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State of Minnesota

HOUSE OF REPRESENTATIVES

NINETY-THIRD SESSION

H. F. No. **5242**

04/02/2024 Authored by Hornstein, Tabke and Koegel

The bill was read for the first time and referred to the Committee on Transportation Finance and Policy

04/24/2024 Adoption of Report: Amended and re-referred to the Committee on Ways and Means

1.1 A bill for an act

1.2 relating to transportation; appropriating money for a supplemental budget for the

1.3 Department of Transportation, Department of Public Safety, and the Metropolitan

1.4 Council; modifying prior appropriations; modifying various transportation- and

1.5 public safety-related provisions, including but not limited to an intensive driver

1.6 testing program, greenhouse gas emissions, electric-assisted bicycles, high voltage

1.7 transmission, railroad safety, and transit; establishing civil penalties; establishing

1.8 an advisory committee; amending Minnesota Statutes 2022, sections 13.6905, by

1.9 adding a subdivision; 161.14, by adding subdivisions; 161.45, by adding

1.10 subdivisions; 161.46, subdivision 1; 168.09, subdivision 7; 168.092; 168.301,

1.11 subdivision 3; 168A.10, subdivision 2; 168A.11, subdivision 1; 169.011, by adding

1.12 subdivisions; 169.21, subdivision 6; 169.222, subdivisions 6a, 6b; 169A.55,

1.13 subdivision 4; 171.306, subdivisions 1, 8; 174.02, by adding a subdivision; 174.75,

1.14 subdivisions 1, 2, by adding a subdivision; 216E.02, subdivision 1; 221.0255,

1.15 subdivisions 4, 9, by adding a subdivision; 473.13, by adding a subdivision;

1.16 473.388, by adding a subdivision; 473.3927; Minnesota Statutes 2023 Supplement,

1.17 sections 161.178; 161.46, subdivision 2; 168.1259, subdivision 5; 169.011,

1.18 subdivision 27; 169A.44, subdivision 1; 171.0705, subdivision 2; 171.13,

1.19 subdivision 1; 174.38, subdivisions 3, 6; 174.634, subdivision 2, by adding a

1.20 subdivision; 219.015, subdivision 2; 473.4051, by adding a subdivision; Laws

1.21 2021, First Special Session chapter 5, article 1, section 2, subdivision 2; proposing

1.22 coding for new law in Minnesota Statutes, chapters 161; 168; 169; 171; 174; 219;

1.23 325F; repealing Minnesota Statutes 2022, section 168.1297; Minnesota Rules, part

1.24 7410.6180.

1.25 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.26 **ARTICLE 1**

1.27 **TRANSPORTATION APPROPRIATIONS**

1.28 Section 1. **TRANSPORTATION APPROPRIATIONS.**

1.29 The sums shown in the columns marked "Appropriations" are added to the appropriations

1.30 in Laws 2023, chapter 68, article 1, to the agencies and for the purposes specified in this

1.31 article. The appropriations are from the trunk highway fund, or another named fund, and

| | | | |
|------|---|------------|------------------|
| 3.1 | <u>(b) Program Planning and Research</u> | <u>-0-</u> | <u>3,800,000</u> |
| 3.2 | <u>\$3,000,000 in fiscal year 2025 is for</u> | | |
| 3.3 | <u>implementation and development of statewide</u> | | |
| 3.4 | <u>and regional travel demand modeling related</u> | | |
| 3.5 | <u>to the requirements under Minnesota Statutes,</u> | | |
| 3.6 | <u>section 161.178. This is a onetime</u> | | |
| 3.7 | <u>appropriation and is available until June 30,</u> | | |
| 3.8 | <u>2026.</u> | | |
| 3.9 | <u>\$800,000 in fiscal year 2025 is for one or more</u> | | |
| 3.10 | <u>grants to metropolitan planning organizations</u> | | |
| 3.11 | <u>outside the metropolitan area, as defined in</u> | | |
| 3.12 | <u>Minnesota Statutes, section 473.121,</u> | | |
| 3.13 | <u>subdivision 2, for modeling activities related</u> | | |
| 3.14 | <u>to the requirements under Minnesota Statutes,</u> | | |
| 3.15 | <u>section 161.178. This is a onetime</u> | | |
| 3.16 | <u>appropriation.</u> | | |
| 3.17 | <u>Subd. 3. Small Cities</u> | <u>-0-</u> | <u>9,000,000</u> |
| 3.18 | <u>\$9,000,000 in fiscal year 2025 is from the</u> | | |
| 3.19 | <u>general fund for the small cities assistance</u> | | |
| 3.20 | <u>program under Minnesota Statutes, section</u> | | |
| 3.21 | <u>162.145. This appropriation must be allocated</u> | | |
| 3.22 | <u>and distributed in the July 2024 payment. This</u> | | |
| 3.23 | <u>is a onetime appropriation.</u> | | |
| 3.24 | <u>Subd. 4. Trunk Highway 65</u> | <u>-0-</u> | <u>1,000,000</u> |
| 3.25 | <u>\$1,000,000 in fiscal year 2025 is from the</u> | | |
| 3.26 | <u>trunk highway fund for one or more grants to</u> | | |
| 3.27 | <u>the city of Blaine, Anoka County, or both, for</u> | | |
| 3.28 | <u>predesign and design of intersection safety</u> | | |
| 3.29 | <u>improvements along marked Trunk Highway</u> | | |
| 3.30 | <u>65 from the interchange with marked U.S.</u> | | |
| 3.31 | <u>Highway 10 to 99th Avenue Northeast in the</u> | | |
| 3.32 | <u>city of Blaine. This is a onetime appropriation.</u> | | |
| 3.33 | <u>Subd. 5. Mississippi Skyway Trail Bridge</u> | <u>-0-</u> | <u>3,750,000</u> |

4.1 Notwithstanding the requirements under
 4.2 Minnesota Statutes, section 174.38,
 4.3 subdivision 3, paragraph (a), this appropriation
 4.4 is from the active transportation account in
 4.5 the special revenue fund for a grant to the city
 4.6 of Ramsey for design, environmental analysis,
 4.7 site preparation, and construction of the
 4.8 Mississippi Skyway Trail Bridge over marked
 4.9 U.S. Highways 10 and 169 in Ramsey to
 4.10 provide for a grade-separated crossing by
 4.11 pedestrians and nonmotorized vehicles. This
 4.12 is a onetime appropriation.

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

4.14 This appropriation is for the acquisition,
 4.15 environmental analysis, predesign, design,
 4.16 engineering, construction, reconstruction, and
 4.17 improvement of trunk highway bridges,
 4.18 including design-build contracts, program
 4.19 delivery, consultant usage to support these
 4.20 activities, and the cost of payments to
 4.21 landowners for lands acquired for highway
 4.22 rights-of-way. Projects under this
 4.23 appropriation must follow eligible investment
 4.24 priorities identified in the Minnesota state
 4.25 highway investment plan under Minnesota
 4.26 Statutes, section 174.03, subdivision 1c. The
 4.27 commissioner may use up to 17 percent of this
 4.28 appropriation for program delivery. This is a
 4.29 onetime appropriation.

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

4.31 This appropriation is for predesign, design,
 4.32 construction, and equipping of one or more
 4.33 drainage asset management projects. Drainage
 4.34 asset management projects may include but
 4.35 are not limited to repairing and replacing

5.1 highway culverts, storm sewer system
 5.2 rehabilitations, and flood resiliency
 5.3 improvements. The commissioner may use up
 5.4 to 17 percent of this appropriation for program
 5.5 delivery. This is a onetime appropriation.

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

5.7 This appropriation is for land acquisition,
 5.8 predesign, design, and construction of
 5.9 expanded truck parking at Big Spunk in Avon
 5.10 and Enfield Rest Areas and for the
 5.11 rehabilitation or replacement of truck parking
 5.12 information management system equipment
 5.13 at Department of Transportation-owned
 5.14 parking rest area locations. This is a onetime
 5.15 appropriation.

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

5.17 This appropriation is for the transportation
 5.18 facilities capital program under Minnesota
 5.19 Statutes, section 174.595. This is a onetime
 5.20 appropriation.

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

5.22 The appropriation in this section is from the
 5.23 general fund to the Metropolitan Council.
 5.24 \$1,000,000 in fiscal year 2025 is for a grant
 5.25 to the Ramsey County Regional Railroad
 5.26 Authority for a portion of the costs of
 5.27 insurance coverage related to rail-related
 5.28 incidents occurring at Union Depot in the city
 5.29 of St. Paul. This is a onetime appropriation.

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

5.31 **Subdivision 1. Total Appropriation** \$ -0- \$ 5,380,000

5.32 The appropriations in this section are from the
 5.33 driver and vehicle services operating account

6.1 in the special revenue fund to the
 6.2 commissioner of public safety.

6.3 The amounts that may be spent for each
 6.4 purpose are specified in the following
 6.5 subdivisions.

6.6 **Subd. 2. Driver Services** -0- 4,180,000

6.7 \$1,211,000 in fiscal year 2025 is for staff and
 6.8 related operating costs for the intensive testing
 6.9 program under Minnesota Statutes, section
 6.10 171.307.

6.11 \$2,969,000 in fiscal year 2025 is for staff and
 6.12 related operating costs to support testing at
 6.13 driver's license examination stations.

6.14 The base from the driver and vehicle services
 6.15 operating account in the special revenue fund
 6.16 is increased by \$3,903,000 in fiscal year 2026
 6.17 and \$3,763,000 in fiscal year 2027.

6.18 **Subd. 3. Traffic Safety** -0- 1,200,000

6.19 \$1,200,000 in fiscal year 2025 is for the Lights
 6.20 On grant program under Minnesota Statutes,
 6.21 section 169.515. The commissioner, through
 6.22 the Office of Traffic Safety, must contract with
 6.23 the Lights On! microgrant program to
 6.24 administer and operate the grant program. This
 6.25 is a onetime appropriation and is available
 6.26 until June 30, 2026.

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

6.29 **Subd. 2. Multimodal Systems**

6.30 **(a) Aeronautics**

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

| | | | |
|-----|------------------------|------------|------------|
| 7.1 | Appropriations by Fund | | |
| 7.2 | | 2022 | 2023 |
| 7.3 | General | 5,600,000 | -0- |
| 7.4 | Airports | 18,598,000 | 18,598,000 |

7.5 This appropriation is from the state airports
 7.6 fund and must be spent according to
 7.7 Minnesota Statutes, section 360.305,
 7.8 subdivision 4.

7.9 \$5,600,000 in fiscal year 2022 is from the
 7.10 general fund for a grant to the city of Karlstad
 7.11 for the acquisition of land, predesign, design,
 7.12 engineering, and construction of a primary
 7.13 airport runway. This appropriation is for Phase
 7.14 1 of the project.

7.15 Notwithstanding Minnesota Statutes, section
 7.16 16A.28, subdivision 6, this appropriation is
 7.17 available for five years after the year of the
 7.18 appropriation. If the appropriation for either
 7.19 year is insufficient, the appropriation for the
 7.20 other year is available for it.

7.21 If the commissioner of transportation
 7.22 determines that a balance remains in the state
 7.23 airports fund following the appropriations
 7.24 made in this article and that the appropriations
 7.25 made are insufficient for advancing airport
 7.26 development and assistance projects, an
 7.27 amount necessary to advance the projects, not
 7.28 to exceed the balance in the state airports fund,
 7.29 is appropriated in each year to the
 7.30 commissioner and must be spent according to
 7.31 Minnesota Statutes, section 360.305,
 7.32 subdivision 4. Within two weeks of a
 7.33 determination under this contingent
 7.34 appropriation, the commissioner of
 7.35 transportation must notify the commissioner

8.1 of management and budget and the chairs,
 8.2 ranking minority members, and staff of the
 8.3 legislative committees with jurisdiction over
 8.4 transportation finance concerning the funds
 8.5 appropriated. Funds appropriated under this
 8.6 contingent appropriation do not adjust the base
 8.7 for fiscal years 2024 and 2025.

