

Subject Transportation omnibus

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Overview

This is the transportation finance and policy omnibus. Provisions include:

- setting the transportation budget for fiscal years (FY) 2022-23;
- authorizing \$400 million in trunk highway bonding;
- making transportation-related tax changes, including to index the motor fuels tax, modify calculation of the registration tax, increase the rate on the motor vehicle sales tax to 6.875 percent, and direct the Metropolitan Council to impose a 0.5 percent transit sales tax in the Twin Cities metropolitan area;
- restructuring the distribution of general sales tax revenue attributed to the sale of automotive parts;
- providing for eligibility and related protections to obtain a driver's license or Minnesota identification card without demonstrating lawful presence in the United States; and
- making a variety of finance and policy changes.

Article 1: Transportation Appropriations

This article sets the FY 2022-23 budget for transportation, making appropriations for the Minnesota Department of Transportation (MnDOT), administrative and transportation functions within the Department of Public Safety, and transportation divisions of the Metropolitan Council.

Section	Description – Article 1: Transportation Appropriations
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1	Transportation appropriations.
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	Sets out the appropriations article structure and defines terms. Establishes that appropriations are from the trunk highway fund unless another is named.
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Section Description – Article 1: Transportation Appropriations

2 Department of Transportation.

Establishes the FY 2022-23 biennial budget for MnDOT. Makes appropriations and provides for carryforward of funds, conditional appropriations, transfers, and legislative reporting.

3 Metropolitan Council.

Makes FY 2022-23 biennial appropriations for transportation functions of the Metropolitan Council.

4 Department of Public Safety.

Establishes the FY 2022-23 biennial budget for transportation-related and some division-wide functions of the Department of Public Safety. Makes supplemental appropriations for FY 2021.

5 Transfers.

Directs transfers between accounts and funds:

- in FY 2021, \$2 million from the vehicle services operating account to the driver services operating account;
- in FY 2022, \$2.195 million from the General Fund to an electric vehicle infrastructure account (created in the bill); and
- in FY 2024, \$1.6 million from the vehicle services operating account to the General Fund.

6 Administrative holdback cancellations; fiscal year 2021.

Cancels portions of FY 2021 General Fund appropriations made in the 2019 transportation budget, which total \$491,000.

7 Appropriations budget.

Requires MnDOT and the Department of Public Safety to produce budget narratives and proposals for the 2024-25 biennium that match the budget structure set in the bill. Requires additional budgeting detail to be provided by the Metropolitan Council as part of its budget submission.

8 State Patrol.

Makes \$1.718 million from a FY 2021 appropriation available in FY 2022 (until December 31, 2021), for the State Patrol trooper academy.

Article 2: Trunk Highway Bonds

The article contains \$400 million in trunk highway bonding authorization and appropriations, which is made available in FY 2024.

Section	Description – Article 2: Trunk Highway Bonds
1	Bond appropriations. Provides for bond proceeds appropriations and a summary.
2	Department of Transportation. Appropriates the following to MnDOT in FY 2024 from trunk highway bond proceeds: <ul style="list-style-type: none">▪ \$175 million for the Corridors of Commerce program; and▪ \$225 million for state road construction.
3	Bond sale expenses. Appropriates \$400,000 to the Department of Management and Budget for expenses in selling the bonds.
4	Bond sale authorization. Authorizes sale of trunk highway bonds to fund the appropriations in this article.

Article 3: Transportation-Related Taxes

This article modifies various tax and fee provisions related to transportation, including to modify calculation of the registration tax, increase the motor fuels tax based on an index of construction prices, increase the rate and add a surcharge for the motor vehicle sales tax, and establish a transit sales tax within a region of the Twin Cities metropolitan area. It also reallocates revenue from the general sales tax attributed to automotive repair and replacement parts.

Section	Description – Article 3: Transportation-Related Taxes
1	Receipts. Makes a conforming change.
2	First year of life. Makes a technical change.
3	Passenger automobile; hearse. Adjusts the motor vehicle registration tax (tab fee) depreciation schedule, by increasing the percentages of manufacturer's suggested retail price (MSRP) used in

Section Description – Article 3: Transportation-Related Taxes

the tax calculation formula for vehicles in the second through fifth years of life.
Effective October 1, 2021.

4 Electric vehicle.

Modifies the allocation of a registration tax surcharge on all-electric vehicles, so that 50 percent of the revenue goes into a new account for electric vehicle infrastructure established in the bill. (The other half continues to go into the Highway User Tax Distribution fund.)

5 Rate of tax.

Indexes the motor fuels tax to inflation for gasoline, diesel, and other fuels, using the National Highway Construction Cost Index as the inflation indexing measure.
Effective October 1, 2021.

