

SENATE
STATE OF MINNESOTA
NINETY-SECOND SESSION

S.F. No. 3831

(SENATE AUTHORS: NEWMAN)

DATE	D-PG	OFFICIAL STATUS
03/09/2022	5253	Introduction and first reading Referred to Transportation Finance and Policy

1.1A bill for an act

1.2relating to transportation; providing supplemental appropriations for various

1.3transportation-related purposes to the Department of Transportation, Metropolitan

1.4Council, and the Department of Public Safety; providing various policy changes

1.5to transportation-related provisions; amending Minnesota Statutes 2020, sections

1.613.69, subdivision 1; 161.088, subdivision 1; 219.1651; 299A.41, subdivision 3;

1.7299D.03, subdivision 5; 299F.60, subdivision 1; 299J.16, subdivision 1; Minnesota

1.8Statutes 2021 Supplement, sections 161.088, subdivision 5; 171.06, subdivision

1.93; proposing coding for new law in Minnesota Statutes, chapter 299A.

1.10BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MINNESOTA:

1.11ARTICLE 1

1.12TRANSPORTATION APPROPRIATIONS

1.13Section 1. APPROPRIATIONS.

1.14The sums shown in the column under "Appropriations" are added to the appropriations

1.15in Laws 2021, First Special Session chapter 5, article 1, to the agencies and for the purposes

1.16specified in this article. The appropriations are from the trunk highway fund, or another

1.17named fund, and are available for the fiscal years indicated for each purpose. The figures

1.18"2022" and "2023" used in this article mean that the addition to the appropriations listed

1.19under them is available for the fiscal year ending June 30, 2022, or June 30, 2023,

1.20respectively. Supplemental appropriations and reductions to appropriations for the fiscal

1.21year ending June 30, 2022, are effective the day following final enactment.

1.22

1.23

1.24

1.25

APPROPRIATIONS
Available for the Year
Ending June 30
20222023

3.1	<u>(b) Program Planning and Delivery</u>		
3.2	<u>(1) Planning and Research</u>	<u>87,000</u>	<u>531,000</u>
3.3	<u>(2) Program Delivery</u>	<u>1,558,000</u>	<u>19,420,000</u>
3.4	<u>The base is \$251,538,000 in fiscal year 2024</u>		
3.5	<u>and \$252,719,000 in fiscal year 2025.</u>		
3.6	<u>(c) State Road Construction</u>	<u>191,223,000</u>	<u>216,019,000</u>
3.7	<u>The base is \$1,206,856,000 in fiscal year 2024</u>		
3.8	<u>and \$1,224,238,000 in fiscal year 2025.</u>		
3.9	<u>(d) Statewide Radio Communications</u>	<u>27,000</u>	<u>2,166,000</u>
3.10	<u>Appropriations by Fund</u>		
3.11		<u>2022</u>	<u>2023</u>
3.12	<u>General</u>	<u>-0-</u>	<u>2,000,000</u>
3.13	<u>Trunk Highway</u>	<u>27,000</u>	<u>166,000</u>
3.14	<u>\$2,000,000 in fiscal year 2023 is from the</u>		
3.15	<u>general fund to predesign, design, construct,</u>		
3.16	<u>equip, and furnish the system backbone of the</u>		
3.17	<u>public safety radio and communication system</u>		
3.18	<u>plan under Minnesota Statutes, section 403.36.</u>		
3.19	<u>This is a onetime appropriation and is</u>		
3.20	<u>available until June 30, 2025.</u>		
3.21	<u>Subd. 4. Local Roads</u>		
3.22	<u>(a) County State-Aid Highways</u>	<u>23,789,000</u>	<u>41,311,000</u>
3.23	<u>The base from the county state-aid highway</u>		
3.24	<u>fund is \$939,813,000 in fiscal year 2024 and</u>		
3.25	<u>\$972,283,000 in fiscal year 2025.</u>		
3.26	<u>(b) Municipal State-Aid Streets</u>	<u>6,249,000</u>	<u>10,851,000</u>
3.27	<u>The base from the municipal state-aid streets</u>		
3.28	<u>fund is \$235,959,000 in fiscal year 2024 and</u>		
3.29	<u>\$244,001,000 in fiscal year 2025.</u>		
3.30	<u>Subd. 5. Agency Management</u>		
3.31	<u>(a) Agency Services</u>	<u>388,000</u>	<u>6,085,000</u>

