Design fees to complete construction drawings
137.26  for projects at Windom, Maplewood, Hastings,
137.27  central services building, Arden Hills training
137.28  center, and Albert Lea weigh scale
137.29  (o) Construct pole type storage buildings at
137.30  department of transportation locations throughout
137.31  the state
137.32  (p) Remove asbestos from various department of
137.33  transportation buildings statewide
137.34  (q) Remodel facility and construct an addition to
137.35  the Carlton truck station
137.36  (r) Remodel facility and construct an addition to
137.37  the Sauk Centre truck station
137.38  (s) Remodel the old Burlington Northern train depot
137.39  in Floodwood into a safety information center and
137.40  rest area and phase out the wayside rest at Trunk
137.41  Highways 2 and 73
137.42  After completion of the project, the
137.43  commissioner of transportation shall convey
137.44  the newly remodeled rest area for no or
137.45  nominal consideration to the city of
137.46  Floodwood, which thereafter shall operate and
137.47  maintain it.
138.1  (t) The commissioner may use the balance of
138.2  funds appropriated by Laws 1985, first special
138.3  session chapter 15, section 9, subdivision 6,
paragraph (c), for land acquisition for a weigh station on interstate highway 94 at Moorhead to supplement funds appropriated by Laws of 1989, chapter 269, section 2, subdivision 11, paragraph (d), for construction of the Moorhead weigh station.

Sec. 123. Laws 2014, chapter 312, article 11, section 38, subdivision 5, is amended to read:

Subd. 5. Pilot program evaluation. In coordination with the city, the commissioner of transportation shall evaluate effectiveness of the pilot program under this section, which must include analysis of traffic safety impacts, utility to motorists and tourists, costs and expenditures, extent of community support, and pilot program termination or continuation. By January 15, 2025, the commissioner shall submit a report on the evaluation to the chairs and ranking minority members and staff of the legislative committees with jurisdiction over transportation policy and finance.

Sec. 124. Laws 2014, chapter 312, article 11, section 38, subdivision 6, is amended to read:

Subd. 6. Expiration. The pilot program under this section expires January 1, 2026.

Sec. 123. Laws 2018, chapter 165, section 1, is amended to read:

Section 1. TRUNK HIGHWAY MOWING OR HAYING; PERMIT MORATORIUM. (a) Except as provided in paragraph (b), the commissioner of transportation must implement a moratorium until April 30, 2020, on enforcing permits under Minnesota Statutes, sections 160.232 and 160.2715, or any other Minnesota statute or administrative rule, to mow or bale hay in the right-of-way of a trunk highway.

(b) This section applies regardless of the date of any permit issuance. This section does not apply to a right-of-way adjacent to land under the jurisdiction of the state or a political subdivision.

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

Sec. 124. DEDICATED FUND EXPENDITURES REPORT; TRANSITION. By January 15, 2020, the commissioners of transportation and public safety, in consultation with the commissioner of management and budget, must jointly submit a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation finance. The report must list detailed expenditures and transfers from the trunk highway fund and highway user tax distribution fund for fiscal years 2018 and 2019. The report must include information on the purpose of each expenditure.

EFFECTIVE DATE. This section is effective the day following final enactment.
Sec. 125. DRIVER AND VEHICLE SERVICES EXECUTIVE STEERING COMMITTEE FIRST APPOINTMENTS; FIRST MEETING; FIRST REPORT.

(a) Appointing authorities must make initial appointments to the Driver and Vehicle Services Executive Steering Committee under Minnesota Statutes, section 168A.241, by August 1, 2019.

(b) The commissioner of public safety must convene the first meeting of the Driver and Vehicle Services Executive Steering Committee by September 15, 2019.

(c) Notwithstanding Minnesota Statutes, section 168A.241, subdivision 5, paragraph (a), the Driver and Vehicle Services Executive Steering Committee must meet one time in 2019.

(d) Notwithstanding Minnesota Statutes, section 168A.241, subdivision 8, the Driver and Vehicle Services Executive Steering Committee must submit its first report under subdivision 8 by February 15, 2020.