6 Rate of tax.

Indexes the motor fuels tax to inflation for various special fuels, in same manner as for gasoline. Effective October 1, 2021.

7 Deposit of revenues.

Modifies distribution of a portion of state general sales tax revenue that is attributed to sale of motor vehicle repair and replacement parts. Makes technical changes.
Distributes the funds:

- 74 percent to the Highway User Tax Distribution (HUTD) fund;
- 13.5 percent to the Small Cities Assistance program;
- 7.5 percent to town roads; and
- 5 percent to Greater Minnesota transit.

The change reduces sales tax revenue that currently goes only to the HUTD fund, which is fixed at \$145.6 million annually. (There is a net increase in total HUTD fund revenue due to other revenue increases in this article.) Also, the percentages are modified in FY 2022-23 (see section 11 of this article).

8 Authorization; scope.

Makes a conforming change.

9 [Adds § 297A.9925] Transit sales and use tax.

Directs the Metropolitan Council to impose a 0.5 percent transit sales and use tax within the “transit taxing district” (an area within the council’s jurisdiction where the council provides regular route transit service and imposes a property tax levy for transit capital). Provides for sales tax administration, allows use of funds for transit

Section	Description – Article 3: Transportation-Related Taxes
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purposes, and authorizes the council to issue revenue bonds backed by the sales tax revenue. Effective for sales on or after January 1, 2022.

10	Rate.
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Increases the rate for the motor vehicle sales tax, from 6.5 percent to 6.875 percent. Effective January 1, 2022.

11	General sales tax reallocation phase-in.
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Modifies the percentage reallocation of general sales tax revenue attributed to automotive parts, for fiscal years 2022 and 2023.

Article 4: Driver's Licenses and Identification Cards

This article makes eligibility, documentation, and data protection changes related to “noncompliant” driver’s licenses and Minnesota identification cards, which are forms of licenses and identification cards that do not fully comply with the federal REAL ID Act.

Section	Description – Article 4: Driver's Licenses and Identification Cards
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1	Noncompliant license or identification card; lawful status.
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Makes a technical change, to create a cross reference in the chapter on data practices to the data provisions being established in the bill.

2	Temporary lawful admission.
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Makes a conforming change, to clarify a provision on issuing licenses and identification cards to those who have temporary admission into the United States so that it only applies to the REAL ID compliant versions.

3	Content of application; other information.
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Eliminates a requirement that an applicant makes a certification related to Social Security number eligibility in some circumstances.

4	Noncompliant license or identification card; lawful status.
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(a) Establishes that a person may obtain a noncompliant driver’s license or Minnesota identification card (i.e., one that does not fully comply with REAL ID Act requirements) without showing proof of legal presence in the United States.

(b) Makes an administrative rule on documenting legal status no longer apply to applications for a noncompliant license or identification card. This also has the effect of eliminating marking as temporary on the noncompliant licenses and cards.

Section Description – Article 4: Driver’s Licenses and Identification Cards

- 5 Noncompliant license or identification card; general requirements.**
Sets requirements on legibility, certification, translation, and name change documentation for documents that are added in the bill as acceptable to demonstrate identity. Requires a waiver process. Prevents reuse of a document as both primary and secondary.
- 6 Noncompliant license or identification card; primary documents.**
Makes additional forms of documentation permissible as primary documents that can be used to prove identity for noncompliant license and identification card applications. (This is in addition to documents specified in administrative rules.)
- 7 Noncompliant license or identification card; secondary documents.**
Makes a list of several additional forms of documentation permissible as secondary documents that can be used to prove identity for noncompliant license and identification card applications. (This is in addition to documents specified in administrative rules.)
- 8 License; contents and design.**
Requires a vertical orientation and marking “not for federal purposes or voting” on the front side of a driver’s license issued in some situations where the applicant has not provided proof of U.S. citizenship. Makes technical changes, including to clarify that document marking of temporary status only applies to REAL ID compliant licenses.
- 9 Identification card; content and design; fee.**
Requires a vertical orientation and marking “not for federal purposes or voting” on the front side of a Minnesota identification card issued in some situations where the applicant has not provided proof of U.S. citizenship. Makes technical changes, including to clarify that document marking of temporary status only applies to REAL ID compliant identification cards.
- 10 Identification card expiration.**
Sets a two-year expiration for a Minnesota identification card issued in some situations where the applicant has not provided proof of U.S. citizenship.
- 11 Disclosure of personal information.**
Establishes that mandated driver’s license and identification data disclosure for public safety does not authorize disclosure of data that is otherwise restricted for a driver’s license or identification card in which the person has not demonstrated lawful presence.