4.1 The base in trunk highway funding is

4.2 \$69,131,000 in fiscal year 2024 and

4.3 \$69,539,000 in fiscal year 2025.

4.4 **(b) Buildings**

34,000207,000

4.5 **(c) Multimodal Match for Formula and**

4.6 **Discretionary Programs Enacted in Federal IIJA**

40,000,00040,000,000

4.7 \$40,000,000 from the general fund in fiscal

4.8 years 2022 and 2023 is for the commissioner

4.9 of transportation for multimodal match

4.10 funding and discretionary funding related to

4.11 the federal Infrastructure Investment and Jobs

4.12 Act (IIJA). Of this amount, the commissioner

4.13 of transportation must transfer \$10,000,000

4.14 each year to the Metropolitan Council for the

4.15 match requirement for formula and

4.16 discretionary transit grant programs enacted

4.17 in the federal IIJA. The remaining portion of

4.18 the appropriation is primarily for the match

4.19 requirement for formula and discretionary

4.20 grant programs enacted in the federal IIJA.

4.21 The commissioner may allocate funds as the

4.22 match requirement for grants to various

4.23 transportation modes outside of the state

4.24 highway system, which may be used for but

4.25 are not limited to: (1) building alternative fuel

4.26 corridors and electric vehicle charging

4.27 infrastructure; (2) Federal Transit

4.28 Administration formula and competitive grant

4.29 programs; and (3) Federal Aviation

4.30 Administration formula and competitive grant

4.31 programs.

4.32 From this amount, the commissioner may

4.33 make grants to local units of government for

4.34 the match requirement for discretionary grant

4.35 programs enacted in the federal IIJA.

5.1 Any unspent portion of the appropriation
 5.2 remaining after match requirements are met
 5.3 for grant programs listed in this paragraph is
 5.4 available for other competitive grant programs
 5.5 enacted in the federal IIJA or to fund projects
 5.6 or programs for any transportation mode
 5.7 outside of the state highway system.

5.8 This appropriation is available for three years
 5.9 after the year of the appropriation.

5.10 **(d) Federal Transportation Climate Funding**
 5.11 **Maximization**

-0-

2,000,000

5.12 \$2,000,000 in fiscal year 2023 is from the
 5.13 general fund to the commissioner of
 5.14 transportation to implement climate-related
 5.15 programs from the federal Infrastructure
 5.16 Investment and Jobs Act.

5.17 **Sec. 3. METROPOLITAN COUNCIL**

5.18 **Subdivision 1. Total Appropriation**

\$

-0- \$

203,200,000

5.19 The appropriations in this section are from the
 5.20 general fund to the Metropolitan Council.

5.21 The amounts that may be spent for each
 5.22 purpose are specified in the following
 5.23 subdivision.

5.24 **Subd. 2. Transit System Operations**

-0-

203,200,000

5.25 \$200,000,000 in fiscal year 2023 is for the
 5.26 Blue Line light rail transit extension project,
 5.27 including but not limited to predesign, design,
 5.28 engineering, environmental analysis and
 5.29 mitigation, right-of-way acquisition,
 5.30 construction, and acquisition of rolling stock.
 5.31 This is a onetime appropriation and is
 5.32 available until June 30, 2027.

6.1 \$3,200,000 in fiscal year 2023 is for the
 6.2 purchase of electric buses and charging
 6.3 infrastructure. This is a onetime appropriation
 6.4 and is available until June 30, 2024.