(e) By September 15, 2019, the commissioner of public safety must identify 11 of the members who shall serve terms coterminous with the governor. The other 11 members shall serve terms that end on the first Monday in January one year after the terms of the other members.

Sec. 126. ENGINE BRAKES; REGULATION BY BURNSVILLE.

Notwithstanding any other law or ordinance, the governing body of the city of Burnsville may by ordinance restrict or prohibit the use of an engine brake on motor vehicles along Legislative Route No. 117, also known as marked Trunk Highway 13, between Nicollet Avenue and Portland Avenue. Upon notification by the city of Burnsville to the commissioner of transportation of the city's adoption of the ordinance, the commissioner of transportation shall erect the appropriate signs, with the cost of the signs to be paid by the city. For purposes of this section, "engine brake" means any device that uses the engine and transmission to impede the forward motion of the motor vehicle by compression of the engine.

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

Sec. 127. ENGINE BRAKES; REGULATION BY MINNEAPOLIS.

Notwithstanding any other law or charter provision, the governing body of the city of Minneapolis may by ordinance restrict or prohibit the use of an engine brake on motor vehicles along Legislative Route No. 392, also known as marked Interstate Highway 94, in the westbound lanes beginning at LaSalle Avenue and extending west to the Lowry Tunnel. Upon notification by the city of Minneapolis to the commissioner of transportation of the city's adoption of the ordinance, the commissioner of transportation shall erect the appropriate signs, with the cost of the signs to be paid by the city. For purposes of this section, "engine brake" means any device that uses the engine and transmission to impede the forward motion of the motor vehicle by compression of the engine.
97.11 EFFECTIVE DATE. This section is effective the day following final enactment.

97.21 Sec. 129. MARKED TRUNK HIGHWAY 47 RAIL CROSSING.

97.22 (a) The commissioner of transportation must erect warning signs on each side of the Burlington Northern Santa Fe railroad crossing at marked Trunk Highway 47, also known as Ferry Street, in the city of Anoka. The warning signs must read "Warning! Dangerous Rail Crossing! This crossing is not currently scheduled for repair. Call Governor Walz with your concerns at 800-657-3717." The font on the signs must be large enough for a motorist to read while passing the signs while going the speed limit. The commissioner must pay for the signs within existing appropriations.

97.29 (b) The commissioner of transportation must make it a priority to attempt to secure funding from any available source to construct a highway-rail grade separation on marked Trunk Highway 47, also known as Ferry Street, at the Burlington Northern Santa Fe railroad crossing in the city of Anoka. The commissioner must take a leadership role in ensuring the project is completed as soon as possible.

98.27 Sec. 133. PUBLIC AWARENESS CAMPAIGN.

98.28 The commissioner of public safety must conduct a public awareness campaign to inform the public about the prohibition on driving in the left-most lane, as provided in Minnesota Statutes, section 169.18, subdivision 1.

99.11 Sec. 134. REDUCING APPROPRIATIONS FOR UNFILLED POSITIONS.

99.2 Subd. 1. Reduction required. The commissioner of management and budget must reduce general fund and nongeneral fund appropriations to the Department of Transportation and the Department of Public Safety for agency operations for the biennium ending June 30, 2021, for salary and benefits savings that result from any positions that have not been filled within 180 days of the posting of the position. This section applies only to positions that are posted in fiscal years 2019, 2020, and 2021. Reductions made under this section must be reflected as reductions in agency base budgets for fiscal years 2022 and 2023. This section does not apply to seasonal employees and any positions that require law enforcement training.

99.11 Subd. 2. Reporting. The commissioner of management and budget must report to the chairs and ranking minority members of the senate and the house of representatives transportation committees regarding the amount of reductions in spending by each agency under this section.

99.15 Sec. 135. REQUEST FOR INFORMATION FOR OPERATION OF MNPASS LANES.

99.17 (a) No later than July 1, 2019, the commissioner of transportation must issue a request for information as described in this section. The request for information must obtain advice
from qualified vendors regarding the feasibility of using a private entity to operate and
administer MnPASS lanes.