Section	Description – Article 4: Driver’s Licenses and Identification Cards
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| 12 | Driving record disclosure to law enforcement.
Prevents driving record data disclosure to law enforcement agencies if restricted for a driver’s license or identification card in which the person has not demonstrated lawful presence. |
| 13 | Certain data on noncompliant license or identification card; department and agents.
Prohibits the Department of Public Safety as well as driver’s license agents from disclosing data related to an applicant’s or license or card holder’s demonstration of citizenship or lawful presence in the United States. |
| 14 | Expiration and renewal; military exception.
Sets a two-year expiration for a driver’s license issued in some situations where the applicant has not provided proof of U.S. citizenship. |
| 15 | Repealer.
Repeals a prohibition on Department of Public Safety rulemaking related to driver’s licenses and Minnesota identification cards (including on documentation of identity and residency, duplicate licenses and cards, and variances). |
| 16 | Effective date.
Makes the article effective October 1, 2021. |

Article 5: Active Transportation

This article makes various policy and finance changes related to bicycles, electric-assisted bicycles, and active transportation.

Section	Description – Article 5: Active Transportation
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| 1 | Off-highway motorcycle.
Establishes that electric-assisted bicycles are not included in the definition of “off-highway motorcycle” in the chapter of state statutes governing Department of Natural Resources regulation of vehicles operated off-road. |
| 2 | Off-road vehicle.
Establishes that electric-assisted bicycles are not included in the definition of “off-road vehicle” in the chapter of state statutes governing Department of Natural Resources regulation of vehicles operated off-road. |

Section Description – Article 5: Active Transportation

3 All-terrain vehicle or vehicle.

Establishes that electric-assisted bicycles are not included in the definition of “all-terrain vehicle” in the chapter of state statutes governing Department of Natural Resources regulation of vehicles operated off-road.

4 Bikeway.

Centralizes bicycle-related definitions.

5 Cooperation among agencies and governments.

Directs MnDOT to provide bikeway design information and advice, as well as technical assistance to local government regarding bikeways and bicycle routes.

6 State bicycle routes.

Requires consultation with the Active Transportation Advisory Committee (being established in this article) regarding establishment of state bicycle routes.

7 Mississippi River Trail.

Clarifies that the Mississippi River Trail is a designated state bicycle route.

8 Jim Oberstar Bikeway.

Establishes a Jim Oberstar Bikeway as a designated state bicycle route, from St. Paul to the U.S. border in Cook County.

9 Motor vehicle.

Clarifies that electric-assisted bicycles are not included in the definition of “motor vehicle” in the chapter of state statutes governing motor vehicle registration. Makes technical changes, to centralize a list of excluded vehicle types.

10 [Adds § 168.1287] Pedal Minnesota Plates.

Establishes a new Pedal Minnesota special plate. Sets requirements for eligibility, plate design, and transfer of plates. Provides exemptions from new plate applications. Requires an annual \$20 donation and allocates the funds to the active transportation account.

11 Bicycle lane.

Establishes that bicycle lanes are part of the roadway (that is, the main traveled portion of a road) and not a shoulder (the contiguous portion of the road that is not traveled upon).

Section Description – Article 5: Active Transportation

- 12 Bikeway.**
Broadens a definition of “bikeway” for the chapter of statutes on traffic regulations (which substantially matches the definition being centralized in this article).
- 13 Class 1 electric-assisted bicycle.**
Creates a classification of electric-assisted bicycle, “class 1,” for e-bikes with a motor that only assists when the rider is pedaling and does not assist at speeds of 20 m.p.h. or higher.
- 14 Class 2 electric-assisted bicycle.**
Creates a classification of electric-assisted bicycle, “class 2,” for e-bikes with a motor that can assist when the rider is not pedaling and does not assist at speeds of 20 m.p.h. or higher.
- 15 Class 3 electric-assisted bicycle.**
Creates a classification of electric-assisted bicycle, “class 3,” for e-bikes with a motor that only assists when the rider is pedaling and does not assist at speeds of 28 m.p.h. or higher.
- 16 Electric-assisted bicycle.**
Revises the definition of electric-assisted bicycle, to reduce the maximum power capability of the motor (from 1,000 to 750 watts); require that the device fits the class 1, 2, or 3 category; and no longer reference federal regulations for motor vehicles (regulations for consumer products continue to apply).
- 17 Motor vehicle.**
Clarifies that electric-assisted bicycles are not included in the definition of “motor vehicle” in the chapter of state statutes governing traffic regulation.
- 18 Narrow-width lane.**
Defines “narrow-width lane” for the chapter of statutes on traffic regulations.
- 19 Passing.**
Requires clearance when passing a bicycle that is at least three feet or half of the passing vehicle’s width, whichever is greater, unless passing in a separate lane. Makes technical changes, to modernize language.
- 20 Traffic laws apply.**
Clarifies that bicyclists operating on a shoulder have the same rights and duties as when operating on the road generally. Makes a technical change, to substantially