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

6.6 **Subdivision 1. Total Appropriation** \$ -0- \$ 10,852,000

6.7 Appropriations by Fund

	<u>2022</u>	<u>2023</u>
6.8 <u>General</u>	<u>-0-</u>	<u>9,148,000</u>
6.10 <u>Special Revenue</u>	<u>-0-</u>	<u>1,704,000</u>

6.11 The appropriations in this section are from the
 6.12 general fund, or another named fund, to the
 6.13 commissioner of public safety.

6.14 The amounts that may be spent for each
 6.15 purpose are specified in the following
 6.16 subdivisions.

6.17 **Subd. 2. Administration and Related Services** -0- 8,975,000

6.18 **(a) Law Enforcement Recruitment** -0- 1,975,000

6.19 \$1,975,000 in fiscal year 2023 is from the
 6.20 general fund for statewide law enforcement
 6.21 recruitment purposes.

6.22 **(b) Body-worn Cameras** -0- 6,000,000

6.23 \$6,000,000 in fiscal year 2023 is from the
 6.24 general fund to reimburse local governments
 6.25 for the costs to purchase body cameras for law
 6.26 enforcement officials and to maintain the
 6.27 necessary hardware, software, and data. The
 6.28 base is \$1,500,000 in fiscal year 2024 and
 6.29 annually thereafter.

6.30 **Subd. 3. Driver and Vehicle Services** -0- 1,877,000

6.31 **(a) Driver Services** -0- 1,787,000

7.1	<u>Appropriations by Fund</u>		
7.2		<u>2022</u>	<u>2023</u>
7.3	<u>General</u>	<u>-0-</u>	<u>173,000</u>
7.4	<u>Special Revenue</u>	<u>-0-</u>	<u>1,614,000</u>

7.5 The special revenue fund appropriation is from
 7.6 the driver services operating account under
 7.7 Minnesota Statutes, section 299A.705,
 7.8 subdivision 2.

7.9 \$1,029,000 in fiscal year 2023 is from the
 7.10 driver services operating account in the special
 7.11 revenue fund for the installation and
 7.12 maintenance of security cameras at Driver and
 7.13 Vehicle Services exam sites that are open five
 7.14 or more days per week and to replace existing
 7.15 security cameras at the St. Paul examination
 7.16 station. This is a onetime appropriation.

7.17 \$153,000 in fiscal year 2023 is from the driver
 7.18 services operating account in the special
 7.19 revenue fund for the ongoing costs, including
 7.20 information technology operations and staff
 7.21 costs, of the security cameras installed at
 7.22 Driver and Vehicle Services examination sites.

7.23 \$100,000 in fiscal year 2023 is from the driver
 7.24 services operating account in the special
 7.25 revenue fund for reimbursement to deputy
 7.26 registrars and driver's license agents for the
 7.27 purchase and installation of security cameras
 7.28 at deputy registrar or driver's license agent
 7.29 office locations. Deputy registrars and driver's
 7.30 license agents may submit an application to
 7.31 the commissioner for reimbursement of funds
 7.32 spent to purchase and install security cameras.

7.33 Upon approval of an application for
 7.34 reimbursement, the commissioner must pay
 7.35 the applicant the lesser of one-half the

8.1 purchase and installation price or \$5,000.
 8.2 When approving applications, the
 8.3 commissioner must prioritize offices that do
 8.4 not currently have security cameras installed.

8.5 This is a onetime appropriation.

8.6 \$241,000 in fiscal year 2023 is from the driver
 8.7 services operating account in the special
 8.8 revenue fund to collect race and ethnicity data
 8.9 on all applications for credentials issued by
 8.10 the Driver and Vehicle Services Division. This
 8.11 amount is reduced to \$68,000 in fiscal year
 8.12 2024 and annually thereafter.

