

1.25 **ARTICLE 1**
1.26 **TRANSPORTATION APPROPRIATIONS**

1.32 **ARTICLE 1**
1.33 **TRANSPORTATION AND PUBLIC SAFETY APPROPRIATIONS**

1.27 Section 1. **ROAD AND BRIDGE ACT OF 2015.**

1.28 This act may be cited as the "Road and Bridge Act of 2015."

1.29 Sec. 2. **SUMMARY OF APPROPRIATIONS.**

2.1 The amounts shown in this section summarize direct appropriations by fund made

2.2 in this act, and do not have legal effect.

2.3	<u>2016</u>	<u>2017</u>	<u>Total</u>
2.4 <u>General</u>	\$ <u>64,361,000</u>	\$ <u>40,875,000</u>	\$ <u>105,236,000</u>
2.5 <u>Airports</u>	<u>25,109,000</u>	<u>25,109,000</u>	<u>50,218,000</u>
2.6 <u>C.S.A.H.</u>	<u>844,521,000</u>	<u>786,152,000</u>	<u>1,630,673,000</u>
2.7 <u>M.S.A.S.</u>	<u>218,127,000</u>	<u>197,506,000</u>	<u>415,633,000</u>
2.8 <u>Special Revenue</u>	<u>61,422,000</u>	<u>54,425,000</u>	<u>115,847,000</u>
2.9 <u>H.U.T.D.</u>	<u>10,436,000</u>	<u>10,449,000</u>	<u>20,885,000</u>
2.10 <u>Trunk Highway</u>	<u>1,759,687,000</u>	<u>1,809,068,000</u>	<u>3,568,755,000</u>
2.11 <u>Transportation Stability</u>	<u>25,000,000</u>	<u>25,000,000</u>	<u>50,000,000</u>
2.12 <u>Transit Assistance</u>	<u>331,340,000</u>	<u>351,910,000</u>	<u>683,250,000</u>

1.34 Section 1. **SUMMARY OF APPROPRIATIONS.**

2.1 The amounts shown in this section summarize direct appropriations, by fund, made

2.2 in this article.

2.3	<u>2016</u>	<u>2017</u>	<u>Total</u>
2.4 <u>General</u>	\$ <u>113,399,000</u>	\$ <u>102,079,000</u>	\$ <u>215,478,000</u>
2.5 <u>Airports</u>	<u>25,109,000</u>	<u>25,109,000</u>	<u>50,218,000</u>
2.6 <u>C.S.A.H.</u>	<u>771,437,000</u>	<u>850,253,000</u>	<u>1,621,690,000</u>
2.7 <u>M.S.A.S.</u>	<u>210,467,000</u>	<u>237,802,000</u>	<u>448,269,000</u>
2.8 <u>Special Revenue</u>	<u>121,709,000</u>	<u>122,336,000</u>	<u>244,045,000</u>
2.9 <u>H.U.T.D.</u>	<u>2,426,000</u>	<u>2,435,000</u>	<u>4,861,000</u>
2.10 <u>Trunk Highway</u>	<u>1,868,014,000</u>	<u>2,000,895,000</u>	<u>3,868,909,000</u>

2.13 **Total** \$ 3,340,003,000 \$ 3,300,494,000 \$ 6,640,497,000

2.11 **Total** \$ 3,112,561,000 \$ 3,340,909,000 \$ 6,453,470,000

2.14 Sec. 3. TRANSPORTATION APPROPRIATIONS.

2.12 Sec. 2. TRANSPORTATION APPROPRIATIONS.

2.15 The sums shown in the columns marked "Appropriations" are appropriated to
2.16 the agencies and for the purposes specified in this article. The appropriations are from
2.17 the trunk highway fund, or another named fund, and are available for the fiscal years
2.18 indicated for each purpose. Amounts for "Total Appropriation" and sums shown in
2.19 the corresponding columns marked "Appropriations by Fund" are summary only and
2.20 do have legal effect. The figures "2016" and "2017" used in this article mean that the
2.21 appropriations listed under them are available for the fiscal year ending June 30, 2016, or
2.22 June 30, 2017, respectively. "The first year" is fiscal year 2016. "The second year" is fiscal
2.23 year 2017. "The biennium" is fiscal years 2016 and 2017.

2.14 The sums shown in the columns marked
2.15 "Appropriations" are appropriated to the
2.16 agencies and for the purposes specified in
2.17 this article. The appropriations are from
2.18 the trunk highway fund, or another named
2.19 fund, and are available for the fiscal years
2.20 indicated for each purpose. The figures
2.21 "2016" and "2017" used in this article mean
2.22 that the appropriations listed under them are
2.23 available for the fiscal year ending June 30,
2.24 2016, or June 30, 2017, respectively. "The
2.25 first year" is fiscal year 2016. "The second
2.26 year" is fiscal year 2017. "The biennium" is
2.27 fiscal years 2016 and 2017.