Section Description – Article 5: Active Transportation

- reproduce language on sidewalk and crosswalk operating authority that is being moved from another subdivision in the statute.
- 21 **Riding rules.**
Amends various operating rules for bicyclists, including on operation on the right-side of the road and to authorize proceeding through an intersection from a right-turn lane. Removes a provision permitting e-bike operation on roads and trails, which is replaced by similar authorization in a separate subdivision.
- 22 **Electric-assisted bicycle; riding rules.**
Establishes revised operating rules specifically for electric-assisted bicycles, including to (1) generally allow operation on roads and trails where nonmotorized bicycles are permitted, and (2) provide for restriction or regulation by state and local authorities.
- 23 **Electric-assisted bicycle; equipment.**
Sets equipment and labeling requirements on electric-assisted bikes.
- 24 **[Adds § 174.375] Active transportation advisory committee.**
Reinstates and revises an advisory committee (that had expired). Renames it the Active Transportation Advisory Committee. Specifies membership and tasks, directs MnDOT staffing support, provides for expenses, and sets an expiration of June 30, 2031.
- 25 **Funding requirement.**
Revises a calculation for the minimum amount that MnDOT must annually allocate from federal funds to transportation alternatives projects (e.g., bicycle, pedestrian, and trail-related work).
- 26 **Revisor instruction.**
Provides technical direction to the Revisor of Statutes to make a conforming change to centralize bicycle-related definitions.
- 27 **Effective date.**
Makes the article effective August 1, 2021.

Article 6: Transportation Finance and Policy

This article contains various provisions involving transportation finance and policy.

Section Description – Article 6: Transportation Finance and Policy

1 Greater Minnesota transit account.

Revises the share of motor vehicle sales tax revenue that is made available to MnDOT for greater Minnesota transit program administration, to be up to two percent of annual revenue (instead of a fixed dollar amount).

2 Appoint commissioners for damages.

Requires that a person must reside in Minnesota to be appointed by a court to serve on a property valuation panel in the eminent domain process.

3 Commissioner qualifications.

Modifies the timing of a court's inquiry into potential conflicts of interest, or appearance of impropriety, of a person appointed by the court to serve on a property valuation panel in the eminent domain process, so that the inquiry does not have to take place prior to appointment.

4 Route No. 96.

Modifies the statutory route description for Trunk Highway 96 to only go from White Bear Lake to Dellwood, subject to a county turnback agreement that turns over jurisdiction of the rest of the current Trunk Highway 96 route (from Dellwood to Stillwater) over to Washington County.

5 Corporal Caleb L. Erickson Memorial Highway.

Designates a segment of Trunk Highway 13 that runs through and in the vicinity of Waseca as the "Corporal Caleb L. Erickson Memorial Highway."

6 Private Joseph Marthaler Memorial Bridge.

Designates a memorial bridge on U.S. Highway 52, at Wentworth in West Saint Paul, as the "Private Joseph Marthaler Memorial Bridge."

7 Patrol Inspector Robert H. Lobdell Memorial Highway.

Designates Trunk Highway 11 from Roseau to Warroad as the "Patrol Inspector Robert H. Lobdell Memorial Highway."

8 Deputy Richard K. Magnuson Memorial Highway.

Designates a portion of Trunk Highway 310, from Roseau to Canada, as the "Deputy Richard K. Magnuson Memorial Highway."

9 Conveyance of excess.

Broadens MnDOT's authority to sell excess real estate that has been recently acquired beyond what is needed for trunk highway purposes, to provide for offers to abutting landowners as well as allow sale at the established minimum bid.