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

8.9 Appropriations by Fund

| | 2022 | 2023 |
|---------------|-----------|-----------|
| 8.10 General | 1,650,000 | 1,650,000 |
| 8.11 Airports | 6,682,000 | 6,690,000 |

8.12 \$28,000 in fiscal year 2022 and \$36,000 in
 8.13 fiscal year 2023 are from the state airports
 8.14 fund for costs related to regulating unmanned
 8.15 aircraft systems.

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

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

8.19 **(b) Transit and Active Transportation** 23,501,000 18,201,000

8.20 This appropriation is from the general fund.
 8.21 \$5,000,000 in fiscal year 2022 is for the active
 8.22 transportation program under Minnesota
 8.23 Statutes, section 174.38. This is a onetime
 8.24 appropriation and is available until June 30,
 8.25 2025.

8.26 \$300,000 in fiscal year 2022 is for a grant to
 8.27 the 494 Corridor Commission. The
 8.28 commissioner must not retain any portion of
 8.29 the funds appropriated under this section. The
 8.30 commissioner must make grant payments in
 8.31 full by December 31, 2021. Funds under this
 8.32 grant are for programming and service
 8.33

9.1 expansion to assist companies and commuters
 9.2 in telecommuting efforts and promotion of
 9.3 best practices. A grant recipient must provide
 9.4 telework resources, assistance, information,
 9.5 and related activities on a statewide basis. This
 9.6 is a onetime appropriation.

9.7 **(c) Safe Routes to School** 5,500,000 500,000

9.8 This appropriation is from the general fund
 9.9 for the safe routes to school program under
 9.10 Minnesota Statutes, section 174.40.

9.11 If the appropriation for either year is
 9.12 insufficient, the appropriation for the other
 9.13 year is available for it.

9.14 **(d) Passenger Rail** 10,500,000 500,000

9.15 This appropriation is from the general fund
 9.16 for passenger rail activities under Minnesota
 9.17 Statutes, sections 174.632 to 174.636.

9.18 \$10,000,000 in fiscal year 2022 is for final
 9.19 design and construction to provide for a
 9.20 second daily Amtrak train service between
 9.21 Minneapolis and St. Paul and Chicago. The
 9.22 commissioner may expend funds for program
 9.23 delivery and administration from this amount.

9.24 This is a onetime appropriation and is
 9.25 available until June 30, 2025.

9.26 **(e) Freight** 8,342,000 7,323,000

| | | | |
|------|------------------------|-----------|-----------|
| 9.27 | Appropriations by Fund | | |
| 9.28 | | 2022 | 2023 |
| 9.29 | General | 2,464,000 | 1,445,000 |
| 9.30 | Trunk Highway | 5,878,000 | 5,878,000 |

9.31 \$1,000,000 in fiscal year 2022 is from the
 9.32 general fund for procurement costs of a
 9.33 statewide freight network optimization tool.

10.1 This is a onetime appropriation and is
10.2 available until June 30, 2023.
10.3 \$350,000 in fiscal year 2022 and \$287,000 in
10.4 fiscal year 2023 are from the general fund for
10.5 two additional rail safety inspectors in the state
10.6 rail safety inspection program under
10.7 Minnesota Statutes, section 219.015. In each
10.8 year, the commissioner must not increase the
10.9 total assessment amount under Minnesota
10.10 Statutes, section 219.015, subdivision 2, from
10.11 the most recent assessment amount.

10.12 **Sec. 6. APPROPRIATION CANCELLATION.**

10.13 \$8,000,000 of the appropriation in fiscal year 2024 from the general fund for
10.14 Infrastructure Investment and Jobs Act (IIJA) discretionary matches under Laws 2023,
10.15 chapter 68, article 1, section 2, subdivision 5, paragraph (a), is canceled to the general fund
10.16 on June 29, 2024.

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

10.18 **ARTICLE 2**
10.19 **TRANSPORTATION FINANCE**

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

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

10.24 **EFFECTIVE DATE.** This section is effective August 1, 2024.

10.25 **Sec. 2. [161.1258] RUMBLE STRIPS.**

10.26 **(a) The commissioner must maintain transverse rumble strips in association with each**
10.27 **stop sign that is located (1) on a trunk highway segment with a speed limit of at least 55**
10.28 **miles per hour, and (2) outside the limits of a statutory or home rule charter city.**

10.29 **(b) The commissioner must meet the requirements under paragraph (a) at each applicable**
10.30 **location by the earlier of August 1, 2034, or the date of substantial completion of any**
10.31 **construction, resurfacing, or reconditioning at the location.**

11.1 Sec. 3. Minnesota Statutes 2022, section 161.14, is amended by adding a subdivision to
11.2 read:

11.3 Subd. 105. **Mayor Dave Smiglewski Memorial Bridge.** The bridge on marked U.S.
11.4 Highway 212 over the Minnesota River in the city of Granite Falls is designated as "Mayor
11.5 Dave Smiglewski Memorial Bridge." Subject to section 161.139, the commissioner must
11.6 adopt a suitable design to mark the bridge and erect appropriate signs.

11.7 Sec. 4. Minnesota Statutes 2022, section 161.14, is amended by adding a subdivision to
11.8 read:

11.9 Subd. 106. **Gopher Gunners Memorial Bridge.** (a) The bridge on marked Trunk
11.10 Highway 55 and marked Trunk Highway 62 over the Minnesota River, commonly known
11.11 as the Mendota Bridge, is designated as "Gopher Gunners Memorial Bridge."
11.12 Notwithstanding section 161.139, the commissioner must adopt a suitable design to mark
11.13 this bridge and erect appropriate signs.

11.14 (b) The adjutant general of the Department of Military Affairs must reimburse the
11.15 commissioner of transportation for costs incurred under this subdivision.

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

11.17 **161.178 TRANSPORTATION GREENHOUSE GAS EMISSIONS IMPACT**
11.18 **ASSESSMENT.**

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

11.21 (b) "Applicable entity" means the commissioner with respect to a ~~capacity expansion~~
11.22 project or portfolio for inclusion in the state transportation improvement program or a
11.23 metropolitan planning organization with respect to a ~~capacity expansion~~ project or portfolio
11.24 for inclusion in the appropriate metropolitan transportation improvement program.

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

11.26 (d) "Capacity expansion project" means a project for trunk highway construction or
11.27 reconstruction that:

11.28 (1) is a major highway project, as defined in section 174.56, subdivision 1, paragraph
11.29 (b); and

11.30 (2) adds highway traffic capacity or provides for grade separation of motor vehicle traffic
11.31 at an intersection, excluding auxiliary lanes with a length of less than 2,500 feet.

12.1 (e) "Greenhouse gas emissions" includes those emissions described in section 216H.01,
 12.2 subdivision 2.

12.3 Subd. 2. **Project or portfolio assessment.** (a) Prior to inclusion of a ~~capacity expansion~~
 12.4 project or portfolio in the state transportation improvement program or in a metropolitan
 12.5 transportation improvement program, the applicable entity must perform a ~~capacity expansion~~
 12.6 an impact assessment of the project or portfolio. Following the assessment, the applicable
 12.7 entity must determine if the project ~~conforms~~ or portfolio is proportionally in conformance
 12.8 with:

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

12.11 (2) the vehicle miles traveled reduction targets established in the statewide multimodal
 12.12 transportation plan under section 174.03, subdivision 1a.

12.13 (b) If the applicable entity determines that the ~~capacity expansion~~ project or portfolio is
 12.14 not in conformance with paragraph (a), the applicable entity must:

12.15 (1) alter the scope or design of the project or any number of projects, remove one or
 12.16 more projects from the portfolio, or undertake a combination, and subsequently perform a
 12.17 revised assessment that meets the requirements under this section;

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

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

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

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

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

12.27 (b) The commissioner must establish a date to implement impact assessments on the
 12.28 basis of assessing a portfolio or program of projects instead of on a project-by-project basis.

12.29 The date must be:

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

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

- 13.1 (i) consults with metropolitan planning organizations;
- 13.2 (ii) prioritizes and makes reasonable efforts to meet the date under clause (1) or an earlier
- 13.3 date;
- 13.4 (iii) determines that the date established under this clause is the earliest practicable in
- 13.5 which the necessary models and tools are sufficient for analysis under this section; and
- 13.6 (iv) submits a notice to the chairs and ranking minority members of the legislative
- 13.7 committees and divisions with jurisdiction over transportation finance and policy, which
- 13.8 must identify the date established and summarize the efforts under item (ii) and the
- 13.9 determination under item (iii).

13.10 **Subd. 3. Assessment requirements.** (a) The commissioner must establish a process to

13.11 ~~perform capacity expansion impact assessments. An assessment must provide for the~~

13.12 ~~determination under subdivision 2.~~ implement the requirements under this section, which

13.13 includes:

- 13.14 (1) any necessary policies, procedures, manuals, and technical specifications;
- 13.15 (2) procedures to perform an impact assessment that provide for the determination under
- 13.16 subdivision 2;
- 13.17 (3) in consultation with the technical advisory committee under section 161.1782, criteria
- 13.18 for identification of a capacity expansion project; and
- 13.19 (4) related data reporting from local units of government on local multimodal
- 13.20 transportation systems and local project impacts on greenhouse gas emissions and vehicle
- 13.21 miles traveled.

13.22 (b) Analysis under an assessment must include but is not limited to estimates resulting

13.23 from ~~the~~ a project or portfolio for the following:

- 13.24 (1) greenhouse gas emissions over a period of 20 years; ~~and~~
- 13.25 (2) a net change in vehicle miles traveled for the affected network; and
- 13.26 (3) impacts to trunk highways and related impacts to local road systems, on a local,
- 13.27 regional, or statewide basis, as appropriate.

13.28 **Subd. 4. Impact mitigation; interlinking.** (a) To provide for impact mitigation, the

13.29 applicable entity must interlink the ~~capacity expansion~~ project or portfolio as provided in

13.30 this subdivision.

14.1 (b) Impact mitigation is sufficient under subdivision 2, paragraph (b), if the ~~capacity~~
 14.2 ~~expansion project or portfolio~~ is interlinked to ~~mitigation~~ offset actions such that the total
 14.3 greenhouse gas emissions reduction from the ~~mitigation~~ offset actions, after accounting for
 14.4 the greenhouse gas emissions otherwise resulting from the ~~capacity expansion project or~~
 14.5 portfolio, is consistent with meeting the targets specified under subdivision 2, paragraph
 14.6 (a). Each comparison under this paragraph must be performed over equal comparison periods.

14.7 (c) ~~A mitigation~~ An offset action consists of a project, program, ~~or~~ operations
 14.8 modification, or mitigation plan in one or more of the following areas:

14.9 (1) transit expansion, including but not limited to regular route bus, arterial bus rapid
 14.10 transit, highway bus rapid transit, rail transit, and intercity passenger rail;

14.11 (2) transit service improvements, including but not limited to increased service level,
 14.12 transit fare reduction, and transit priority treatments;

14.13 (3) active transportation infrastructure;

14.14 (4) micromobility infrastructure and service, including but not limited to shared vehicle
 14.15 services;

14.16 (5) transportation demand management, including but not limited to vanpool and shared
 14.17 vehicle programs, remote work, and broadband access expansion;

14.18 (6) parking management, including but not limited to parking requirements reduction
 14.19 or elimination and parking cost adjustments;

14.20 (7) land use, including but not limited to residential and other density increases, mixed-use
 14.21 development, and transit-oriented development;

14.22 (8) infrastructure improvements related to traffic operations, including but not limited
 14.23 to roundabouts and reduced conflict intersections; ~~and~~

14.24 (9) natural systems, including but not limited to prairie restoration, reforestation, and
 14.25 urban green space; and

14.26 (10) as specified by the commissioner in the manner provided under paragraph (e).