(b) The request for information must be designed to obtain information that includes:

(1) feasibility, costs, and a preliminary estimated timeline or schedule for the private
entity to assume responsibility for operating and administering MnPASS lanes; and

(2) capacity and experience of a potential entity.

(d) The request for information under this section must be published in the State Register
and on the Department of Administration's website at least 14 days prior to closing. The
request must otherwise be administered according to the requirements of Minnesota Statutes,
chapter 16C, to the extent applicable, except that a vendor's submission does not constitute
a response to a solicitation, as defined in Minnesota Statutes, section 16C.02, subdivision
14. The commissioner is prohibited from using a vendor submission in response to a request
for information under this section to enter a contract unless the terms of the submission are
later included in a vendor's response to a formal solicitation, as defined in Minnesota Statutes,
section 16C.02, subdivision 7.

(e) No later than January 1, 2020, the commissioner must submit a report to the chairs
and ranking minority members of the house of representatives and senate committees with
jurisdiction over transportation finance. The report must summarize the responses and
information received from qualified entities under this section.

EFFECTIVE DATE. This section is effective the day following final enactment.
Sec. 127. RETROACTIVE DRIVER'S LICENSE REINSTATEMENT.
(a) The commissioner of public safety must make an individual's driver's license eligible for reinstatement if the license is solely suspended pursuant to:
(1) Minnesota Statutes 2018, section 169.92, subdivision 4;
(2) Minnesota Statutes 2018, section 171.16, subdivision 2, if the person was convicted only under Minnesota Statutes, section 171.24, subdivision 1 or 2;
(3) Minnesota Statutes 2018, section 171.16, subdivision 3; or
(4) any combination of clauses (1), (2), and (3).
(b) By December 1, 2019, the commissioner must provide written notice to an individual whose license has been made eligible for reinstatement under paragraph (a), addressed to the licensee at the licensee's last known address.
(c) Notwithstanding any law to the contrary, before the license is reinstated, an individual whose driver's license is eligible for reinstatement under paragraph (a) must pay a reinstatement fee of $20.
(d) The following applies for an individual who is eligible for reinstatement under paragraph (a), and whose license was suspended, revoked, or canceled under any other provision in Minnesota Statutes:
(1) the suspension, revocation, or cancellation under any other provision in Minnesota Statutes remains in effect;
(2) subject to clause (1), the individual may become eligible for reinstatement under paragraph (a); and
(3) the commissioner is not required to send the notice described in paragraph (b).
(e) Paragraph (a) applies notwithstanding Minnesota Statutes 2018, sections 169.92, subdivision 4; 171.16, subdivision 2 or 3; or any other law to the contrary.

EFFECTIVE DATE. This section is effective August 1, 2019.

Sec. 128. CONVEYANCE OF STATE LAND; STEARNS COUNTY.
(a) Notwithstanding Minnesota Statutes, section 222.63, or any other law to the contrary, the commissioner of transportation may convey and quitclaim to a private party all right, title, and interest of the state of Minnesota, in the land described in paragraph (e).
(b) The conveyance may take place only upon conditions determined by the commissioner of transportation and is not subject to restrictions on disposition, sale, lease, or otherwise contained in Minnesota Statutes, section 222.63.

c) The consideration for a conveyance made under this section shall be the fair market value of the land conveyed hereunder. Proceeds from the sale of real estate or buildings under this section shall be deposited in the rail bank maintenance account established in Minnesota Statutes, section 222.63, subdivision 8.

d) The conveyance may reduce the width of the rail bank corridor to less than 100 feet, provided the conveyance does not reduce the width of the rail bank corridor to less than ten feet.

e) The land to be conveyed is located in Stearns County and is described as:

