

This Document can be made available in alternative formats upon request

State of Minnesota

Printed Page No. 282

HOUSE OF REPRESENTATIVES

NINETY-FOURTH SESSION

H. F. No. 1597

02/26/2025 Authored by Norris, Myers and Kraft
The bill was read for the first time and referred to the Committee on Public Safety Finance and Policy
02/19/2026 By motion, recalled and re-referred to the Committee on Transportation Finance and Policy
03/02/2026 Adoption of Report: Amended and re-referred to the Committee on Public Safety Finance and Policy
04/07/2026 Adoption of Report: Placed on the General Register as Amended
Read for the Second Time

1.1 A bill for an act
1.2 relating to public safety; establishing the Task Force on Establishing a Yellow
1.3 Alert System; requiring a report.

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

1.5 Section 1. TASK FORCE ON ESTABLISHING A YELLOW ALERT SYSTEM.

1.6 Subdivision 1. Establishment. The Task Force on Establishing a Yellow Alert System
1.7 is established to design a system to enlist public assistance in rapidly locating vehicles that
1.8 leave the scene of a hit-and-run accident and make policy and funding recommendations
1.9 to the legislature.

1.10 Subd. 2. Definitions. (a) As used in this section, the following terms have the meanings
1.11 given.

1.12 (b) "Bodily harm" has the meaning given in Minnesota Statutes, section 609.02,
1.13 subdivision 7.

1.14 (c) "Great bodily harm" has the meaning given in Minnesota Statutes, section 609.02,
1.15 subdivision 8.

1.16 (d) "Hit-and-run accident" means a situation in which a driver fails to remain at the scene
1.17 of a collision that resulted in injury to or death of another person in violation of Minnesota
1.18 Statutes, section 169.09, subdivision 1.

1.19 (e) "Substantial bodily harm" has the meaning given in Minnesota Statutes, section
1.20 609.02, subdivision 7a.

1.21 Subd. 3. Membership. (a) The task force consists of the following members:

- 2.1 (1) the commissioner of public safety or designee;
- 2.2 (2) the commissioner of transportation or designee;
- 2.3 (3) the chief of the State Patrol or designee;
- 2.4 (4) the Office of Traffic Safety MNCrash system administrator or designee;
- 2.5 (5) a member appointed by the Minnesota Sheriffs' Association;
- 2.6 (6) a member appointed by the Minnesota Chiefs of Police Association;
- 2.7 (7) a member from the Minnesota Safety Council, appointed by the chair of the board
- 2.8 of directors;
- 2.9 (8) a member from the Center for Transportation Studies at the University of Minnesota,
- 2.10 appointed by the chair of the executive committee;
- 2.11 (9) a member appointed by the Advisory Council on Traffic Safety;
- 2.12 (10) a member representing vulnerable road users, appointed by the governor;
- 2.13 (11) a member representing contractors engaged in construction and maintenance of
- 2.14 highways, appointed by the governor; and
- 2.15 (12) a member of the public with knowledge about similar systems established in other
- 2.16 locations, appointed by the governor.
- 2.17 (b) Appointments must be made no later than September 1, 2026.
- 2.18 (c) Members shall serve without compensation.
- 2.19 (d) Members of the task force serve at the pleasure of the appointing authority or until
- 2.20 the task force expires. Vacancies shall be filled by the appointing authority consistent with
- 2.21 the qualifications of the vacating member required by this subdivision.
- 2.22 Subd. 4. **Officers; meetings.** (a) The commissioner of public safety or the commissioner's
- 2.23 designee shall convene the first meeting of the task force by October 1, 2026.
- 2.24 (b) At the first meeting, the members of the task force shall elect a chair and may elect
- 2.25 other officers as the members deem necessary.
- 2.26 (c) The task force shall meet monthly or as determined by the chair. The task force shall
- 2.27 meet sufficiently enough to accomplish the tasks identified in this section.
- 2.28 (d) Meetings of the task force are subject to Minnesota Statutes, chapter 13D.
- 2.29 Subd. 5. **Duties.** (a) The task force must, at a minimum:

- 3.1 (1) collect data on hit-and-run accidents in Minnesota;
- 3.2 (2) analyze alert systems used in other states to help facilitate the apprehension of persons
3.3 who cause a hit-and-run accident;
- 3.4 (3) determine the type of hit-and-run accident that should trigger the use of an alert
3.5 system, such as when an accident causes bodily harm, substantial bodily harm, great bodily
3.6 harm, or death;
- 3.7 (4) determine what state agencies or other government entities should coordinate for
3.8 oversight and control of the alert system;
- 3.9 (5) develop procedures for law enforcement agencies and others to provide information
3.10 that would be used in an alert;
- 3.11 (6) recommend procedures to confirm information received from law enforcement
3.12 agencies and others and to provide verified information to appropriate partner organizations;
- 3.13 (7) establish the standard form and method for providing alerts to the public;
- 3.14 (8) establish a timeline for implementing a notification system; and
- 3.15 (9) make recommendations for legislation and funding for the alert system.
- 3.16 (b) At its discretion, the task force may examine other related issues consistent with this
3.17 section.
- 3.18 Subd. 6. **Report.** By January 15, 2027, the task force must submit a report to the chairs,
3.19 cochairs, and any ranking minority members of the legislative committees and divisions
3.20 with jurisdiction over public safety finance and transportation on the work of the task force
3.21 including any recommendations for legislation or funding.
- 3.22 Subd. 7. **Expiration.** The task force expires the day after submitting its report under
3.23 subdivision 6.