14.27 (d) ~~A mitigation~~ An offset action may be identified as interlinked to the ~~capacity~~
 14.28 ~~expansion project or portfolio~~ if:

14.29 (1) there is a specified project, program, ~~or~~ modification, or mitigation plan;

14.30 (2) the necessary funding sources are identified and sufficient amounts are committed;

14.31 (3) the mitigation is localized as provided in subdivision 5; and

15.1 (4) procedures are established to ensure that the mitigation action remains in substantially
 15.2 the same form or a revised form that continues to meet the calculation under paragraph (b).

15.3 (e) The commissioner may authorize additional offset actions under paragraph (c) if:

15.4 (1) the offset action is reviewed and recommended by the technical advisory committee
 15.5 under section 161.1782; and

15.6 (2) the commissioner determines that the offset action is directly related to reduction in
 15.7 the transportation sector of greenhouse gas emissions or vehicle miles traveled.

15.8 Subd. 5. **Impact mitigation; localization.** (a) ~~A mitigation~~ An offset action under
 15.9 subdivision 4 must be localized in the following priority order:

15.10 (1) if the offset action is for one project, within or associated with at least one of the
 15.11 communities impacted by the ~~capacity expansion~~ project;

15.12 (2) if clause (1) does not apply or there is not a reasonably feasible location under clause
 15.13 (1), in areas of persistent poverty or historically disadvantaged communities, as measured
 15.14 and defined in federal law, guidance, and notices of funding opportunity;

15.15 (3) if there is not a reasonably feasible location under clauses (1) and (2), in the region
 15.16 of the ~~capacity expansion~~ project or portfolio; or

15.17 (4) if there is not a reasonably feasible location under clauses (1) to (3), on a statewide
 15.18 basis.

15.19 (b) The applicable entity must include an explanation regarding the feasibility and
 15.20 rationale for each mitigation action located under paragraph (a), clauses (2) to (4).

15.21 Subd. 6. **Public information.** The commissioner must publish information regarding
 15.22 ~~capacity expansion~~ impact assessments on the department's website. The information must
 15.23 include:

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

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

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

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

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

16.3 (6) a summary of the activities of the technical advisory committee under section
16.4 161.1782, including but not limited to any findings or recommendations made by the advisory
16.5 committee.

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

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

16.13 Sec. 6. **[161.1782] TRANSPORTATION IMPACT ASSESSMENT; TECHNICAL**
16.14 **ADVISORY COMMITTEE.**

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

16.17 (b) "Advisory committee" means the technical advisory committee established in this
16.18 section.

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

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

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

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

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

16.28 (3) one member from the Metropolitan Council, appointed by the chair of the
16.29 Metropolitan Council;

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

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

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

17.6 Subd. 4. **Membership; requirements.** (a) To be eligible for appointment to the advisory
17.7 committee, an individual must have experience or expertise sufficient to provide assistance
17.8 in implementation or technical review related to the requirements under section 161.178.
17.9 Each appointing authority must consider appointment of individuals with expertise in travel
17.10 demand modeling, emissions modeling, traffic forecasting, land use planning, or
17.11 transportation-related greenhouse gas emissions assessment and analysis. In appointing the
17.12 members under subdivision 3, clause (6), the commissioner must also consider technical
17.13 expertise in other relevant areas, which may include but is not limited to public health or
17.14 natural systems management.

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

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

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

17.21 (2) reviewing and making recommendations on:

17.22 (i) impact assessment requirements;

17.23 (ii) models and tools for impact assessment;

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

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

17.26 (v) reporting and data collection;

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

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

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

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

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

18.6 (c) The advisory committee is subject to the Minnesota Data Practices Act under chapter
18.7 13 and to the Minnesota Open Meeting Law under chapter 13D.

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

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

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

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

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

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

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

18.29 Subd. 5. **High voltage transmission; coordination required.** Upon written request,
18.30 the commissioner must engage in coordination activities with a utility or transmission line
18.31 developer to review requested highway corridors for potential permitted locations for
18.32 transmission lines. The commissioner must assign a project coordinator within 30 days of

19.1 receiving the written request. The commissioner must share all known plans with affected
19.2 utilities or transmission line developers on potential future projects in the highway corridor
19.3 if the potential highway project impacts the placement or siting of high voltage transmission
19.4 lines.

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

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

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

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

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

19.24 (d) Notwithstanding the requirements of subdivision 7 and section 161.46, subdivision
19.25 2, if the commissioner requires the relocation of a transmission line in the interstate highway
19.26 right-of-way earlier than what was agreed upon in paragraph (c) in the constructability
19.27 report or provides less than a seven-year notice of relocation in the agreed upon
19.28 constructability report, the commissioner is responsible for 75 percent of the relocation
19.29 costs.

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

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

20.3 Subd. 7. **High voltage transmission; relocation reimbursement prohibited.** (a) A
20.4 high voltage transmission line that receives a route permit under chapter 216E on or after
20.5 July 1, 2024, is not eligible for relocation reimbursement under section 161.46, subdivision
20.6 2.

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

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

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

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

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

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

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

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

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

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

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

20.30 Subd. 2. **Relocation of facilities; reimbursement.** ~~(a)~~ Whenever the commissioner ~~shall~~
20.31 ~~determine~~ determines that the relocation of any utility facility is necessitated by the

21.1 construction of a project on the routes of federally aided state trunk highways, including
 21.2 urban extensions thereof, ~~which routes~~ that are included within the National System of
 21.3 Interstate Highways, the owner or operator of ~~such~~ the utility facility ~~shall~~ must relocate
 21.4 ~~the same~~ utility facility in accordance with the order of the commissioner. ~~After the~~
 21.5 ~~completion of such relocation the cost thereof shall be ascertained and paid by the state out~~
 21.6 ~~of trunk highway funds; provided, however, the amount to be paid by the state for such~~
 21.7 ~~reimbursement shall not exceed the amount on which the federal government bases its~~
 21.8 ~~reimbursement for said interstate system.~~ Except as provided in section 161.45, subdivision
 21.9 6, paragraph (d), or 7, upon the completion of relocation of a utility facility, the cost of
 21.10 relocation must be ascertained and paid out of the trunk highway fund by the commissioner,
 21.11 provided the amount paid by the commissioner for reimbursement to a utility does not
 21.12 exceed the amount on which the federal government bases its reimbursement for the interstate
 21.13 highway system.

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

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

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

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

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

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

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

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

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

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

22.4 ~~(e)~~ (b) The permit is valid for a period of 60 days. The permit must be in a format
 22.5 prescribed by the commissioner, affixed to the rear of the vehicle where a license plate
 22.6 would normally be affixed, and plainly visible. The permit is valid only for the vehicle for
 22.7 which it was issued to allow a reasonable time for the new plates to be manufactured and
 22.8 delivered to the applicant. The permit may be issued only by the commissioner or by a
 22.9 deputy registrar under section 168.33.

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

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

22.12 **168.092 ~~21-DAY~~ 60-DAY TEMPORARY VEHICLE PERMIT.**

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

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

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

22.24 Sec. 15. Minnesota Statutes 2023 Supplement, section 168.1259, subdivision 5, is amended
 22.25 to read:

22.26 Subd. 5. **Contributions; account; appropriation.** (a) Contributions collected under
 22.27 subdivision 2, paragraph (a), clause (5), must be deposited in the Minnesota professional
 22.28 sports team foundations account, which is established in the special revenue fund. Money
 22.29 in the account is appropriated to the commissioner of public safety. This appropriation is
 22.30 first for the annual cost of administering the account funds, and the remaining funds are for
 22.31 distribution to the foundations in proportion to the total number of Minnesota professional

23.1 sports team foundation plates issued for that year. Proceeds from a plate that includes the
 23.2 marks and colors of all foundations must be divided evenly between all foundations.

23.3 ~~The foundations~~ (b) A foundation must only use the proceeds as follows:

23.4 (1) for philanthropic or charitable purposes; or

23.5 (2) by designating the funds to be used for the Minnesota Loon Restoration Project.

23.6 (c) The commissioner must annually transfer funds designated under paragraph (b),
 23.7 clause (2), from the Minnesota professional sports team foundations account to the Minnesota
 23.8 critical habitat private sector matching account under section 84.943 for purposes of the
 23.9 Minnesota Loon Restoration Project.

23.10 Sec. 16. **[168.1283] ROTARY INTERNATIONAL PLATES.**

23.11 Subdivision 1. **Issuance of plates.** The commissioner must issue Rotary International
 23.12 special license plates or a single motorcycle plate to an applicant who:

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

23.15 (2) pays the registration tax as required under section 168.013;

23.16 (3) pays a fee in the amount specified under section 168.12, subdivision 5, for each set
 23.17 of plates, along with any other fees required by this chapter;

23.18 (4) contributes \$25 upon initial application and a minimum of \$5 annually to the Rotary
 23.19 District 5950 Foundation account; and

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

23.22 Subd. 2. **Design.** The commissioner must adopt a suitable design for the plate that must
 23.23 include the Rotary International symbol and the phrase "Service Above Self."

23.24 Subd. 3. **Plates transfer.** On application to the commissioner and payment of a transfer
 23.25 fee of \$5, special plates may be transferred to another qualified motor vehicle that is
 23.26 registered to the same individual to whom the special plates were originally issued.

23.27 Subd. 4. **Exemption.** Special plates issued under this section are not subject to section
 23.28 168.1293, subdivision 2.

23.29 Subd. 5. **Contributions; account; appropriation.** Contributions collected under
 23.30 subdivision 1, clause (4), must be deposited in the Rotary District 5950 Foundation account,
 23.31 which is established in the special revenue fund. Money in the account is annually

24.1 appropriated to the commissioner of public safety. This appropriation is first for the annual
24.2 cost of administering the account funds, and the remaining funds must be distributed to
24.3 Rotary District 5950 Foundation to further the rotary's mission of service, fellowship,
24.4 diversity, integrity, and leadership. Funds distributed under this subdivision must be used
24.5 on projects within this state.

24.6 **EFFECTIVE DATE.** This section is effective January 1, 2025, for Rotary International
24.7 special plates issued on or after that date.

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

24.9 Subd. 3. **Late fee.** In addition to any fee or tax otherwise authorized or imposed upon
24.10 the transfer of title for a motor vehicle, the commissioner of public safety ~~shall~~ must impose
24.11 a \$2 additional fee for failure to deliver a title transfer within ~~ten business days~~ the period
24.12 specified under section 168A.10, subdivision 2.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

25.31 (2) meets the requirements for bicycles under Code of Federal Regulations, title 16, part
25.32 1512, or successor requirements;

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

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

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

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

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

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

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

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

26.21 (1) a pedestrian;

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

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

26.24 (4) on an implement of husbandry; or

26.25 (5) riding an animal.

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

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

26.29 Subd. 6. **Driver education curriculum; vulnerable road users.** The ~~class D curriculum,~~
26.30 ~~in addition to driver education classroom curriculum prescribed in rules of statutes for class~~

27.1 ~~D motor vehicles, must include instruction on~~ commissioner must adopt rules for persons
 27.2 enrolled in driver education programs offered at public schools, private schools, and
 27.3 commercial driver training schools, requiring inclusion in the course of instruction a section
 27.4 on vulnerable road users. The instruction must include information on:

27.5 (1) the rights and responsibilities of vulnerable road users, as defined in section 169.011,
 27.6 subdivision 92b;

27.7 (2) the specific duties of a driver when encountering a bicycle, other nonmotorized
 27.8 vehicles, or a pedestrian;

27.9 (3) safety risks for vulnerable road users and motorcyclists or other operators of two-
 27.10 or three-wheeled vehicles; and

27.11 (4) best practices to minimize dangers and avoid collisions with vulnerable road users
 27.12 and motorcyclists or other operators of two- or three-wheeled vehicles.