Section Description – Article 6: Transportation Finance and Policy

- 10 Services of licensed real estate broker.**
Lowers the threshold where MnDOT can sell excess real estate as negotiated through a broker (following unsuccessful bidding), to allow the sale price to be as low as 80 percent of the appraised market value (decreased from 90 percent).
- 11 [Adds § 169.369] Indian employment preference.**
Authorizes MnDOT to provide an employment preference for members of Indian tribes, which applies to federally funded highway projects that within 60 miles of an Indian reservation.
- 12 Services of licensed real estate broker.**
Lowers the threshold where MnDOT can sell excess real estate as negotiated through a broker (following a public auction and withdrawal from sale), to allow the sale price to be as low as 80 percent of the appraised market value (decreased from 90 percent).
- 13 Unsold lands.**
Lowers the threshold where MnDOT can sell excess real estate (following unsuccessful bidding), to be as low as 80 percent of the minimum bid established for a public sale. Requires approval of the commissioner for sales below the minimum bid amount.
- 14 Administration.**
Makes a technical change, to fix a cross reference.
- 15 Qualifications, salary, and term.**
Eliminates a requirement that an appointed county highway engineer must be a citizen and resident of Minnesota.
- 16 [Adds § 168.0135] Motor vehicle registration self-service kiosks.**
Directs the Department of Public Safety to implement a process for self-service kiosks for motor vehicle registration renewals. Specifies requirements, including program standards, direction to use a vendor, and administration by deputy registrars. Sets a filing fee to match the current amount and allows a convenience fee of up to \$5 that is retained by a kiosk vendor. Effective the day following final enactment.
- 17 Plates; design, visibility, periods of issuance.**
Provides for lifetime issuance for additional veteran's license plates.
- 18 [Adds § 168.1284] Minnesota 100 Club plates.**
Creates a new Minnesota 100 club special license plate. Sets requirements for eligibility, plate design, and transfer of plates. Provides exemptions from new plate

Section Description – Article 6: Transportation Finance and Policy

- applications. Requires an annual \$40 donation and allocates the funds. Effective January 1, 2022.
- 19 **[Adds § 168.1285] Minnesota agriculture plates.**
Creates a new Minnesota agriculture special license plate. Sets requirements for eligibility, plate design, and transfer of plates. Provides exemptions from new plate applications. Requires an annual \$20 donation and allocates the funds. Effective January 1, 2022.
- 20 **[Adds § 168.1286] Honorary consul plates.**
Creates a new honorary consul special license plate. Sets requirements for eligibility, plate design, and transfer of plates. Provides exemptions from new plate applications. Effective January 1, 2022.
- 21 **Motor vehicles of certain nonresidents.**
Sets a weight-based fee structure for some commercial trucks and buses of out-of-state carriers that are issued a temporary permit for operation in Minnesota.
- 22 **Surrender plates and credit tax paid.**
Adds a cross reference to an existing motor vehicle title transfer fee (which is codified outside of the chapter of statutes on motor vehicle registration).
- 23 **Installments; registration generally.**
Modifies the due dates when registration tax is paid in installments for a truck, farm truck, recreational vehicle, or trailer, to be in two equal parts due June 1 and November 1. Makes technical changes.
- 24 **Records and fee.**
Makes a conforming change.
- 25 **Vehicle records subscription service.**
Authorizes and sets a fee structure for bulk access to motor vehicle records (which matches the fees in place for subscription to driver records). Allocates fee revenue.
- 26 **Custom data request record fees.**
Sets a per record fee for data requests of 1,000 or more driver or vehicle records, and authorizes an additional fee for customized data. Allocates fee revenue.
- 27 **Review and audit of subscription services.**
Requires annual audits for each subscriber to bulk driver or motor vehicle records.

Section Description – Article 6: Transportation Finance and Policy

- 28 Requirements upon subsequent transfer; service fee.**
Sets a service fee at \$7, instead of a variable amount of up to \$7, which a deputy registrar may charge a motor vehicle dealer to handle notification to the Department of Public Safety of a vehicle sold for use outside of the state.
- 29 Notification on vehicle held for resale; service fee.**
Sets a service fee at \$7, instead of a variable amount of up to \$7, which a deputy registrar may charge a motor vehicle dealer to handle to the Department of Public Safety of acquisition of a vehicle held by the dealer for resale.
- 30 Transportation by animal.**
Updates terminology and makes technical and clarifying changes, including to establish cross references.
- 31 Reports confidential; evidence, fee, penalty, appropriation.**
Broadens the disclosure of motor vehicle crash reports produced by law enforcement officers following a collision, so that the Department of Public Safety or a law enforcement agency must disclose the report on request of a local prosecutor who is involved in an implied consent case with a traffic or criminal offense that is identified as a result of a traffic crash investigation by law enforcement.
- 32 Slower vehicles.**
Clarifies that the requirement for slower vehicles to operate on the right-hand side of the roadway also applies to animal-drawn vehicles.
- 33 Inspection criteria.**
Codifies school bus inspection standards, including to base inspections on vehicle standards developed by a national organization for pupil transportation standards, and to clarify procedures. (This replaces administrative rules on school bus inspections that are repealed elsewhere in this article.)
- 34 Member of the State Patrol.**
Clarifies that school bus inspection authority includes application to non-sworn employees of the State Patrol.
- 35 Displaying emblem; rules.**
Makes a clarifying change, to establish a cross reference.
- 36 Animal-drawn vehicles.**
Sets lighting requirements for animal-drawn vehicles. Provides exceptions.