8.13 \$173,000 in fiscal year 2023 is from the
 8.14 general fund to the commissioner of public
 8.15 safety to collect race and ethnicity data on all
 8.16 applications for credentials issued by the
 8.17 Driver and Vehicle Services Division.

8.18 The base from the driver services operating
 8.19 account in the special revenue fund is
 8.20 \$36,708,000 in fiscal year 2024 and annually
 8.21 thereafter.

8.22	<u>(b) Vehicle Services</u>	<u>-0-</u>	<u>90,000</u>
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8.23 The base from the vehicle services operating
 8.24 account in the special revenue fund under
 8.25 Minnesota Statutes, section 299A.705,
 8.26 subdivision 1, is \$33,876,000 in fiscal year
 8.27 2024 and annually thereafter.

8.28 **Sec. 5. HIGHWAY USER TAX DISTRIBUTION FUND; TRANSFER.**

8.29 The commissioner of revenue must transfer from the general fund to the highway user
 8.30 tax distribution fund \$6,090,333 monthly in fiscal year 2022 and \$10,576,333 monthly in
 8.31 fiscal year 2023. The commissioner must transfer from the general fund to the highway user
 8.32 tax distribution fund \$11,643,833 monthly in fiscal year 2024 and \$12,799,667 monthly in
 8.33 fiscal year 2025 and each fiscal year thereafter.

9.1 **ARTICLE 2**

9.2 **TRANSPORTATION POLICY**

9.3 Section 1. Minnesota Statutes 2020, section 13.69, subdivision 1, is amended to read:

9.4 Subdivision 1. **Classifications.** (a) The following government data of the Department
9.5 of Public Safety are private data:

9.6 (1) medical data on driving instructors, licensed drivers, and applicants for parking
9.7 certificates and special license plates issued to physically disabled persons;

9.8 (2) other data on holders of a disability certificate under section 169.345, except that (i)
9.9 data that are not medical data may be released to law enforcement agencies, and (ii) data
9.10 necessary for enforcement of sections 169.345 and 169.346 may be released to parking
9.11 enforcement employees or parking enforcement agents of statutory or home rule charter
9.12 cities and towns;

9.13 (3) Social Security numbers in driver's license and motor vehicle registration records,
9.14 except that Social Security numbers must be provided to the Department of Revenue for
9.15 purposes of tax administration, the Department of Labor and Industry for purposes of
9.16 workers' compensation administration and enforcement, the judicial branch for purposes of
9.17 debt collection, and the Department of Natural Resources for purposes of license application
9.18 administration, and except that the last four digits of the Social Security number must be
9.19 provided to the Department of Human Services for purposes of recovery of Minnesota health
9.20 care program benefits paid; ~~and~~

9.21 (4) data on persons listed as standby or temporary custodians under section 171.07,
9.22 subdivision 11, except that the data must be released to:

9.23 (i) law enforcement agencies for the purpose of verifying that an individual is a designated
9.24 caregiver; or

9.25 (ii) law enforcement agencies who state that the license holder is unable to communicate
9.26 at that time and that the information is necessary for notifying the designated caregiver of
9.27 the need to care for a child of the license holder; and

9.28 (5) race and ethnicity data on driver's license holders and identification card holders
9.29 under section 171.06, subdivision 3. The Department of Public Safety's Office of Traffic
9.30 Safety is authorized to receive race and ethnicity data from Driver and Vehicle Services for
9.31 the purposes of research, evaluation, and public reports only.

10.1 The department may release the Social Security number only as provided in clause (3)
10.2 and must not sell or otherwise provide individual Social Security numbers or lists of Social
10.3 Security numbers for any other purpose.

10.4 (b) The following government data of the Department of Public Safety are confidential
10.5 data: data concerning an individual's driving ability when that data is received from a member
10.6 of the individual's family.