Tract A. Outlot "A," Railroad Ridge, according to the plat thereof on file and of record in the Office of the County Recorder in and for Stearns County, Minnesota, which lies northerly of a line run parallel with and distant 33 feet southerly of the northerly line of said Outlot "A" and westerly of the southerly extension of westerly right of way line of 5th Street as shown on said Railroad Ridge, together with that part of Tract A, herein before described, adjoining and southerly of the above described strip which lies northerly of a line run parallel with and distant 40 feet southerly of the northerly line of said Outlot "A" and westerly of the following described line: beginning at a point on the southerly line of said Outlot "A", distant 436.36 feet easterly of the southwest corner thereof, thence northerly at right angles from said southerly line for 50 feet and there terminating; containing 29,925 square feet, more or less.

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

(a) Minnesota Statutes, section 161.115, subdivision 43, is repealed effective the day after the commissioner of transportation receives copies of the agreements between the commissioner and the governing bodies of Dakota County, the city of South St. Paul, and the city of St. Paul to transfer jurisdiction of Legislative Route No. 112 and after the commissioner notifies the revisor of statutes under paragraph (b).

(b) The revisor of statutes shall delete the route identified in paragraph (a) from Minnesota Statutes when the commissioner of transportation sends notice to the revisor electronically or in writing that the conditions required to transfer the route have been satisfied.

Sec. 131. METROPOLITAN COUNCIL AND CALHOUN ISLES CONDOMINIUM ASSOCIATION FACILITATED MEETING.

The Office of Collaboration and Dispute Resolution must facilitate a meeting or series of meetings with the Metropolitan Council and the Calhoun Isles Condominium Association.
to discuss issues related to vibration impacts to the Calhoun Isles property in Minneapolis, including the high-rise building, townhomes, and parking ramp, due to Southwest light rail transit project construction activities and operations. The council and the association must both be allowed to present any evidence or research on the issue. The goal of the meeting is to agree on how to avoid damage to the buildings due to the vibrations from the project.

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

**Sec. 131. RAIL SAFETY MEETINGS.**

At least once in each calendar year in which construction work is performed on the Southwest light rail transit project within the city limits of Minneapolis, the city must host a meeting on rail safety, with invitations to city fire officials, emergency services personnel, representatives from freight railroads using tracks that are colocated with Southwest light rail transit, the Metropolitan Council, and neighborhood associations in the impacted areas. Each meeting is to address rail safety concerns during construction, including but not limited to preparedness for the general public, assessment of risks, and emergency evacuation planning in the event of a derailment.

**Sec. 132. MINNESOTA STATE ACADEMIES SIGNS; MARKED INTERSTATE HIGHWAY 35.**

The commissioner of transportation must erect signs that identify and direct motorists to the campuses of Minnesota State Academy for the Deaf and Minnesota State Academy for the Blind under Minnesota Statutes, sections 125A.61 to 125A.73. At least one sign in each direction of travel must be placed on marked Interstate Highway 35, located as near as practical to exits that reasonably access the campuses. The commissioner is prohibited from removing signs for the campuses posted on marked Trunk Highway 60.

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

**Sec. 133. MILEAGE-BASED USER FEE PILOT PROGRAM.**

**Subdivision 1. Pilot program established.** As provided in this section, the commissioner of transportation must develop a mileage-based user fee pilot program to facilitate development of a feasible mileage-based user fee system in Minnesota.

**Subd. 2. Objectives.** The pilot program under this section must:

1. consider the analysis, findings, and recommendations from previous research in Minnesota, including but not limited to: (i) the Mileage-Based User Fee Policy Task Force report; (ii) mileage-based user fee policy study materials, and (iii) the Minnesota Road Fee Test;

2. identify and implement the steps necessary to develop a mileage-based user fee system in Minnesota;

**EFFECTIVE DATE.** This section is effective the day following final enactment.
(3) demonstrate and evaluate technical approaches in hardware and devices, data management, and fee collection;

(4) demonstrate and evaluate approaches in program operations;

(5) analyze options and policy questions in mileage-based user fee system design; and

(6) result in a near-term capacity to implement or phase in a statewide mileage-based user fee system.