Section Description – Article 6: Transportation Finance and Policy

37 Escort vehicles required; width.

Modifies escort vehicle mandates when a load exceeds the dimensional limits in state statutes, to require both lead and rear escort vehicles when the load extends past the centerline of an undivided highway.

38 [169.8665] Special soybean meal-hauling vehicle permit.

Authorizes a special permit for overweight and overdimensional vehicles to transport soybean meal on segments of U.S. Highways 2 and 75 from Crookston to the North Dakota border.

39 Failure to appear.

Prohibits the Department of Public Safety from suspending (or “re-suspending”) a person’s driver’s license based on failure to appear in court after receiving a citation for (1) a petty misdemeanor, or (2) driving after suspension.

40 Two-wheeled vehicle endorsement fee.

Increases the fees for a motorcycle endorsement on a driver’s license. Makes technical changes.

41 Contents of application; other information.

Makes a technical change, to fix a cross reference.

42 Remote application.

Authorizes remote renewal or reinstatement of a Minnesota driver’s license or ID card when the applicant, applicant’s spouse or domestic partner, or applicant’s parent or guardian (for a dependent under age 26) is a federal employee assigned to foreign service outside the United States. Specifies various requirements.

43 Veteran designation.

Expands eligibility for a veteran’s identifier to be included on a driver’s license or Minnesota identification card, to include some National Guard and U.S. armed forces reserve component members.

44 Variance for homebound individuals.

Authorizes the Department of Public Safety to provide, for a person who is homebound, a variance from in-person photo requirements to obtain or renew a Minnesota identification card. Identifies conditions that must be met.

Section Description – Article 6: Transportation Finance and Policy

- 45 Data privacy; noncompliant license or identification card.**
Authorizes the Department of Public Safety to share driver’s license data as part of an individual’s application for replacement Social Security cards. Effective the day after enactment.
- 46 Examination subjects and locations; provisions for color blindness, disabled veterans.**
Makes a conforming change.
- 47 Two-wheeled vehicle endorsement examination fee.**
Makes conforming and clarifying changes, including to centralize motorcycle endorsement fees (which are increased elsewhere in this article).
- 48 Online driver’s license knowledge testing authorization.**
Modifies online knowledge testing for a driver’s license, to specify requirements for a proctor who monitors the test-taker.
- 49 Suspension on conviction.**
Prohibits the suspension of a person’s driver’s license following a conviction for driving after suspension or driving after revocation.
- 50 Failure to pay fine.**
Forbids suspension of a person’s driver’s license based solely on a person’s failure to pay a traffic ticket, parking fine, or surcharge following a conviction for a vehicle operation or parking citation.
- 51 Suspension under reciprocal agreement.**
Provides that, notwithstanding a general prohibition, the Department of Public Safety can suspend a driver’s license in conformance with the nonresident violator compact.
- 52 Offenses.**
Broadens a ban on suspending (or “re-suspending”) a driver’s license following from prior violations, so that it also prohibits suspensions that would result from a prior conviction for driving after revocation.
- 53 Reinstatement fee.**
Establishes that a single fee is imposed to reinstate a suspended driver’s license, regardless of the number of violations committed that each led to a suspension. Sets the fee for a license that has been both suspended and revoked to use the reinstatement fee for revoked licenses. Makes technical changes.

Section Description – Article 6: Transportation Finance and Policy

54 License expiration and renewal; exceptions.

Broadens a driver's license expiration date extension provision to include Peace Corps volunteers serving outside Minnesota as well as federal employees while assigned to foreign service. Applies the extensions to include spouses, domestic partners, children, and dependents under age 26. Makes technical changes.

55 Reinstatement fees and surcharges allocated and appropriated.

(a) and **(b)** Establish that a single fee is imposed to reinstate a revoked driver's license, regardless of the number of violations committed that each led to a revocation. Makes technical changes.

(f) Eliminates a required certification as eligible for a public defender in order to pay some revoked license reinstatement fees in two installments.

56 [Adds § 171.325] Driver's license suspensions and revocations; reports.

Requires the Department of Public Safety to provide an annual report on driver's licenses issued, suspended, and revoked. Requires the state court administrator to report on charges and convictions for driving after suspension or revocation, as well as information on the payment of fines for all motor vehicle violations listed on the uniform fine schedule.

57 Vehicle miles traveled reduction goal.

Establishes a state goal to reduce vehicle miles traveled by 20 percent by 2050, and directs the Minnesota Department of Transportation to perform planning, analysis, tracking, and reporting related to the goal.

58 Minnesota state highway investment plan.

Modifies requirements for the Minnesota State Highway Investment Plan, including to prioritize investment in trunk highway system preservation and maintenance. Makes conforming and technical changes. Applies to the next plan update.