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

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

27.18 (b) A person may operate a class 1 or class 2 electric-assisted bicycle with the motor
 27.19 engaged on a bicycle path, bicycle trail, or shared use path unless prohibited under section
 27.20 85.015, subdivision 1d; 85.018, subdivision 2, paragraph (d); or 160.263, subdivision 2,
 27.21 paragraph (b), as applicable.

27.22 (c) A person may operate a class 3 electric-assisted bicycle or multiple mode
 27.23 electric-assisted bicycle with the motor engaged on a bicycle path, bicycle trail, or shared
 27.24 use path unless the local authority or state agency having jurisdiction over the bicycle path
 27.25 or trail prohibits the operation.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

29.28 (b) Except as provided in subdivision 3, unless maximum bail is imposed under section
29.29 629.471, a person described in paragraph (a) may be released from detention only if the
29.30 person agrees to the following conditions pending resolution of the charge:

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

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

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

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

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

30.14 (d) A defendant charged with a violation of section 169A.20, subdivision 1, clause (2),
 30.15 (3), (4), (7), or (8); or subdivision 2, clause (2), if the court issued the warrant based on
 30.16 probable cause to believe that the person was under the influence of a controlled substance
 30.17 or an intoxicating substance, must be monitored through the use of random urine analyses
 30.18 conducted at least weekly.

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

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

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

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

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

31.1 request for reinstatement or at the time of the arrest for the offense listed under clause (2),
31.2 item (i), subitem (A) or (B), or (ii), subitem (A) or (B), as based on:

31.3 (i) a request by the person for reinstatement, on a form to be provided by the Department
31.4 of Public Safety;

31.5 (ii) the person's attestation under penalty of perjury; and

31.6 (iii) the submission by the driver of certified copies of vehicle registration records and
31.7 driving records for the period from the arrest until the driver seeks reinstatement of driving
31.8 privileges; or

31.9 (2) the person used the ignition interlock device and complied with section 171.306 for
31.10 a period of not less than:

31.11 (i) one year, for a person whose driver's license was revoked for:

31.12 (A) an offense occurring within ten years of a qualified prior impaired driving incident;
31.13 or

31.14 (B) an offense occurring after two qualified prior impaired driving incidents; or

31.15 (ii) two years, for a person whose driver's license was revoked for:

31.16 (A) an offense occurring under item (i), subitem (A) or (B), and the test results indicated
31.17 an alcohol concentration of twice the legal limit or more; or

31.18 (B) an offense occurring under item (i), subitem (A) or (B), and the current offense is
31.19 for a violation of section 169A.20, subdivision 2.

31.20 (b) A person whose driver's license has been canceled or denied as a result of three or
31.21 more qualified impaired driving incidents involving at least one alcohol-related offense
31.22 shall not be eligible for reinstatement of driving privileges without an ignition interlock
31.23 restriction until the person:

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

31.26 (2) has submitted verification of abstinence from alcohol and controlled substances
31.27 under paragraph (c), as evidenced by the person's use of an ignition interlock device or other
31.28 chemical monitoring device approved by the commissioner.

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

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

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

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

32.8 (d) A person whose driver's license has been revoked as a result of a controlled or
32.9 intoxicating substance offense listed under clause (2) shall not be eligible for reinstatement
32.10 of driving privileges without participating in the intensive testing program established under
32.11 section 171.307 until the commissioner certifies that either:

32.12 (1) the person did not own or lease a vehicle at the time of the offense or at any time
32.13 between the time of the offense and the driver's request for reinstatement, or commit a
32.14 violation of chapter 169, 169A, or 171 between the time of the offense and the driver's
32.15 request for reinstatement or at the time of the arrest for the offense listed under clause (2),
32.16 item (i), subitem (A) or (B), or (ii), subitem (A) or (B), as based on:

32.17 (i) a request by the person for reinstatement, on a form to be provided by the Department
32.18 of Public Safety;

32.19 (ii) the person's attestation under penalty of perjury; and

32.20 (iii) the submission by the driver of certified copies of vehicle registration records and
32.21 driving records for the period from the arrest until the driver seeks reinstatement of driving
32.22 privileges; or

32.23 (2) the person participated in the intensive testing program and complied with section
32.24 171.307 for a period of not less than:

32.25 (i) one year, for a person whose driver's license was revoked for:

32.26 (A) an offense occurring within ten years of a qualified prior impaired driving incident;
32.27 or

32.28 (B) an offense occurring after two qualified prior impaired driving incidents; or

32.29 (ii) two years, for a person whose driver's license was revoked for:

32.30 (A) an offense occurring under item (i), subitem (A) or (B), and the test results indicated
32.31 an alcohol concentration of twice the legal limit or more; or

33.1 (B) an offense occurring under item (i), subitem (A) or (B), and the current offense is
33.2 for a violation of section 169A.20, subdivision 2.

33.3 (e) A person whose driver's license has been canceled or denied as a result of three or
33.4 more qualified impaired driving incidents involving at least one controlled or intoxicating
33.5 substance offense shall not be eligible for reinstatement of driving privileges without
33.6 participating in the intensive testing program until the person:

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

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

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

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

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

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

33.21 (g) As used in this subdivision:

33.22 (1) "alcohol-related offense" means a violation of section 169A.20, subdivision 1, clause
33.23 (1), (5), or (6); subdivision 1, clause (4), where one of the elements involves a violation of
33.24 clause (1); subdivision 2, clause (1); or subdivision 2, clause (2), if the court issued the
33.25 warrant based on probable cause to believe that the person was under the influence of
33.26 alcohol; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

35.23 Subdivision 1. **Definitions.** (a) As used in this section, the terms in this subdivision have
35.24 the meanings given them.

35.25 (b) "Ignition interlock device" or "device" means equipment that is designed to measure
35.26 breath alcohol concentration and to prevent a motor vehicle's ignition from being started
35.27 by a person whose breath alcohol concentration measures 0.02 or higher on the equipment.

35.28 (c) "Incident involving alcohol" means:

35.29 (1) a test failure as described in section 169A.52, subdivision 2, paragraph (a), clause
35.30 (1) or (2); or section 171.177, subdivision 3, clause (2), item (i) or (ii);

35.31 (2) a test refusal as described in section 169A.52, subdivision 3, or section 171.177,
35.32 subdivision 3, clause (1), when there was probable cause to believe the person had been

36.1 driving, operating, or in physical control of a motor vehicle in violation of section 169A.20,
 36.2 subdivision 1, clause (1), (5), or (6); or subdivision 1, clause (4), where one of the elements
 36.3 involves a violation of clause (1);

36.4 (3) a conviction for a violation of section 169A.20, subdivision 1, clause (1), (5), or (6);
 36.5 or subdivision 1, clause (4), where one of the elements involves a violation of clause (1);
 36.6 or

36.7 (4) a determination by the commissioner pursuant to section 171.04, subdivision 1,
 36.8 clause (10), that the person is inimical to public safety based on one or more violations of
 36.9 section 169A.20, subdivision 1, clause (1), (5), or (6); or subdivision 1, clause (4), where
 36.10 one of the elements involves a violation of clause (1).

36.11 ~~(e)~~ (d) "Location tracking capabilities" means the ability of an electronic or wireless
 36.12 device to identify and transmit its geographic location through the operation of the device.

36.13 ~~(d)~~ (e) "Program participant" means a person who has qualified to take part in the ignition
 36.14 interlock program under this section, and whose driver's license, as a result of an incident
 36.15 involving alcohol, has been:

36.16 (1) revoked, canceled, or denied under section 169A.52; 169A.54; 171.04, subdivision
 36.17 1, clause (10); or 171.177; or

36.18 (2) revoked under section 171.17, subdivision 1, paragraph (a), clause (1), or suspended
 36.19 under section 171.187, for a violation of section 609.2113, subdivision 1, clause (2), item
 36.20 (i) or (iii), (3), or (4); subdivision 2, clause (2), item (i) or (iii), (3), or (4); or subdivision
 36.21 3, clause (2), item (i) or (iii), (3), or (4); or 609.2114, subdivision 2, clause (2), item (i) or
 36.22 (iii), (3), or (4), resulting in bodily harm, substantial bodily harm, or great bodily harm.

36.23 ~~(e)~~ (f) "Qualified prior impaired driving incident" has the meaning given in section
 36.24 169A.03, subdivision 22.

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

36.27 Sec. 32. Minnesota Statutes 2022, section 171.306, subdivision 8, is amended to read:

36.28 Subd. 8. **Rulemaking.** ~~In establishing~~ The commissioner may adopt rules to implement
 36.29 this section, including but not limited to rules regarding the performance standards and
 36.30 certification process of subdivision 2; and the program guidelines of subdivision 3, and any
 36.31 other rules necessary to implement this section, the commissioner is subject to chapter 14.

36.32 **EFFECTIVE DATE.** This section is effective August 1, 2024.

37.1 Sec. 33. [171.307] INTENSIVE TESTING PROGRAM.

37.2 Subdivision 1. Definitions. (a) As used in this section, the following terms have the
37.3 meanings given.

37.4 (b) "Incident involving a controlled substance or intoxicating substance" means:

37.5 (1) a test failure as described in section 169A.52, subdivision 2, paragraph (a), clause
37.6 (3); or 171.177, subdivision 3, clause (2), item (iii);

37.7 (2) a test refusal as described in section 169A.52, subdivision 3, or 171.177, subdivision
37.8 3, clause (1), when there was probable cause to believe the person had been driving,
37.9 operating, or in physical control of a motor vehicle in violation of section 169A.20,
37.10 subdivision 1, clause (2), (3), (4), (7), or (8); or subdivision 2, clause (2), if the court issued
37.11 the warrant based on probable cause to believe that the person was under the influence of
37.12 a controlled substance or an intoxicating substance;

37.13 (3) a conviction for a violation of section 169A.20, subdivision 1, clause (2), (3), (4),
37.14 (7), or (8); or

37.15 (4) a determination by the commissioner pursuant to section 171.04, subdivision 1,
37.16 clause (10), that the person is inimical to public safety based on one or more violations of
37.17 section 169A.20, subdivision 1, clause (2), (3), (4), (7), or (8).

37.18 (c) "Program participant" means a person who has qualified to take part in the intensive
37.19 testing program under this section, and whose driver's license, as the result of an incident
37.20 involving a controlled substance or intoxicating substance, has been:

37.21 (1) revoked, canceled, or denied under section 169A.52; 169A.54; 171.04, subdivision
37.22 1, clause (10); or 171.177; or

37.23 (2) revoked under section 171.17, subdivision 1, paragraph (a), clause (1), or suspended
37.24 under section 171.187, for a violation of section 609.2113, subdivision 1, clause (2), item
37.25 (ii), (iii), or (iv), (5), or (6); subdivision 2, clause (2), item (ii), (iii), or (iv), (5), or (6); or
37.26 subdivision 3, clause (2), item (ii), (iii), or (iv), (5), or (6); or 609.2114, subdivision 2, clause
37.27 (2), item (ii), (iii), or (iv), (5), or (6), resulting in bodily harm, substantial bodily harm, or
37.28 great bodily harm.

37.29 (d) "Qualified prior impaired driving incident" has the meaning given in section 169A.03,
37.30 subdivision 22.

37.31 Subd. 2. Program requirements. (a) The commissioner must establish guidelines for
37.32 participation in the intensive testing program. A person who seeks to participate in the

38.1 program must sign a written acknowledgment that the person has received, reviewed, and
38.2 agreed to abide by the program guidelines.

38.3 (b) The program guidelines must include provisions clearly identifying and prohibiting
38.4 the use of masking agents.

38.5 (c) The program guidelines must include provisions requiring disclosure of any
38.6 prescription medications and protocols to assure that testing accounts for prescribed
38.7 medications that are taken within the therapeutic range.

38.8 (d) The commissioner must enter a notation on a person's driving record to indicate that
38.9 the person is a program participant.

38.10 (e) A person under the age of 18 years is not eligible to be a program participant.

38.11 (f) A program participant must pay costs associated with any required urine analyses.