Subd. 3. Administration. Under the pilot program, the commissioner of transportation may:

(1) establish an advisory panel of stakeholders;

(2) enter into one or more agreements for pilot program implementation, administration, or evaluation;

(3) partner with other states;

(4) develop recommendations for mileage-based user fee system design; and

(5) produce an implementation plan or framework approach for implementing a statewide mileage-based user fee system.

Subd. 4. Pilot program data. (a) The following data pertaining to participation in the pilot program are classified as nonpublic data, as defined in Minnesota Statutes, section 13.02, subdivision 9, or private data on individuals, as defined in Minnesota Statutes, section 13.02, subdivision 12:

(1) names of participants, participants’ contact information, and data contained in any applications to participate in the pilot program;

(2) participants’ applications for the purchase, lease, or rental of a global positioning system navigation device;

(3) participants’ vehicle identification data;

(4) participants’ financial and credit data; and

(5) participants’ road usage data.

(b) Nothing in this section prohibits the production of summary data, as defined in Minnesota Statutes, section 13.02, subdivision 19, pertaining to types of vehicles used and road usage data, provided the participants’ identities or any other unique identifying characteristics are not ascertainable.

(c) Notwithstanding Minnesota Statutes, section 13.03, subdivision 6, the commissioner may provide the nonpublic data under this subdivision to a federal, state, and local law enforcement agency where the public interest in disclosure outweighs the need for public protection and the data is directly related to enforcement.
enforcement authority only if the law enforcement authority is acting pursuant to a valid
probable cause search warrant.

Subd. 5. Legislative report. By December 1, 2021, the commissioner of transportation
must submit a report on the pilot program to the chairs, ranking minority members, and
staff of the legislative committees with jurisdiction over transportation policy and finance.
At a minimum, the report must include a summary of the pilot program, a review of system
design options and recommendations, and any other key outcomes and findings.

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

Sec. 134. TRAFFIC STOP STUDY.

Subdivision 1. Grant. The commissioner of public safety must provide a grant to a
qualified research organization to conduct a study of traffic stops in Minnesota consistent
with the requirements in subdivision 2 and to provide a report to the legislature.

Subd. 2. Study requirements. (a) The grant recipient must conduct a study to determine
what impact, if any, changes in traffic laws since 2003 have had on traffic stops in Minnesota
including whether changes resulted in a disproportionate impact in any geographic area or
on any demographic group.

(b) The study must identify significant changes in traffic law enacted since 2003,
including but not limited to:

1. The adoption of Minnesota Statutes, section 169.475;
2. Amendments to Minnesota Statutes, section 169.475, effective August 1, 2019;
3. Changes to Minnesota Statutes, section 169.686, enacted pursuant to Laws 2009,
chapter 165, section 2; and
4. Changes to Minnesota Statutes, section 169A.20, enacted pursuant to Laws 2004,
chapter 283, section 3.

(c) The grant recipient must coordinate with local law enforcement agencies and the
Minnesota State Patrol to obtain and collect relevant data on traffic stops. Data shall be
collected as provided by law, rule, or policy of the law enforcement agency. Nothing in this
section requires any law enforcement agency to collect additional data.

(d) The grant recipient must analyze the data obtained or collected based on factors
including but not limited to the geographic area in which the stop took place and demographic
information of the driver.

(e) To the extent possible, the study must compare data obtained and collected under
paragraph (c) with data collected pursuant to Laws 2001, First Special Session chapter 8,
article 7, section 6.
(f) The grant recipient must coordinate with the commissioner of public safety and law enforcement agencies to ensure the confidentiality of data obtained or collected.

Subd. 3. Report. By February 15, 2021, the grant recipient must provide a report to the commissioner of public safety and the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation and criminal justice policy on the results of the study.

Sec. 135. LEGISLATIVE REPORT ON TRANSPORTATION INFORMATION AVAILABILITY.