10.7 **EFFECTIVE DATE.** This section is effective for driver's license and identification
10.8 card applications received on or after January 1, 2023.

10.9 Sec. 2. Minnesota Statutes 2020, section 161.088, subdivision 1, is amended to read:

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

10.12 ~~(1)~~ (b) "Beyond the project limits" means any point that is located:

10.13 ~~(i)~~ (1) outside of the project limits;

10.14 ~~(ii)~~ (2) along the same trunk highway; and

10.15 ~~(iii)~~ (3) within the same region of the state;.

10.16 ~~(2)~~ (c) "City" means a statutory or home rule charter city;.

10.17 (d) "Metro ATP" means the Department of Transportation Metro Area Transportation
10.18 Partnership.

10.19 ~~(3)~~ (e) "Program" means the corridors of commerce program established in this section;
10.20 ~~and.~~

10.21 ~~(4)~~ (f) "Project limits" means the estimated construction limits of a project for trunk
10.22 highway construction, reconstruction, or maintenance, that is a candidate for selection under
10.23 the corridors of commerce program.

10.24 (g) "Regional balance throughout the state" means distribution of available funds in a
10.25 project selection round that is approximately 50 percent to projects within the eight counties
10.26 that make up the Metro ATP and 50 percent to projects within the remaining 79 counties
10.27 that make up the department's other area transportation partnerships.

11.1 Sec. 3. Minnesota Statutes 2021 Supplement, section 161.088, subdivision 5, is amended
11.2 to read:

11.3 Subd. 5. **Project selection process; criteria.** (a) The commissioner must establish a
11.4 process to identify, evaluate, and select projects under the program. The process must be
11.5 consistent with the requirements of this subdivision and must not include any additional
11.6 ~~evaluation~~ scoring criteria. The process must include the steps as provided in this subdivision.

11.7 ~~(b) As part of the project selection process, the commissioner must annually accept~~
11.8 ~~recommendations on candidate projects from area transportation partnerships and other~~
11.9 ~~interested stakeholders in each Department of Transportation district. The commissioner~~
11.10 ~~must determine the eligibility for each candidate project identified under this paragraph.~~
11.11 ~~For each eligible project, the commissioner must classify and evaluate the project for the~~
11.12 ~~program, using all of the criteria established under paragraph (c).~~

11.13 (b) Initial project solicitation. Following enactment of each law that makes additional
11.14 funds available for the program, the commissioner must undertake a public solicitation of
11.15 potential projects for consideration. The solicitation must be performed through an Internet
11.16 recommendation process that allows for any interested party, including an individual,
11.17 business, local unit of government, corridor group, or interest group, to submit a project for
11.18 consideration.

11.19 (c) ATP review and recommendation. The commissioner must distribute the projects
11.20 submitted during the open solicitation under paragraph (b) to the department's respective
11.21 area transportation partnerships (ATPs) where each project is located. Each ATP must
11.22 consider all of the submitted projects for its area and recommend no more than three of the
11.23 projects to be advanced for formal scoring by the department. For the Metro ATP, the
11.24 Metropolitan Council may recommend up to three of the submitted projects and up to two
11.25 additional, alternative projects, and Chisago County may recommend one project. Subject
11.26 to the regional balance requirements under paragraph (d), clause (9), the commissioner may
11.27 select one or both alternative projects if there are sufficient funds remaining following
11.28 selection of at least three other projects for the Metro ATP.