38.12 (g) A program participant must participate in any treatment recommended in a chemical
38.13 use assessment report.

38.14 (h) A program participant must submit to regular and random urine analyses and other
38.15 testing that take place at least weekly. The results of a random urine analysis or other test
38.16 that is ordered by a court or required by probation satisfy the requirement in this paragraph
38.17 for the week in which the urine analysis or other test was administered if the results clearly
38.18 indicate that the program participant submitted to the urine analysis or test, identify the date
38.19 of the test, and are submitted to the commissioner in a form and manner approved by the
38.20 commissioner. If a program participant chooses to submit the results of urine analyses or
38.21 other tests ordered by a court or required by probation, the commissioner may require that
38.22 the program participant sign a written authorization for the release of the results and any
38.23 related information including but not limited to information that is a health record as defined
38.24 in section 144.291, subdivision 2, paragraph (c).

38.25 Subd. 3. **Issuance of restricted license.** (a) Beginning January 1, 2026, the commissioner
38.26 must issue a class D driver's license, subject to the applicable limitations and restrictions
38.27 of this section, to a program participant who meets the requirements of this section and the
38.28 program guidelines. The commissioner must not issue a license unless the program participant
38.29 has provided satisfactory proof that:

38.30 (1) the participant has submitted to a minimum number of preliminary urine analyses
38.31 as required by the commissioner that tested negative for the presence of a controlled substance
38.32 or its metabolite and for the presence of specified intoxicating substances; and

39.1 (2) the participant has insurance coverage on any vehicle the participant owns or operates
39.2 regularly. If the participant has previously been convicted of violating section 169.791,
39.3 169.793, or 169.797 or the participant's license has previously been suspended or canceled
39.4 under section 169.792 or 169.797, the commissioner must require the participant to present
39.5 an insurance identification card that is certified by the insurance company to be noncancelable
39.6 for a period not to exceed 12 months.

39.7 (b) A program participant whose driver's license has been: (1) revoked under section
39.8 169A.52, subdivision 3, paragraph (a), clause (1), (2), or (3), or subdivision 4, paragraph
39.9 (a), clause (1), (2), or (3); 169A.54, subdivision 1, clause (1), (2), (3), or (4); or 171.177,
39.10 subdivision 4, paragraph (a), clause (1), (2), or (3), or subdivision 5, paragraph (a), clause
39.11 (1), (2), or (3); or (2) revoked under section 171.17, subdivision 1, paragraph (a), clause
39.12 (1), or suspended under section 171.187, for a violation of section 609.2113, subdivision
39.13 1, clause (2), item (ii), (iii), or (iv), (5), or (6); subdivision 2, clause (2), item (ii), (iii), or
39.14 (iv), (5), or (6); or subdivision 3, clause (2), item (ii), (iii), or (iv), (5), or (6); or 609.2114,
39.15 subdivision 2, clause (2), item (ii), (iii), or (iv), (5), or (6), resulting in bodily harm,
39.16 substantial bodily harm, or great bodily harm, where the participant has fewer than two
39.17 qualified prior impaired driving incidents within the past ten years or fewer than three
39.18 qualified prior impaired driving incidents ever; may apply for conditional reinstatement of
39.19 the driver's license, subject to the intensive testing program.

39.20 (c) A program participant whose driver's license has been: (1) revoked, canceled, or
39.21 denied under section 169A.52, subdivision 3, paragraph (a), clause (4), (5), or (6), or
39.22 subdivision 4, paragraph (a), clause (4), (5), or (6); 169A.54, subdivision 1, clause (5), (6),
39.23 or (7); or 171.177, subdivision 4, paragraph (a), clause (4), (5), or (6), or subdivision 5,
39.24 paragraph (a), clause (4), (5), or (6); or (2) revoked under section 171.17, subdivision 1,
39.25 paragraph (a), clause (1), or suspended under section 171.187, for a violation of section
39.26 609.2113, subdivision 1, clause (2), item (ii), (iii), or (iv), (5), or (6); subdivision 2, clause
39.27 (2), item (ii), (iii), or (iv), (5), or (6); or subdivision 3, clause (2), item (ii), (iii), or (iv), (5),
39.28 or (6); or 609.2114, subdivision 2, clause (2), item (ii), (iii), or (iv), (5), or (6), resulting in
39.29 bodily harm, substantial bodily harm, or great bodily harm, where the participant has two
39.30 or more qualified prior impaired driving incidents within the past ten years or three or more
39.31 qualified prior impaired driving incidents ever; may apply for conditional reinstatement of
39.32 the driver's license, subject to the intensive testing program, if the program participant is
39.33 enrolled in a licensed substance use disorder treatment or rehabilitation program as
39.34 recommended in a chemical use assessment. As a prerequisite to eligibility for eventual
39.35 reinstatement of full driving privileges, a participant whose chemical use assessment

40.1 recommended treatment or rehabilitation must complete a licensed substance use disorder
40.2 treatment or rehabilitation program. If the program participant submits a urine analysis that
40.3 tests positive for the presence of a controlled substance or its metabolite or for the presence
40.4 of any specified intoxicating substances, the commissioner must extend the time period that
40.5 the participant must participate in the program until the participant has reached the required
40.6 abstinence period described in section 169A.55, subdivision 4.

40.7 (d) Notwithstanding any statute or rule to the contrary, the commissioner has authority
40.8 to determine when a program participant is eligible for restoration of full driving privileges,
40.9 except that the commissioner must not reinstate full driving privileges until the program
40.10 participant has met all applicable prerequisites for reinstatement under section 169A.55 and
40.11 until the program participant has not tested positive for the presence of a controlled substance
40.12 or its metabolite or for the presence of any specified intoxicating substances during the
40.13 preceding 90 days.

40.14 Subd. 4. **Penalties; program violations.** (a) If a program participant violates a condition
40.15 of a license conditionally reinstated under subdivision 3 and section 171.30, or violates the
40.16 program guidelines under subdivision 2, the commissioner must extend the person's
40.17 revocation period under section 169A.52, 169A.54, or 171.177 by:

40.18 (1) 180 days for a first violation;

40.19 (2) one year for a second violation; or

40.20 (3) 545 days for a third and each subsequent violation.

40.21 (b) Notwithstanding paragraph (a), the commissioner may terminate participation in the
40.22 program by any person when, in the commissioner's judgment, termination is necessary for
40.23 the interests of public safety and welfare. In the event of termination, the commissioner
40.24 must not reduce the applicable revocation period under section 169A.52, 169A.54, or 171.177
40.25 by the amount of time during which the person possessed a limited or restricted driver's
40.26 license issued under subdivision 3.

40.27 Subd. 5. **Tampering; penalties.** A program participant who tampers with a test required
40.28 under this section, including but not limited to submitting a false or adulterated sample, or
40.29 a person who advises or otherwise assists a program participant in tampering with a test
40.30 required under this section is guilty of a misdemeanor.

40.31 Subd. 6. **Venue.** In addition to the provisions of Rule 24 of the Rules of Criminal
40.32 Procedure and section 627.01, a violation of subdivision 5 may be prosecuted in:

40.33 (1) the county in which the tampering is alleged to have taken place;

41.1 (2) the county in which the accused resides; or

41.2 (3) the county in which the impaired driving incident occurred, which resulted in the
41.3 accused being issued a driver's license with an intensive testing program restriction.

41.4 Subd. 7. **Data.** Data on program participants collected under this section are private data
41.5 on individuals as defined in section 13.02, subdivision 12. Data must be maintained in the
41.6 same manner as all other driver's license records. Access to the data is subject to the
41.7 provisions of section 171.12, subdivision 1a.

41.8 Subd. 8. **Rulemaking.** The commissioner may adopt rules to implement this section,
41.9 including but not limited to rules establishing or amending the program guidelines under
41.10 subdivision 2.

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

41.13 Sec. 34. Minnesota Statutes 2022, section 174.02, is amended by adding a subdivision to
41.14 read:

41.15 Subd. 11. **Tribal worksite training program.** The commissioner must establish a Tribal
41.16 worksite training program for state-funded construction projects. The commissioner may
41.17 enter into an agreement with any private, public, or Tribal entity for the planning, designing,
41.18 developing, and hosting of the program.

41.19 Sec. 35. **[174.249] ZERO-EMISSION TRANSIT BUSES.**

41.20 Subdivision 1. **Definition.** For purposes of this section, "zero-emission transit bus" has
41.21 the meaning given in section 473.3927, subdivision 1a.

41.22 Subd. 2. **Bus procurement exemptions.** (a) The commissioner must establish a process
41.23 to issue a procurement exemption from the requirements under sections 473.388, subdivision
41.24 9, and 473.3927, subdivision 4. An exemption may (1) extend the commencement date for
41.25 the respective zero-emission transit bus procurement requirements, or (2) provide for a
41.26 modified zero-emission transit bus procurement percentage or phase-in schedule.

41.27 (b) An entity that seeks an exemption must submit an application, in the form and manner
41.28 specified by the commissioner, that includes:

41.29 (1) a justification for the exemption;

41.30 (2) a review of activities related to zero-emission transit bus transition planning;

42.1 (3) demonstration of efforts to procure zero-emission transit buses and associated
 42.2 infrastructure;

42.3 (4) a proposed timeline for full compliance, which must include annual procurement
 42.4 targets and associated milestones; and

42.5 (5) information required by the commissioner.

42.6 (c) The commissioner may only issue a procurement exemption following a determination
 42.7 that:

42.8 (1) the applicant has made good faith effort to follow the guidance and recommendations
 42.9 of the transition plan under section 473.3927; and

42.10 (2) full compliance with procurement requirements is not feasible within the specified
 42.11 time period due to:

42.12 (i) technology, infrastructure, utility interconnection, funding, or bus availability
 42.13 constraints;

42.14 (ii) a resulting material impact on service reliability or on other means of reducing
 42.15 greenhouse gas emissions under the transit provider's purview, including transit service
 42.16 expansion; or

42.17 (iii) other specified and documented constraints.

42.18 (d) The commissioner must deny an application for a procurement exemption following
 42.19 a determination that the applicant made inadequate efforts to meet the relevant procurement
 42.20 requirements.

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

42.22 Sec. 36. Minnesota Statutes 2023 Supplement, section 174.38, subdivision 3, is amended
 42.23 to read:

42.24 **Subd. 3. Active transportation accounts.** (a) An active transportation account is
 42.25 established in the special revenue fund. The account consists of funds provided by law and
 42.26 any other money donated, allotted, transferred, or otherwise provided to the account. Money
 42.27 in the account is annually appropriated to the commissioner and must be expended only ~~on~~
 42.28 ~~projects that receive financial assistance~~ as provided under this section.

42.29 (b) An active transportation account is established in the bond proceeds fund. The account
 42.30 consists of state bond proceeds appropriated to the commissioner. Money in the account
 42.31 may only be expended on bond-eligible costs of a project receiving financial assistance as

43.1 provided under this section. Money in the account may only be expended on a project that
43.2 is publicly owned.

43.3 ~~(c) An active transportation account is established in the general fund. The account~~
43.4 ~~consists of money as provided by law and any other money donated, allotted, transferred,~~
43.5 ~~or otherwise provided to the account. Money in the account may only be expended on a~~
43.6 ~~project receiving financial assistance as provided under this section.~~

43.7 Sec. 37. Minnesota Statutes 2023 Supplement, section 174.38, subdivision 6, is amended
43.8 to read:

43.9 Subd. 6. **Use of funds.** (a) The commissioner must determine permissible uses of ~~financial~~
43.10 ~~assistance~~ funds available under this section, which are limited to:

43.11 (1) construction and maintenance of bicycle, trail, and pedestrian infrastructure, including
43.12 but not limited to safe routes to school infrastructure and bicycle facilities and centers; ~~and~~

43.13 (2) noninfrastructure programming, including activities as specified in section 174.40,
43.14 subdivision 7a, paragraph (b); and

43.15 (3) as provided in this subdivision.