59 Trunk highway performance, resiliency, and sustainability.

Sets requirements for transportation planning, performance measurement tracking, and asset management. Specifies information in district capital highway investment plans. Requires an annual legislative report.

60 Report.

Makes a technical change, to remove an obsolete date.

61 Transit service for disabled veterans.

Makes a technical change, to remove an obsolete date.

Section Description – Article 6: Transportation Finance and Policy

- 62 **Report.**
Makes a technical change, to remove an obsolete date.
- 63 **Program administration.**
Makes a technical change, to remove an obsolete date.
- 64 **[Adds § 174.48] Electric vehicle infrastructure development program.**
Directs MnDOT to create an electric vehicle infrastructure development program to support expansion of charging infrastructure and electric vehicle fleets. Provides for program administration, grant making, eligibility, prioritization, and permissible uses of grant funds.
- 65 **Major local bridges.**
Revises MnDOT’s authority on local bridge program grants that can be made for major local bridges (i.e., those with a total cost estimate of over \$7 million), to be based on the cost estimate of bridge instead of the grant award amount. Clarifies that the major local bridges grant provision only applies when specifically referenced.
- 66 **Bridge grant program.**
Revises local bridge program requirements, including to require ongoing maintenance of a bridge project list and to allow grants of up to \$7 million for major local bridges under the general program (as opposed to the specific provision for major local bridges).
- 67 **Total bridge cost estimate; definition.**
Specifies that “total bridge cost estimate” for the local bridge program includes work directly relating the bridge itself.
- 68 **Report required.**
Makes a technical change, to remove an obsolete date.
- 69 **[Adds § 174.58] State road construction prior appropriations.**
Authorizes MnDOT to carry forward state road construction appropriations from prior fiscal years, for money that had been encumbered for a project in the biennium of the original appropriation.
- 70 **Program established; inspector powers and duties.**
Eliminates a cap on state rail inspection program positions, broadens the inspection categories, and makes the list of inspection categories permissive. Makes technical changes.

Section Description – Article 6: Transportation Finance and Policy

- 71 Railroad company assessment; account; appropriation.**
Revises the railroad company assessment calculation for the state rail inspection program, including to allow for assessment of all program costs to support up to six state rail safety inspector positions (increased from four under current law), not counting supervisors. Makes technical changes.
- 72 Grade crossing safety account.**
Clarifies permissible uses of funds in a grade crossing safety account, to explicitly allow for associated administrative and program delivery costs of grade crossing safety projects.
- 73 Debt service forecast.**
Shifts the due date (from March 1 to April 1 annually) for Minnesota Management and Budget reporting on trunk highway bonding debt service. Removes an obsolete date.
- 74 Payment of excess fees.**
Allows motor vehicle rental firms to retain an additional share of the vehicle rental fee in 2021 and later years (until 2025), up to an amount that offsets 2020 costs from the motor vehicle registration tax that were not covered by vehicle rental fee collections in that year.
- 75 Allocation of funds.**
Revises prioritization and uses of funds for a Department of Public Safety program that provides for preparedness and response to an incident involving a discharge of oil or other hazardous substances transported by rail or pipeline.
- 76 Community-based preparedness.**
Explicitly authorizes local community organizations to receive hazardous substances transportation incident preparedness funds. Identifies some of the eligible uses.
- 77 Traffic fines and forfeited bail money.**
Increases the amount of fine revenue from some citations imposed by the State Patrol that goes to the grade crossing safety account, from \$1 million to \$2.5 million.
- 78 Transfer of motor vehicle mileage; mileage disclosure.**
Revises the incorporation of federal regulations on odometer disclosure, to reference the current regulations. Allows for electronic mileage reporting. Effective the day after enactment.