11.29 ~~(c)~~ (d) Project scoring. The commissioner must complete a full scoring assessment on
11.30 all of the projects recommended by the ATPs. Projects must be ~~evaluated~~ scored using all
11.31 of the following criteria:

11.32 (1) a return on investment measure that provides for comparison across eligible projects;

11.33 (2) measurable impacts on commerce and economic competitiveness;

- 12.1 (3) efficiency in the movement of freight, including but not limited to:
- 12.2 (i) measures of annual average daily traffic and commercial vehicle miles traveled, which
- 12.3 may include data near the project location on that trunk highway or on connecting trunk
- 12.4 and local highways; and
- 12.5 (ii) measures of congestion or travel time reliability, which may be within or near the
- 12.6 project limits, or both;
- 12.7 (4) improvements to traffic safety;
- 12.8 (5) connections to regional trade centers, local highway systems, and other transportation
- 12.9 modes;
- 12.10 (6) the extent to which the project addresses multiple transportation system policy
- 12.11 objectives and principles;
- 12.12 (7) support and consensus for the project among members of the surrounding community;
- 12.13 (8) the time and work needed before construction may begin on the project; ~~and~~
- 12.14 (9) regional balance throughout the state; and
- 12.15 (10) project deliverability, which must not be given more weight than any of the other
- 12.16 criteria.
- 12.17 The commissioner must give the criteria in clauses (1) to (8) equal weight in the selection
- 12.18 process.
- 12.19 ~~(d) The list of all projects evaluated must be made public and must include the score of~~
- 12.20 ~~each project.~~
- 12.21 ~~(e) As part of the project selection process, the commissioner may divide funding to be~~
- 12.22 ~~separately available among projects within each classification under subdivision 3, and may~~
- 12.23 ~~apply separate or modified criteria among those projects falling within each classification.~~
- 12.24 **(e) Legislative review and approval.** Upon completion of project scoring and ranking
- 12.25 under paragraph (d), the commissioner must identify the list of projects proposed for selection
- 12.26 under the program and must specify the amounts and sources of funding for each project.
- 12.27 The commissioner must submit the proposed project list, including scores and funding
- 12.28 information, to the chairs and ranking minority members of the legislative committees with
- 12.29 jurisdiction over transportation policy and finance for review and approval. If, within 30
- 12.30 days of submission, the chairs and ranking minority members do not provide to the
- 12.31 commissioner written approval of the entire proposed project list:

13.1 (1) the commissioner may not undertake the proposed projects under the program; and
13.2 (2) notwithstanding any other law to the contrary, the amount proposed for the projects
13.3 under the program is instead made available to the commissioner for trunk highway
13.4 construction purposes, including program delivery and state road construction.

13.5 (f) **Public information.** Upon completion of the legislative review and approval process
13.6 under paragraph (e), the commissioner must publish information regarding the selection
13.7 process on the department's website. The information must include:

13.8 (1) lists of all projects submitted for consideration and all projects advanced by the ATPs
13.9 for scoring;

13.10 (2) the scores and ranking for each project;

13.11 (3) the projects proposed to be funded, including amounts and sources of funding; and

13.12 (4) the outcome of the legislative review and approval.

13.13 Sec. 4. Minnesota Statutes 2021 Supplement, section 171.06, subdivision 3, is amended
13.14 to read:

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

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

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

13.21 (3) state:

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

13.23 (ii) if the applicant does not have a Social Security number and is applying for a
13.24 Minnesota identification card, instruction permit, or class D provisional or driver's license,
13.25 that the applicant certifies that the applicant is not eligible for a Social Security number;

13.26 (4) contain a notification to the applicant of the availability of a living will/health care
13.27 directive designation on the license under section 171.07, subdivision 7; and

13.28 (5) include a method for the applicant to:

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

14.1 (ii) indicate a desire to make an anatomical gift under subdivision 3b, paragraph (e);

14.2 (iii) as applicable, designate document retention as provided under section 171.12,
14.3 subdivision 3c; ~~and~~

14.4 (iv) indicate emergency contacts as provided under section 171.12, subdivision 5b; and

14.5 (v) indicate the applicant's race and ethnicity.

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

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

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

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

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

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

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

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

14.18 (2) a photographic identity document.