43.16 (b) Of the amount made available in each fiscal year, the first \$500,000 is for grants to
43.17 develop, maintain, and implement active transportation safety curriculum for youth ages
43.18 five to 14 years old, and if remaining funds are available, for (1) youth ages 15 to 17 years
43.19 old, (2) adult active transportation safety programs, and (3) adult learn-to-ride programs.

43.20 The curriculum must include resources for teachers and must meet the model training
43.21 materials requirements under section 123B.935, subdivision 4.

43.22 (c) Of the amount made available, \$245,000 in each of fiscal years 2025 to 2028 is for
43.23 costs related to complete streets implementation training under section 174.75, subdivision
43.24 2a.

43.25 Sec. 38. **[174.595] TRANSPORTATION FACILITIES CAPITAL PROGRAM.**

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

43.28 (b) "Capital building asset" includes but is not limited to district headquarters buildings,
43.29 truck stations, salt storage or other unheated storage buildings, deicing and anti-icing
43.30 facilities, fuel dispensing facilities, highway rest areas, and vehicle weigh and inspection
43.31 stations.

44.1 (c) "Commissioner" means the commissioner of transportation.

44.2 (d) "Department" means the Department of Transportation.

44.3 (e) "Program" means the transportation facilities capital program established in this
44.4 section.

44.5 Subd. 2. **Program established.** The commissioner must establish a transportation
44.6 facilities capital program in conformance with this section to provide for capital building
44.7 asset projects related to buildings and other capital facilities of the department.

44.8 Subd. 3. **Transportation facilities capital accounts.** (a) A transportation facilities
44.9 capital account is established in the trunk highway fund. The account consists of money
44.10 appropriated from the trunk highway fund for the purposes of the program and any other
44.11 money donated, allotted, transferred, or otherwise provided to the account by law.

44.12 (b) A transportation facilities capital subaccount is established in the bond proceeds
44.13 account in the trunk highway fund. The subaccount consists of trunk highway bond proceeds
44.14 appropriated to the commissioner for the purposes of the program. Money in the subaccount
44.15 may only be expended on trunk highway purposes, including the purposes specified in this
44.16 section.

44.17 Subd. 4. **Implementation standards.** The commissioner must establish a process to
44.18 implement the program that includes allocation of funding based on review of eligible
44.19 projects as provided under subdivision 5 and prioritization as provided under subdivision
44.20 6. The process must be in conformance with trunk highway fund uses for the purposes of
44.21 constructing, improving, and maintaining the trunk highway system in the state pursuant
44.22 to the Minnesota Constitution, article XIV.

44.23 Subd. 5. **Eligible expenditures.** A project is eligible under this section only if the project:

44.24 (1) involves the construction, improvement, or maintenance of a capital building asset
44.25 that is part of the trunk highway system; and

44.26 (2) accomplishes at least one of the following:

44.27 (i) supports the programmatic mission of the department;

44.28 (ii) extends the useful life of existing buildings; or

44.29 (iii) renovates or constructs facilities to meet the department's current and future
44.30 operational needs.

44.31 Subd. 6. **Prioritization.** In prioritizing funding allocation among projects under the
44.32 program, the commissioner must consider:

45.1 (1) whether a project ensures the effective and efficient condition and operation of the
 45.2 facility;

45.3 (2) the urgency in ensuring the safe use of existing buildings;

45.4 (3) the project's total life-cycle cost;

45.5 (4) additional criteria for priorities otherwise specified in law that apply to a category
 45.6 listed in the act making an appropriation for the program; and

45.7 (5) any other criteria the commissioner deems necessary.

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

45.9 Sec. 39. Minnesota Statutes 2023 Supplement, section 174.634, subdivision 2, is amended
 45.10 to read:

45.11 **Subd. 2. Passenger rail account; transfers; appropriation.** (a) A passenger rail account
 45.12 is established in the special revenue fund. The account consists of funds as provided in this
 45.13 subdivision and any other money donated, allotted, transferred, collected, or otherwise
 45.14 provided to the account.

45.15 (b) By July 15 annually beginning in calendar year 2027, the commissioner of revenue
 45.16 must transfer an amount from the general fund to the passenger rail account that equals 50
 45.17 percent of the portion of the state general tax under section 275.025 levied on railroad
 45.18 operating property, as defined under section 273.13, subdivision 24, in the prior calendar
 45.19 year.

45.20 (c) Money in the account is annually appropriated to the commissioner of transportation
 45.21 for the ~~net~~ operating and capital maintenance costs of intercity passenger rail, which may
 45.22 include but are not limited to planning, designing, developing, constructing, equipping,
 45.23 administering, operating, promoting, maintaining, and improving passenger rail service
 45.24 within the state, after accounting for operating revenue, federal funds, and other sources.

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

45.26 Sec. 40. Minnesota Statutes 2023 Supplement, section 174.634, is amended by adding a
 45.27 subdivision to read:

45.28 **Subd. 3. Fee and revenue collection authorized.** In order to maintain a balanced
 45.29 transportation system in the state required by the public convenience and necessity, the
 45.30 commissioner may, directly or through a contractor, vendor, operator, or partnership with
 45.31 a federal or state government entity, including Amtrak, collect a fee or other revenue related

46.1 to passenger rail services within the state. Fees and revenue to be collected include but are
46.2 not limited to fees and revenue generated through ticket sales and sales of on-board and
46.3 promotional goods. Revenue may be collected as determined by the commissioner. Fees
46.4 and revenue collected under this subdivision must be deposited in the passenger rail account
46.5 in the special revenue fund. Fees and revenue under this section are not subject to section
46.6 16A.1283.

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

46.8 Sec. 41. Minnesota Statutes 2022, section 174.75, subdivision 1, is amended to read:

46.9 Subdivision 1. ~~Definition~~ **Definitions.** (a) For purposes of this section, the following
46.10 terms have the meanings given.

46.11 (b) "Complete streets" is the planning, scoping, design, implementation, operation, and
46.12 maintenance of roads in order to reasonably address the safety and accessibility needs of
46.13 users of all ages and abilities. Complete streets considers the needs of motorists, pedestrians,
46.14 transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along
46.15 and across roads, intersections, and crossings in a manner that is sensitive to the local context
46.16 and recognizes that the needs vary in urban, suburban, and rural settings.

46.17 (c) "Vulnerable road user" has the meaning given in section 169.011, subdivision 92b.

46.18 Sec. 42. Minnesota Statutes 2022, section 174.75, subdivision 2, is amended to read:

46.19 Subd. 2. **Implementation.** (a) The commissioner ~~shall~~ must implement a complete
46.20 streets policy after consultation with stakeholders, state and regional agencies, local
46.21 governments, and road authorities. The commissioner, after such consultation, ~~shall~~ must
46.22 address relevant protocols, guidance, standards, requirements, and training, ~~and shall~~
46.23 integrate.

46.24 (b) The complete streets policy must include but is not limited to:

46.25 (1) integration of related principles of context-sensitive solutions;

46.26 (2) integration throughout the project development process;

46.27 (3) methods to evaluate inclusion of active transportation facilities in a project, which
46.28 may include but are not limited to sidewalks, crosswalk markings, pedestrian accessibility,
46.29 and bikeways; and

46.30 (4) consideration of consultation with other road authorities regarding existing and
46.31 planned active transportation network connections.

47.1 Sec. 43. Minnesota Statutes 2022, section 174.75, is amended by adding a subdivision to
47.2 read:

47.3 Subd. 2a. **Implementation guidance.** The commissioner must maintain guidance that
47.4 accompanies the complete streets policy under this section. The guidance must include
47.5 sections on:

47.6 (1) an analysis framework that provides for:

47.7 (i) identification of characteristics of a project;

47.8 (ii) highway system categorization based on context, including population density, land
47.9 use, density and scale of surrounding development, volume of highway use, and the nature
47.10 and extent of active transportation; and

47.11 (iii) relative emphasis for different road system users in each of the categories under
47.12 item (ii) in a manner that supports safety and mobility of vulnerable road users, motorcyclists
47.13 or other operators of two- or three-wheeled vehicles, and public transit users; and

47.14 (2) an analysis of speed limit reductions and associated roadway design modifications
47.15 to support safety and mobility in active transportation.

47.16 Sec. 44. Minnesota Statutes 2022, section 216E.02, subdivision 1, is amended to read:

47.17 Subdivision 1. **Policy.** The legislature hereby declares it to be the policy of the state to
47.18 locate large electric power facilities and high voltage transmission lines in an orderly manner
47.19 compatible with environmental preservation and the efficient use of resources. In accordance
47.20 with this policy the commission shall choose locations that minimize adverse human and
47.21 environmental impact while insuring continuing electric power system reliability and integrity
47.22 and insuring that electric energy needs are met and fulfilled in an orderly and timely fashion.

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

47.24 Sec. 45. Minnesota Statutes 2023 Supplement, section 219.015, subdivision 2, is amended
47.25 to read:

47.26 Subd. 2. **Railroad company assessment; account; appropriation.** (a) As provided in
47.27 this subdivision, the commissioner must annually assess railroad companies that are (1)
47.28 defined as common carriers under section 218.011; (2) classified by federal law or regulation
47.29 as Class I Railroads, Class I Rail Carriers, Class II Railroads, or Class II Rail Carriers; and
47.30 (3) operating in this state.

48.1 (b) The assessment must be calculated to allocate state rail safety inspection program
48.2 costs proportionally among carriers based on route miles operated in Minnesota at the time
48.3 of assessment. The commissioner must include in the assessment calculation all state rail
48.4 safety inspection program costs to support up to six rail safety inspector positions, including
48.5 but not limited to salary, administration, supervision, travel, equipment, training, and ongoing
48.6 state rail inspector duties.

48.7 (c) The assessments collected under this subdivision must be deposited in a state rail
48.8 safety inspection account, which is established in the special revenue fund. The account
48.9 consists of funds provided by this subdivision and section 221.0255 and any other money
48.10 donated, allotted, transferred, or otherwise provided to the account. Money in the account
48.11 is annually appropriated to the commissioner to administer the state rail safety inspection
48.12 program and for costs under section 221.0255.

48.13 **Sec. 46. [219.382] WAYSIDE DETECTOR SYSTEMS.**

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

48.16 (b) "Hazardous substance" has the meaning given in section 219.055, subdivision 1,
48.17 paragraph (e).

48.18 (c) "Wayside detector system" means one or more electronic devices that: (1) perform
48.19 automated scanning of passing trains, rolling stock, and on-track equipment to detect defects
48.20 or precursors to defects in equipment or component parts; and (2) provide notification to
48.21 individuals of a defect or precursor to a defect.

48.22 Subd. 2. Application. The requirements in this section apply to:

48.23 (1) a Class I railroad; and

48.24 (2) a Class II railroad or Class III railroad when transporting a hazardous substance at
48.25 a speed that exceeds ten miles per hour.

48.26 Subd. 3. Wayside detector system requirements. (a) A railroad must maintain
48.27 operational wayside detector systems located at intervals of:

48.28 (1) at least every ten miles of mainline track in the state; or

48.29 (2) at least every 15 miles of mainline track in the state if necessary due to the natural
48.30 terrain.

48.31 (b) A wayside detector system under this section must include a hot bearings detector
48.32 and a dragging equipment detector.

49.1 Subd. 4. **Defect notifications.** Promptly after a wayside detector system provides a
49.2 notification regarding a defect, the railroad must:

49.3 (1) stop the train in accordance with the railroad's applicable safety procedures;

49.4 (2) inspect the location of the defect from a position on the ground;

49.5 (3) if the inspection indicates that the train is not safe for movement, make necessary
49.6 repairs prior to movement;

49.7 (4) if the inspection indicates that the train is safe for movement or if repairs are
49.8 performed under clause (3):

49.9 (i) proceed at a speed that does not exceed (A) 30 miles per hour if the train is not
49.10 transporting a hazardous substance, or (B) ten miles per hour if the train is transporting a
49.11 hazardous substance; and

49.12 (ii) remove and set out any defective car at the earliest opportunity; and

49.13 (5) provide for the train crew to prepare a written inspection report and submit it to the
49.14 appropriate personnel within the railroad.