Section Description – Article 6: Transportation Finance and Policy

- 79 **[Add § 345.16] State; unclaimed property; disposition; duty of State Patrol.**
Governs authority of the State Patrol to seize, provide notice, and dispose of abandoned personal property. Directs resulting money to the General Fund.
- 80 **Ordinances of political subdivisions.**
Requires local units of government to provide review and notice to MnDOT regarding ordinances that impact unmanned aircraft.
- 81 **Small unmanned aircraft.**
Defines “small unmanned aircraft” in the chapter on aeronautics.
- 82 **Small unmanned aircraft system.**
Defines “small unmanned aircraft system” in the chapter on aeronautics.
- 83 **Small unmanned aircraft systems.**
Amends registration and fee requirements for small unmanned aircraft systems that weigh less than 55 pounds, to (1) eliminate required registration as well as a fee for those used only for recreation, and otherwise set a \$25 fee; and (2) eliminate imposition of the aircraft registration tax.
- 84 **Certificate of insurance.**
Revises insurance coverage requirements for unmanned aircraft.
- 85 **Forecasted funding.**
Establishes Metro Mobility as a forecasted program for General Fund spending. Specifies state obligations, provides for forecast adjustments, and requires financial reviews in conjunction with each forecast.
- 86 **Obligations.**
Authorizes the Metropolitan Council to issue a total of an additional \$98.4 million in “regional transit capital” bonds or similar forms of debt.
- 87 **Air quality, emissions, and bus deployment.**
Directs the Metropolitan Council to use its lowest emission buses on regular bus routes that serve areas identified as having poor air quality.
- 88 **[Adds § 473.3927] Zero-emission transit vehicles.**
Directs the Metropolitan Council to develop a zero-emission transit vehicle transition plan for the council’s transit fleet. Sets planning and deployment requirements.

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- 89 **[Adds § 473.4075] Transit safety reporting.**
Requires the Metropolitan Council to provide an annual legislative report on transit safety and administrative citations. Specifies report contents.
- 90 **Motor vehicle charges and conviction data; report.**
Directs the court administrator to report data on charges and convictions for driving after suspension or revocation, and on fines for motor vehicle operation violations.
- 91 **Unlawfully obtaining services; misdemeanor.**
Makes technical changes.
- 92 **Definitions.**
Makes a clarifying change.
- 93 **Administrative citations.**
Authorizes the Metropolitan Council to issue administrative citations for nonpayment of a transit fare, including issuance by non-sown personnel. Specifies policy and process requirements.
- 94 **Effective date. (CM/GC definitions)**
Extends a sunset on definitions related to MnDOT's use of the construction manager/general contractor (CM/GC) method of contracting and project management, to be after 20 projects instead of 10.
- 95 **Effective date. (CM/GC authority)**
Extends a sunset on authority for MnDOT's use of CM/GC, to be after 20 projects instead of 10.
- 96 **Effective date. (CM/GC procedures)**
Extends a sunset on procedures governing on MnDOT's use of CM/GC, to be after 20 projects instead of 10.
- 97 **City of Minneapolis; transit project financing.**
Broadens the permissible uses of funds from a value capture district previously authorized in Minneapolis, to allow for other types of transit lines beyond streetcars.
- 98 **Work zone safety; assessment and pilot program development.**
Directs the Departments of Transportation and Public Safety to jointly develop both (1) a pilot program implementation proposal to use automated traffic enforcement systems in work zones, and (2) an assessment of work zone speed management. Sets

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- requirements for the proposal and assessment. Requires legislative reports. Effective the day after enactment.
- 99 **Speed limit on park road.**
Authorizes the Minneapolis Park and Recreation Board to set the speed limit on parkways located within a park. Effective the day after approval by the park board.
- 100 **Animal-drawn vehicles; safety manual.**
Directs the Department of Public Safety to create a traffic safety manual on animal-drawn vehicles, which must be published by January 1, 2022. Effective the day after enactment.
- 101 **Retroactive license reinstatement.**
Provides for reinstatement eligibility and procedures for driver's licenses suspended under some circumstances (matching suspension limitations set elsewhere in this article). Effective August 1, 2021.
- 102 **Rulemaking; medical providers.**
Directs the Department of Public Safety to broaden administrative rules on driver's license medical statements for various medical conditions, to authorize additional medical providers to complete the statement. Provides expedited rulemaking authority.
- 103 **Legislative Route No. 263 removed.**
Authorizes a county turnback of Trunk Highway 263 from Ceylon to Interstate 90 in Martin County, subject to agreement between MnDOT and the county.
- 104 **Legislative Route No. 267 removed.**
Authorizes a county turnback of Trunk Highway 267 roughly from Iona to Slayton in Murray County, subject to agreement between MnDOT and the county.
- 105 **Vehicle registration self-service kiosk report.**
Requires a legislative report on self-service vehicle registration kiosks, which is due to by December 1, 2022.
- 106 **Revisor's instruction.**
Makes a technical change, to recodify a driver's license suspension provision and move it into the chapter of statutes on driver's license administration.

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107 Repealer.

(a) Repeals (1) a fee-setting provision for bulk vehicle records (which is replaced in elsewhere in this article); and (2) a requirement for motorists to directly submit a crash report to the Department of Public Safety in some circumstances.

(b) Eliminates administrative rules governing driving privileges for a person who has been diagnosed with diabetes or has experienced loss of voluntary consciousness or control due to hypoglycemia or hyperglycemia.

(c) Repeals administrative rules on school bus inspections (which are replaced with statutory requirements established elsewhere in this article).



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