14.19 (d) A valid Department of Corrections or Federal Bureau of Prisons identification card
14.20 containing the applicant's full name, date of birth, and photograph issued to the applicant
14.21 is an acceptable form of proof of identity in an application for an identification card,
14.22 instruction permit, or driver's license as a secondary document for purposes of Minnesota
14.23 Rules, part 7410.0400, and successor rules.

14.24 **EFFECTIVE DATE.** This section is effective for all driver's license and identification
14.25 card applications submitted on or after January 1, 2023.

14.26 Sec. 5. Minnesota Statutes 2020, section 219.1651, is amended to read:

14.27 **219.1651 GRADE CROSSING SAFETY ACCOUNT.**

14.28 A Minnesota grade crossing safety account is created in the special revenue fund,
14.29 consisting of money credited to the account by law. Money in the account is appropriated
14.30 to the commissioner of transportation for rail-highway grade crossing safety projects on

15.1 public streets and highways, including engineering costs and other costs associated with
15.2 administration and delivery of grade crossing safety projects. At the discretion of the
15.3 commissioner of transportation, money in the account at the end of each biennium may
15.4 cancel to the trunk highway fund.

15.5 Sec. 6. Minnesota Statutes 2020, section 299A.41, subdivision 3, is amended to read:

15.6 Subd. 3. **Killed in the line of duty.** "Killed in the line of duty" does not include deaths
15.7 from natural causes, except as provided in this subdivision. In the case of a public safety
15.8 officer, killed in the line of duty includes the death of a public safety officer caused by
15.9 accidental means while the public safety officer is acting in the course and scope of duties
15.10 as a public safety officer. Killed in the line of duty also means if a public safety officer dies
15.11 as the direct and proximate result of a heart attack, stroke, or vascular rupture, that officer
15.12 shall be presumed to have died as the direct and proximate result of a personal injury
15.13 sustained in the line of duty if:

15.14 (1) that officer, while on duty:

15.15 (i) engaged in a situation, and that engagement involved nonroutine stressful or strenuous
15.16 physical law enforcement, fire suppression, rescue, hazardous material response, emergency
15.17 medical services, prison security, disaster relief, or other emergency response activity; or

15.18 (ii) participated in a training exercise, and that participation involved nonroutine stressful
15.19 or strenuous physical activity;

15.20 (2) that officer died as a result of a heart attack, stroke, or vascular rupture suffered:

15.21 (i) while engaging or participating under clause (1);

15.22 (ii) while still on duty after engaging or participating under clause (1); or

15.23 (iii) not later than 24 hours after engaging or participating under clause (1); ~~and~~

15.24 (3) that officer died as a result of a disabling cancer of a type caused by exposure to
15.25 heat, radiation, or a known or suspected carcinogen, as defined by the International Agency
15.26 for Research on Cancer, and the carcinogen is reasonably linked to the disabling cancer;

15.27 (4) that officer died due to suicide secondary to a diagnosis of post-traumatic stress
15.28 disorder as described in the most recently published edition of the Diagnostic and Statistical
15.29 Manual of Mental Disorders by the American Psychiatric Association; and

15.30 ~~(3)~~ (5) the presumption is not overcome by competent medical evidence to the contrary.

Sec. 7. **[299A.88] BODY-WORN CAMERA REIMBURSEMENT.**

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

(a) "Body-worn camera" means a device worn by a peace officer that is capable of both video and audio recording of the officer's activities and interactions with others or collecting digital multimedia evidence as part of an investigation.

(b) "Commissioner" means the commissioner of public safety.

(c) "Peace officer" means a person who is licensed under section 626.84, subdivision 1, paragraph (c).

Subd. 2. State and local reimbursement. (a) Heads of local law enforcement agencies who purchase body-worn cameras for the use of peace officer employees may submit an application to the commissioner for reimbursement of funds spent to purchase the cameras.

(b) Upon approval of an application for reimbursement, the commissioner must pay the applicant the lesser of the full purchase price or \$1,000.