49.15 Subd. 5. **Report to commissioner.** By January 15 annually, a railroad that is subject to
49.16 this section must submit a report to the commissioner on wayside detector systems installed
49.17 in this state. At a minimum, the report must include:

49.18 (1) an overview of each wayside detector system, which must include:

49.19 (i) its type and primary characteristics;

49.20 (ii) the nearest milepost number, latitude and longitude coordinates, or other information
49.21 that specifically identifies its location; and

49.22 (iii) a review of the operational status of the hot bearings detector and the dragging
49.23 equipment detector throughout the prior 12 months; and

49.24 (2) other information on wayside detector systems as required by the commissioner.

49.25 **EFFECTIVE DATE.** This section is effective January 1, 2025.

49.26 Sec. 47. **[219.5505] TRAIN LENGTH.**

49.27 Subdivision 1. **Definition.** For purposes of this section, "railroad" means a common
49.28 carrier that is classified by federal law or regulation as a Class I railroad, Class II railroad,
49.29 or Class III railroad.

50.1 Subd. 2. **Maximum length.** A railroad must not operate a train in this state that has a
50.2 total length in excess of 8,500 feet.

50.3 Subd. 3. **Penalty.** (a) A railroad that violates this section is subject to a penalty of:

50.4 (1) not less than \$1,000 or more than \$5,000 for a first offense;

50.5 (2) not less than \$5,000 or more than \$10,000 for a second offense committed within
50.6 three years of the first offense; and

50.7 (3) not less than \$25,000 for a third or subsequent offense committed within three years
50.8 of the first offense.

50.9 (b) The commissioner of transportation may enforce this section in a civil action before
50.10 a judge of a county in which the violation occurs.

50.11 (c) Fines collected under this section must be deposited in the state rail safety inspection
50.12 account in the special revenue fund.

50.13 **EFFECTIVE DATE.** This section is effective August 1, 2024, and applies to violations
50.14 committed on or after that date.

50.15 **Sec. 48. [219.756] YARDMASTER HOURS OF SERVICE.**

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

50.18 (b) "Railroad" means a common carrier that is classified by federal law or regulation as
50.19 Class I railroad, Class II railroad, or Class III railroad.

50.20 (c) "Yardmaster" means an employee of a common carrier who is responsible for
50.21 supervising and coordinating the control of trains and engines operating within a railyard,
50.22 not including a dispatching service employee, signal employee, or train employee as those
50.23 terms are defined in United States Code, title 49, section 21101.

50.24 Subd. 2. **Hours of service.** (a) A railroad operating in this state must not require or allow
50.25 a yardmaster to remain or go on duty:

50.26 (1) in any month when the employee has spent a total of 276 hours on duty or in any
50.27 other mandatory service for the carrier;

50.28 (2) for a period exceeding 12 consecutive hours; and

50.29 (3) unless the employee has had at least ten consecutive hours off duty during the prior
50.30 24 hours.

51.1 (b) A railroad operating in this state must not require or allow a yardmaster to remain
51.2 or go on duty after the employee has initiated an on-duty period each day for six consecutive
51.3 days unless the employee has had 48 consecutive hours off at the employee's home terminal,
51.4 during which time the employee is unavailable for any service.

51.5 **EFFECTIVE DATE.** This section is effective August 1, 2024.

51.6 Sec. 49. Minnesota Statutes 2022, section 221.0255, subdivision 4, is amended to read:

51.7 Subd. 4. **Motor carrier of railroad employees; requirements.** (a) The motor carrier
51.8 of railroad employees must implement a policy that provides for annual training and
51.9 certification of the operator in:

51.10 (1) safe operation of the vehicle transporting railroad employees;

51.11 (2) knowing and understanding relevant laws, rules of the road, and safety policies;

51.12 (3) handling emergency situations;

51.13 (4) proper use of seat belts;

51.14 (5) performance of pretrip and posttrip vehicle inspections, and inspection record keeping;

51.15 and

51.16 (6) proper maintenance of required records.

51.17 (b) The motor carrier of railroad employees must:

51.18 (1) confirm that the person is not disqualified under subdivision 6, by performing a
51.19 criminal background check of the operator, which must include:

51.20 (i) a criminal history check of the state criminal records repository; and

51.21 (ii) if the operator has resided in Minnesota less than five years, a criminal history check
51.22 from each state of residence for the previous five years;

51.23 (2) annually verify the operator's driver's license;

51.24 (3) document meeting the requirements in this subdivision, which must include
51.25 maintaining at the carrier's business location:

51.26 (i) a driver qualification file on each operator who transports passengers under this
51.27 section; and

51.28 (ii) records of pretrip and posttrip vehicle inspections as required under subdivision 3,
51.29 paragraph (a), clause (3);

52.1 (4) maintain liability insurance in a minimum amount of \$5,000,000 regardless of the
52.2 seating capacity of the vehicle;

52.3 (5) maintain uninsured and underinsured coverage in a minimum amount of ~~\$1,000,000~~
52.4 \$5,000,000; and

52.5 (6) ensure inspection of each vehicle operated under this section as provided under
52.6 section 169.781.

52.7 (c) A driver qualification file under paragraph (b), clause (3), must include:

52.8 (1) a copy of the operator's most recent medical examiner's certificate;

52.9 (2) a copy of the operator's current driver's license;

52.10 (3) documentation of annual license verification;

52.11 (4) documentation of annual training;

52.12 (5) documentation of any known violations of motor vehicle or traffic laws; and

52.13 (6) responses from previous employers, if required by the current employer.

52.14 (d) The driver qualification file must be retained for one year following the date of
52.15 separation of employment of the driver from the carrier. A record of inspection under
52.16 paragraph (b), clause (3), item (ii), must be retained for one year following the date of
52.17 inspection.

52.18 (e) If a party contracts with the motor carrier on behalf of the railroad to transport the
52.19 railroad employees, then the insurance requirements may be satisfied by either that party
52.20 or the motor carrier, so long as the motor carrier is a named insured or additional insured
52.21 under any policy.

52.22 **EFFECTIVE DATE.** This section is effective August 1, 2024.

52.23 Sec. 50. Minnesota Statutes 2022, section 221.0255, subdivision 9, is amended to read:

52.24 Subd. 9. **Inspection and investigation authority.** (a) Upon receipt of a complaint form
52.25 or other information alleging a violation of this section, the commissioner must investigate
52.26 the relevant matter. Representatives of the Department of Transportation and the State Patrol
52.27 have the authority to enter, at a reasonable time and place, any vehicle or facility of the
52.28 carrier for purposes of complaint investigations, random inspections, safety reviews, audits,
52.29 or accident investigations.

53.1 (b) Failure of a railroad or motor carrier of railroad employees to permit a complaint
53.2 investigation under this subdivision is grounds for issuance of a civil penalty under
53.3 subdivision 10.

53.4 **EFFECTIVE DATE.** This section is effective August 1, 2024.

53.5 Sec. 51. Minnesota Statutes 2022, section 221.0255, is amended by adding a subdivision
53.6 to read:

53.7 Subd. 10. **Civil penalty.** (a) After completion of an investigation or as provided in
53.8 subdivision 9, paragraph (b), the commissioner may issue a civil penalty to a railroad or
53.9 motor carrier of railroad employees that violates this section. A civil penalty issued under
53.10 this paragraph is in the amount of:

53.11 (1) not less than \$200 but not more than \$500 for a first offense;

53.12 (2) not less than \$500 but not more than \$1,000 for a second offense; and

53.13 (3) not less than \$1,000 but not more than \$5,000 for a third or subsequent offense
53.14 committed within three years of the first offense.

53.15 (b) The civil penalty amounts identified under paragraph (a) are for all violations
53.16 identified in a single investigation and are not per violation.

53.17 (c) The recipient of a civil penalty under this subdivision has 30 days to notify the
53.18 commissioner in writing of intent to contest the civil penalty. If within 30 days after receiving
53.19 the civil penalty the recipient fails to notify the commissioner of intent to contest the penalty,
53.20 the civil penalty is not subject to further review.

53.21 (d) Civil penalties assessed under this subdivision are subject to chapter 14 and may be
53.22 recovered in a civil action.

53.23 (e) Civil penalties collected under this section must be deposited in the state rail safety
53.24 inspection account in the special revenue fund.

53.25 **EFFECTIVE DATE.** This section is effective August 1, 2024, and applies to violations
53.26 committed on or after that date.

53.27 Sec. 52. **[325F.661] SALE OF ELECTRIC-ASSISTED BICYCLES AND POWERED**
53.28 **CYCLES.**

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

54.1 (b) "Class 1 electric-assisted bicycle," "class 2 electric-assisted bicycle," and "class 3
54.2 electric-assisted bicycle" have the meanings given in section 169.011, subdivisions 15a,
54.3 15b, and 15c.

54.4 (c) "Electric-assisted bicycle" has the meaning given in section 169.011, subdivision
54.5 27.

54.6 (d) "Multiple mode electric-assisted bicycle" has the meaning given in section 169.011,
54.7 subdivision 45a.

54.8 (e) "Powered cycle" means a vehicle that has an electric motor, has fewer than four
54.9 wheels, and:

54.10 (1) does not meet all of the requirements of an electric-assisted bicycle as sold or due
54.11 to modification by any person; or

54.12 (2) is designed, manufactured, or intended by the manufacturer or seller to be easily
54.13 configured so as not to meet all of the requirements of an electric-assisted bicycle, whether
54.14 by a mechanical switch or button, by changing a setting in software controlling the drive
54.15 system, by use of an app, or through any other means intended by the manufacturer or seller.

54.16 A vehicle that meets the requirements of a powered cycle is not an electric-assisted bicycle.

54.17 Subd. 2. **Electric-assisted bicycle.** Before a purchase is completed, a seller of an
54.18 electric-assisted bicycle must disclose to a consumer in written form:

54.19 (1) the maximum motor power of the electric-assisted bicycle;

54.20 (2) the maximum speed of the electric-assisted bicycle, as evaluated using a test method
54.21 matching the criteria specified in Code of Federal Regulations, title 16, section 1512.2(a)(2),
54.22 or successor requirements; and

54.23 (3) whether the electric-assisted bicycle is a class 1, class 2, class 3, or multiple mode
54.24 electric-assisted bicycle.

54.25 Subd. 3. **Powered cycle.** (a) A seller of a new powered cycle may not sell the vehicle
54.26 or offer the vehicle for sale if it is labeled as a class 1, class 2, class 3, or multiple mode
54.27 electric-assisted bicycle.

54.28 (b) Before a purchase is completed and in any advertising materials, a seller of a new
54.29 powered cycle who describes the vehicle as an "electric bicycle," "electric bike," "e-bike,"
54.30 or other similar term must disclose to a consumer:

54.31 (1) the name or classification of the vehicle under state law or the most likely
54.32 classification following an intended or anticipated vehicle modification; and

55.1 (2) the following statement:

55.2 "This vehicle is not an "electric-assisted bicycle" as defined in Minnesota law. It is
55.3 instead a type of motor vehicle and subject to applicable motor vehicle laws if used on
55.4 public roads or public lands. Your insurance policies might not provide coverage for crashes
55.5 involving the use of this vehicle. To determine coverage, you should contact your insurance
55.6 company or agent."

55.7 (c) Advertising materials under paragraph (b) include but are not limited to a website
55.8 or social media post that identifies or promotes the vehicle.

55.9 (d) The disclosure under paragraph (b) must be (1) written, and (2) provided clearly and
55.10 conspicuously and in a manner designed to attract the attention of a consumer.