(a) By December 1, 2020, the commissioner of transportation must submit a report on Department of Transportation reporting and public information availability to the members and staff of the legislative committees with jurisdiction over transportation policy and finance.

(b) As part of analysis and development of recommendations in the report, the commissioner must at a minimum:

(i) consult with and take into account comments from interested stakeholders, which must at least include:

(ii) two representatives each from the house of representatives majority caucus and largest minority caucuses;

(iii) two senators each from the senate majority caucus and largest minority caucus;

(iv) representatives of advocacy and public interest groups that are related at a minimum to public health, the environment, and the economy;

(v) representatives of persons with disabilities including from the Transportation Accessibility Advisory Committee under Minnesota Statutes, section 473.375, subdivision 9a;

(vi) representatives from each of the ethnic councils under Minnesota Statutes, section 15.0145;

(vii) representatives from traditionally underrepresented or underserved populations;

(viii) representatives of labor and industry related to transportation projects;

(ix) representatives for each transportation mode including highways, transit, bicycling, and pedestrian;

(x) representatives from the advisory committee on nonmotorized transportation under Minnesota Statutes, section 174.37;

and

(xi) representatives from state agencies, local units of government, and tribal nations;
members of the general public;
(2) evaluate the utility, necessity, and format of legislatively mandated reports;
(3) identify informational gaps in the reports, including analysis of effective methods
to communicate the information;
(4) examine identical or similar information from the reports as available in alternative
formats, including on the department’s website and in planning documents created by the
department in compliance with state and federal law;
(5) review the format and ease of use of the reports for the legislature and the general
public; and
(6) take into account administrative costs of creating each report.
(c) The report must summarize the work of the department and stakeholder input and
must provide a legislative proposal that identifies any legislative reports, as required of the
commissioner by law, to repeal, change the frequency of submission, or otherwise modify.
The commissioner may include recommendations for changes in law regarding transportation
planning that comply with applicable federal requirements.
EFFECTIVE DATE. This section is effective the day following final enactment.

Sec. 136. REVISOR INSTRUCTION.
(a) The revisor of statutes must renumber Minnesota Statutes, section 160.02, subdivision
27a, as Minnesota Statutes, section 169.011, subdivision 73a. The revisor must correct any
cross-references made necessary by this renumbering.
(b) The revisor of statutes must recodify Minnesota Statutes, section 169.865, subdivision
1, as Minnesota Statutes, section 169.865, subdivision 1b. The revisor must correct any
cross-references made necessary by this recodification.

Sec. 138. TRANSFER OF JURISDICTION OF THE STONE ARCH BRIDGE IN
MINNEAPOLIS.
Notwithstanding any law to the contrary, by July 1, 2019, the commissioner of
transportation must transfer legal title to the James J. Hill Stone Arch Bridge to the city of
Minneapolis. This transfer does not affect a planned repair project to be paid for with funds
from the federal Nontraditional Transportation Alternatives Program and the required local
match paid for with funds from the Minnesota rail service improvement program. This
repair project is deemed to be the consideration for the transfer of legal title.
EFFECTIVE DATE. This section is effective the day following final enactment.

Sec. 139. VEHICLE REGISTRATION TASK FORCE.
101.12 **Subdivision 1. Membership.** (a) The Vehicle Registration Task Force consists of the following 20 members:

101.13 (1) four senators, including two senators appointed by the senate majority leader and two senators appointed by the senate minority leader;

101.14 (2) four members of the house of representatives, including two members appointed by the speaker of the house and two members appointed by the minority leader of the house of representatives;

101.15 (3) one member appointed by the governor from the Office of the Governor;

101.16 (4) the commissioner of transportation or a designee;

101.17 (5) the chief financial officer of the Department of Transportation or a designee;

101.18 (6) the commissioner of public safety or a designee;

101.19 (7) the director of Driver and Vehicle Services Division of the Department of Public Safety or a designee;

101.20 (8) the chief financial officer of the Department of Public Safety or a designee;

101.21 (9) the state chief information officer or a designee;

101.22 (10) the chief financial officer of MN.IT Services or a designee;

101.23 (11) one deputy registrar appointed by the Minnesota Deputy Registrar Association;

101.24 (12) one deputy registrar appointed by the Minnesota Deputy Registrar Business Owners Association; and

101.25 (13) two members, one of whom is familiar with the title and registration process, appointed by the Minnesota Automobile Dealers Association.