Subd. 3. Eligibility requirements. (a) Only body-worn cameras on the Minnesota master contract are eligible for reimbursement. Body-worn cameras are not required to be purchased off the master contract, but the vendor must be one of the vendors listed on the master contract.

(b) Eligibility for reimbursement is limited to body-worn cameras purchased after the date of enactment of this act.

(c) The commissioner must give priority to law enforcement agencies that do not currently have body-worn cameras.

Sec. 8. Minnesota Statutes 2020, section 299D.03, subdivision 5, is amended to read:

Subd. 5. Traffic fines and forfeited bail money. (a) All fines and forfeited bail money collected from persons apprehended or arrested by officers of the State Patrol shall be transmitted by the person or officer collecting the fines, forfeited bail money, or installments thereof, on or before the tenth day after the last day of the month in which these moneys were collected, to the commissioner of management and budget. Except where a different disposition is required in this subdivision or section 387.213, or otherwise provided by law, three-eighths of these receipts must be deposited in the state treasury and credited to the state general fund. The other five-eighths of these receipts must be deposited in the state treasury and credited as follows: (1) the first ~~\$1,000,000~~ \$2,500,000 in each fiscal year must

be credited to the Minnesota grade crossing safety account in the special revenue fund, and (2) remaining receipts must be credited to the state trunk highway fund. If, however, the violation occurs within a municipality and the city attorney prosecutes the offense, and a plea of not guilty is entered, one-third of the receipts shall be deposited in the state treasury and credited to the state general fund, one-third of the receipts shall be paid to the municipality prosecuting the offense, and one-third shall be deposited in the state treasury and credited to the Minnesota grade crossing safety account or the state trunk highway fund as provided in this paragraph. When section 387.213 also is applicable to the fine, section 387.213 shall be applied before this paragraph is applied. All costs of participation in a nationwide police communication system chargeable to the state of Minnesota shall be paid from appropriations for that purpose.

(b) All fines and forfeited bail money from violations of statutes governing the maximum weight of motor vehicles, collected from persons apprehended or arrested by employees of the state of Minnesota, by means of stationary or portable scales operated by these employees, shall be transmitted by the person or officer collecting the fines or forfeited bail money, on or before the tenth day after the last day of the month in which the collections were made, to the commissioner of management and budget. Five-eighths of these receipts shall be deposited in the state treasury and credited to the state highway user tax distribution fund. Three-eighths of these receipts shall be deposited in the state treasury and credited to the state general fund.

Sec. 9. Minnesota Statutes 2020, section 299F.60, subdivision 1, is amended to read:

Subdivision 1. **Money penalty.** Any person who violates any provision of sections 299F.56 to 299F.641, or any rule issued thereunder, is subject to a civil penalty to be imposed by the commissioner not to exceed \$100,000 for each violation for each day that the violation persists, ~~except that the maximum civil penalty must not exceed \$1,000,000 for any related series of violations~~ the maximum penalties listed in Code of Federal Regulations, title 49, part 190.

Sec. 10. Minnesota Statutes 2020, section 299J.16, subdivision 1, is amended to read:

Subdivision 1. **Civil penalty.** (a) A pipeline operator who violates section 299J.07, subdivision 1, or 299J.15, or the rules of the commissioner implementing those sections, shall forfeit and pay to the state a civil penalty in an amount to be determined by the court, up to \$100,000 for each day that the operator remains in violation, ~~subject to a maximum~~

18.1 ~~of \$1,000,000 for a related series of violations~~ the maximum penalties listed in Code of
18.2 Federal Regulations, title 49, part 190.

18.3 (b) The penalty provided under this subdivision may be recovered by an action brought
18.4 by the attorney general at the request of the commissioner, in the name of the state, in
18.5 connection with an action to recover expenses of the director under section 299J.13,
18.6 subdivision 4:

18.7 (1) in the District Court of Ramsey County; or

18.8 (2) in the county of the defendant's residence.