55.11 Subd. 4. **Unlawful practices.** It is an unlawful practice under section 325F.69 to advertise,
55.12 offer for sale, or sell a powered cycle:

55.13 (1) as an electric-assisted bicycle; or

55.14 (2) using the words "electric bicycle," "electric bike," "e-bike," or other similar term
55.15 without providing the disclosure required under subdivision 3.

55.16 Sec. 53. Minnesota Statutes 2022, section 473.13, is amended by adding a subdivision to
55.17 read:

55.18 Subd. 6. **Transportation financial review.** (a) By April 1 annually, the council must
55.19 prepare and submit a financial review in consultation with the commissioner of management
55.20 and budget that details revenue and expenditures for the transportation components under
55.21 the council's budget. The council must submit the financial review to the chairs and ranking
55.22 minority members of the legislative committees and divisions with jurisdiction over
55.23 transportation policy and finance.

55.24 (b) At a minimum, the financial review must identify:

55.25 (1) the actual revenues, expenditures, transfers, reserves, and balances in each of the
55.26 previous four budget years;

55.27 (2) budgeted and forecasted revenues, expenditures, transfers, reserves, and balances in
55.28 the current year and each budget year within the state forecast period;

55.29 (3) for the most recent completed budget year, a comparison between the budgeted and
55.30 actual amounts under clause (1); and

56.1 (4) for the most recent completed budget year, fund balances for each replacement service
56.2 provider under section 473.388.

56.3 (c) The information under paragraph (b), clauses (1) to (3), must include:

56.4 (1) a breakout for each transportation funding source identified by the council;

56.5 (2) a breakout for each transportation operating budget category established by the
56.6 council, including but not limited to bus, light rail transit, commuter rail, planning, special
56.7 transportation service under section 473.386, and assistance to replacement service providers
56.8 under section 473.388; and

56.9 (3) data for operations, capital maintenance, and transit capital.

56.10 (d) The financial review must summarize reserve policies, identify the methodology for
56.11 cost allocation, and describe revenue assumptions and variables affecting the assumptions.

56.12 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
56.13 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
56.14 Scott, and Washington.

56.15 Sec. 54. Minnesota Statutes 2022, section 473.388, is amended by adding a subdivision
56.16 to read:

56.17 **Subd. 9. Bus procurement.** (a) For purposes of this subdivision:

56.18 (1) "qualified transit bus" has the meaning given in section 473.3927, subdivision 1a;

56.19 (2) "special transportation service" has the meaning given in section 174.29, subdivision
56.20 1; and

56.21 (3) "zero-emission transit bus" has the meaning given in section 473.3927, subdivision
56.22 1a.

56.23 (b) Beginning on January 1, 2030, at least 50 percent of the qualified transit buses
56.24 annually purchased for regular route transit service or special transportation service by a
56.25 recipient of financial assistance under this section must be a zero-emission transit bus.

56.26 (c) Beginning on January 1, 2035, any qualified transit bus purchased for regular route
56.27 transit service or special transportation service by a recipient of financial assistance under
56.28 this section must be a zero-emission transit bus.

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

57.1 Sec. 55. Minnesota Statutes 2022, section 473.3927, is amended to read:

57.2 **473.3927 ZERO-EMISSION AND ELECTRIC TRANSIT VEHICLES.**

57.3 Subdivision 1. **Transition plan required.** (a) The council must develop and maintain
57.4 a zero-emission and electric transit vehicle transition plan.

57.5 (b) The council must ~~complete the initial~~ revise the plan by February 15, ~~2022~~ 2025,
57.6 and revise the plan at least once every ~~five~~ three years following each prior revision.

57.7 Subd. 1a. **Definitions.** (a) For purposes of this section, the following terms have the
57.8 meanings given.

57.9 (b) "Greenhouse gas emissions" includes those emissions described in section 216H.01,
57.10 subdivision 2.

57.11 (c) "Qualified transit bus" means a motor vehicle that meets the requirements under
57.12 paragraph (d), clauses (1) and (2).

57.13 (d) "Zero-emission transit bus" means a motor vehicle that:

57.14 (1) is designed for public transit service;

57.15 (2) has a capacity of more than 15 passengers, including the driver; and

57.16 (3) produces no exhaust-based greenhouse gas emissions from the onboard source of
57.17 motive power of the vehicle under all operating conditions.

57.18 Subd. 2. **Plan development.** At a minimum, the plan must:

57.19 (1) establish ~~implementation~~ policies and, guidance, and recommendations to implement
57.20 the transition to a transit service fleet of exclusively zero-emission and electric transit
57.21 vehicles, including for recipients of financial assistance under section 473.388;

57.22 (2) align with the requirements under subdivision 4 and section 473.388, subdivision 9;

57.23 (3) consider methods for transit providers to maximize greenhouse gas reduction in
57.24 addition to zero-emission transit bus procurement, including but not limited to service
57.25 expansion, reliability improvements, and other transit service improvements;

57.26 (4) analyze greenhouse gas emission reduction from transit improvements identified
57.27 under clause (3) in comparison to zero-emission transit bus procurement;

57.28 (5) set transition milestones or performance measures, or both, which may include vehicle
57.29 procurement goals over the transition period;

58.1 ~~(3)~~ (6) identify barriers, constraints, and risks, and determine objectives and strategies
58.2 to address the issues identified;

58.3 ~~(4)~~ (7) consider findings and best practices from other transit agencies;

58.4 ~~(5)~~ (8) analyze zero-emission and electric transit vehicle technology impacts, including
58.5 cold weather operation and emerging technologies;

58.6 (9) prioritize deployment of zero-emission transit buses based on the extent to which
58.7 service is provided to environmental justice areas, as defined in section 116.065, subdivision
58.8 1;

58.9 ~~(6)~~ (10) consider opportunities to prioritize the deployment of zero-emissions vehicles
58.10 in areas with poor air quality;

58.11 (11) consider opportunities to prioritize deployment of zero-emission transit buses along
58.12 arterial and highway bus rapid transit routes, including methods to maximize cost
58.13 effectiveness with bus rapid transit construction projects;

58.14 ~~(7)~~ (12) provide detailed estimates of implementation costs to implement the plan and
58.15 meet the requirements under subdivision 4 and section 473.388, subdivision 9, which, to
58.16 the extent feasible, must include a forecast of annual expenditures, identification of potential
58.17 sources of funding, and a summary of any anticipated or planned activity to seek additional
58.18 funds; and

58.19 ~~(8)~~ (13) examine capacity, constraints, and potential investments in the electric
58.20 transmission and distribution grid, in consultation with appropriate public utilities;

58.21 (14) identify methods to coordinate necessary facility upgrades in a manner that
58.22 maximizes cost effectiveness and overall system reliability;

58.23 (15) examine workforce impacts under the transition plan, including but not limited to
58.24 changes in staffing complement; personnel skill gaps and needs; and employee training,
58.25 retraining, or role transitions; and

58.26 (16) summarize updates to the plan from the most recent version.

58.27 Subd. 3. **Copy to legislature.** Upon completion or revision of the plan, the council must
58.28 provide a copy to the chairs, ranking minority members, and staff of the legislative
58.29 committees with jurisdiction over transportation policy and finance.

58.30 Subd. 4. **Bus procurement.** (a) Beginning on January 1, 2030, at least 50 percent of the
58.31 qualified transit buses annually purchased for regular route transit service or special

59.1 transportation service under section 473.386 by the council must be a zero-emission transit
59.2 bus.

59.3 (b) Beginning on January 1, 2035, any qualified transit bus purchased for regular route
59.4 transit service or special transportation service under section 473.386 by the council must
59.5 be a zero-emission transit bus.

59.6 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
59.7 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
59.8 Scott, and Washington.

59.9 Sec. 56. Minnesota Statutes 2023 Supplement, section 473.4051, is amended by adding
59.10 a subdivision to read:

59.11 Subd. 4. **Bus rapid transit project infrastructure.** (a) The council must design,
59.12 construct, and fully fund the following elements of all bus rapid transit projects, regardless
59.13 of the project's scope: (1) sidewalk curb ramps and signals meeting the most current
59.14 Americans with Disabilities Act standards at all intersection quadrants in intersections
59.15 affected by construction of a bus rapid transit station; and (2) transit priority infrastructure,
59.16 including but not limited to red transit pavement marking and traffic signal modifications.

59.17 (b) Intersections impacted by the requirements under paragraph (a) must include
59.18 infrastructure serving the bus rapid transit station from the opposite side of a street or from
59.19 a nonadjacent mid-block location. This paragraph must be construed to require full and
59.20 complete intersection upgrades to the most current Americans with Disabilities Act design
59.21 standards, notwithstanding any conflicting or lesser minimum requirements or suggestions
59.22 set forth in separate laws, regulations, advisories, or other published Americans with
59.23 Disabilities Act materials.

59.24 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
59.25 final enactment for projects that first commence construction on or after that date. This
59.26 section applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and
59.27 Washington.

59.28 Sec. 57. **COMMUNITY ROADSIDE LANDSCAPE PARTNERSHIPS.**

59.29 Subject to available funds, the commissioner of transportation must assess and undertake
59.30 methods to improve and expand the Department of Transportation's community roadside
59.31 landscape partnership program, including:

60.1 (1) identifying and evaluating locations for partnership opportunities throughout the
60.2 state where there is high traffic volume and minimal existing vegetation coverage in the
60.3 form of trees or large shrubs;

60.4 (2) performing outreach and engagement about the program with eligible community
60.5 partners;

60.6 (3) prioritizing roadsides where vegetation could reduce neighborhood noise impacts or
60.7 improve aesthetics for neighborhoods that border interstate highways without regard to
60.8 whether there are existing noise walls; and

60.9 (4) analyzing methods to include cost sharing between the department and participating
60.10 community partners for ongoing landscape maintenance.

60.11 Sec. 58. **REVISOR INSTRUCTION.**

60.12 The revisor of statutes must recodify Minnesota Statutes, section 169.21, subdivision
60.13 6, as Minnesota Statutes, section 171.0701, subdivision 1b. The revisor must correct any
60.14 cross-references made necessary by this recodification.

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

60.16 Sec. 59. **REVISOR INSTRUCTION.**

60.17 The revisor of statutes must recodify Minnesota Statutes, section 473.3927, subdivision
60.18 1, as Minnesota Statutes, section 473.3927, subdivision 1b. The revisor must correct any
60.19 cross-references made necessary by this recodification.

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

60.21 Sec. 60. **REPEALER.**

60.22 (a) Minnesota Statutes 2022, section 168.1297, is repealed.

60.23 (b) Minnesota Rules, part 7410.6180, is repealed.

60.24 **EFFECTIVE DATE.** Paragraph (b) is effective the day following final enactment.

168.1297 SPECIAL "ROTARY MEMBER" PLATES.

Subdivision 1. **General requirements and procedures.** The commissioner shall issue special "Rotary member" plates to an applicant who:

- (1) is a registered owner of a passenger automobile;
- (2) pays a fee in the amount specified for special plates under section 168.12, subdivision 5;
- (3) pays the registration tax required under section 168.013;
- (4) pays the fees required under this chapter;
- (5) submits proof to the commissioner that the applicant is a member of Rotary International;
and
- (6) complies with this chapter and rules governing registration of motor vehicles and licensing of drivers.

Subd. 2. **Design.** A special plate under this section consists of a plate as described in section 168.1291 with a unique emblem that is the recognized emblem of Rotary International.

Subd. 3. **Compliance with other law.** The commissioner shall take no action under this section unless the commissioner determines that Rotary International, or one or more districts of Rotary International, has complied with section 168.1293, subdivision 2, paragraph (a). Issuance and renewal of plates under this section are subject to section 168.1293, subdivisions 3 to 6.

7410.6180 COMMERCIAL MOTOR VEHICLE TESTING PROGRAM.

A public, postsecondary educational institution or school as described in part 7410.6100 applying to be a third-party testing program for commercial motor vehicles shall offer a training course for commercial motor vehicle operation that consists of at least 180 hours of training.