101.26 (b) Appointing authorities must make initial appointments to the Vehicle Registration Task Force by June 1, 2019.

**Subd. 2. Duties.** The Vehicle Registration Task Force is established to study various methods of vehicle registration and the corresponding fee structures. At a minimum, the task force must study how each of the following methods could be implemented in Minnesota in a revenue neutral manner: flat rate, weight-based, value-based, and age-based.

101.27 **Subd. 3. Report.** By January 15, 2020, the task force shall report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. The report must:

101.28 (1) summarize the activities of the task force;
(2) provide an explanation of how each method examined could be implemented in
Minnesota in a revenue neutral manner;

(3) provide recommendations by the task force on which method is preferable and why;

and

(4) include any draft legislation needed to implement the recommendations.

Subd. 4. First meeting; chair. The chair of the Legislative Coordinating Commission
must convene the first meeting of the Vehicle Registration Task Force by July 1, 2019. At
the first meeting, the task force shall elect a chair by a majority vote of those members
present.

Subd. 5. Meetings. The meetings of the commission are subject to Minnesota Statutes,
chapter 13D.

Subd. 6. Administration. (a) The Legislative Coordinating Commission shall provide
administrative services for the commission.

(b) The Department of Transportation, the Department of Public Safety, and MN IT
Services must provide the task force with general informational and technical support.

Subd. 7. Compensation. Public members are compensated as provided in Minnesota
Statutes, section 15.059, subdivision 3.

Subd. 8. Expiration. This section expires the day after submitting the report required
in subdivision 3 or on January 16, 2020, whichever is later.

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

Sec. 140. VIBRATION SUSCEPTIBILITY STUDY ON CALHOUN ISLES
PROPERTY.

(a) Within 21 days from the effective date of this act, the Metropolitan Council must
enter into a contract with an engineering group for the engineering group to conduct a
vibration susceptibility study on Calhoun Isles property in Minneapolis, including the
high-rise building, townhomes, and parking ramp. The study must:

(1) evaluate the susceptibility of the Calhoun Isles property to vibration during operations
of a light rail train;

(2) categorize the Calhoun Isles property based on the susceptibility evaluation; and

(3) address mitigation measures and operational changes required to protect the Calhoun
Isles property from vibratory damage.

(b) The selected engineering group must provide its research, testing, findings, and all
other work product to the Calhoun Isles Condominium Association. The Metropolitan
Council must pay for the study.
EFFECTIVE DATE; APPLICATION. **This section is effective the day following final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.**

Sec. 142. **REPEALER.**

(a) Minnesota Statutes 2018, section 169.18, subdivision 12, is repealed.

(b) Minnesota Statutes 2018, section 3.972, subdivision 4, is repealed.

(c) Laws 2002, chapter 393, section 85, is repealed.

EFFECTIVE DATE. Paragraphs (a) and (d) are effective the day following final enactment. Paragraph (b) is effective July 1, 2019. Paragraph (c) and (e) are effective August 1, 2019, and applies to airport sponsors that make or plan to make changes to runway lengths or configurations on or after that date.

Sec. 143. **EFFECTIVE DATE; APPLICATION.**

(a) Sections 94 to 96, 98 to 111, 113, 114, and 116 are effective August 1, 2019, and apply to airport sponsors that make or plan to make changes to runway lengths or configurations on or after that date.

(b) Sections 94 to 96, 98 to 111, 113, 114, 116, and 142, paragraph (c), do not apply to airports that: (1) have airport safety zoning ordinances approved by the commissioner on August 1, 2019; (2) have not made and are not planning to make changes to runway lengths or configurations; and (3) are not required to update airport safety zoning ordinances.