2.24 APPROPRIATIONS

2.28 APPROPRIATIONS

2.25 Available for the Year

2.29 Available for the Year

2.26 Ending June 30

2.30 Ending June 30

2.27 2016 2017

2.31 2016 2017

2.28 Sec. 4. DEPARTMENT OF
2.29 TRANSPORTATION

2.32 Sec. 3. DEPARTMENT OF
2.33 TRANSPORTATION.

2.30 Subdivision 1. Total Appropriation \$ 2,861,533,000 \$ 2,830,817,000

2.34 Subdivision 1. Total Appropriation \$ 2,887,659,000 \$ 3,103,578,000

House Language H0004-3

Senate Language UEH0004-3

2.31	<u>Appropriations by Fund</u>	
2.32	<u>2016</u>	<u>2017</u>
2.33 <u>General</u>	<u>18,058,000</u>	<u>18,058,000</u>
2.34 <u>Airports</u>	<u>25,109,000</u>	<u>25,109,000</u>
2.35 <u>C.S.A.H.</u>	<u>844,521,000</u>	<u>786,152,000</u>
2.36 <u>M.S.A.S.</u>	<u>218,127,000</u>	<u>197,506,000</u>
2.37 <u>Special Revenue</u>	<u>2,532,000</u>	<u>0</u>
2.38 <u>Trunk Highway</u>	<u>1,663,396,000</u>	<u>1,710,832,000</u>
3.1 <u>Transportation</u>		
3.2 <u>Stability</u>	<u>25,000,000</u>	<u>25,000,000</u>
3.3 <u>Transit Assistance</u>	<u>64,790,000</u>	<u>68,160,000</u>

3.4 The amounts that may be spent for each
 3.5 purpose are specified in the following
 3.6 subdivisions.

3.7 Subd. 2. **Multimodal Systems**

2.35	<u>Appropriations by Fund</u>	
2.36	<u>2016</u>	<u>2017</u>
2.37 <u>General</u>	<u>47,973,000</u>	<u>27,153,000</u>
3.1 <u>Airports</u>	<u>25,109,000</u>	<u>25,109,000</u>
3.2 <u>C.S.A.H.</u>	<u>771,167,000</u>	<u>850,253,000</u>
3.3 <u>M.S.A.S.</u>	<u>210,467,000</u>	<u>237,802,000</u>
3.4 <u>Special Revenue</u>	<u>60,145,000</u>	<u>60,002,000</u>
3.5 <u>Trunk Highway</u>	<u>1,772,798,000</u>	<u>1,903,259,000</u>

3.6 The amounts that may be spent for each
 3.7 purpose are specified in the following
 3.8 subdivisions.

3.9 Subd. 2. **Multimodal Systems**

3.8 (a) Aeronautics Activity

3.9 (1) Airport Development and Assistance

19,798,000 19,798,000

3.10 This appropriation is from the state
3.11 airports fund and must be spent according
3.12 to Minnesota Statutes, section 360.305,
3.13 subdivision 4.

3.14 The base appropriation in each of fiscal years
3.15 2018 and 2019 is \$14,323,000.

3.16 Notwithstanding Minnesota Statutes, section
3.17 16A.28, subdivision 6, this appropriation
3.18 is available for five years after the date of
3.19 appropriation.

3.20 If the appropriation for either year is
3.21 insufficient, the appropriation for the other
3.22 year is available for it.

3.23 (2) Aviation Support and Services

6,411,000 6,411,000

3.24 Appropriations by Fund

3.25 2016 2017

3.26 Airports 5,311,000 5,311,000

3.27 Trunk Highway 1,100,000 1,100,000

3.28 \$80,000 in each year is from the state airports
3.29 fund for the Civil Air Patrol.

3.30 The base appropriation from the general
3.31 fund in each of fiscal years 2018 and 2019 is
3.32 \$1,100,000.

3.10 (a) Aeronautics

3.11 (1) Airport Development and Assistance

19,798,000 19,798,000

3.12 This appropriation is from the state
3.13 airports fund and must be spent according
3.14 to Minnesota Statutes, section 360.305,
3.15 subdivision 4.

3.16 The base appropriation for fiscal years 2018
3.17 and 2019 is \$14,298,000 for each year.

3.18 Notwithstanding Minnesota Statutes, section
3.19 16A.28, subdivision 6, this appropriation is
3.20 available for five years after appropriation.
3.21 If the appropriation for either year is
3.22 insufficient, the appropriation for the other
3.23 year is available for it.

3.24 (2) Aviation Support and Services

6,661,000 6,661,000

3.25 Appropriations by Fund

3.26 Airports 5,311,000 5,311,000

3.27 Trunk Highway 1,350,000 1,350,000

3.28 \$80,000 in each year is from the state airports
3.29 fund for the Civil Air Patrol.

4.1 The base appropriation from the trunk
4.2 highway fund in fiscal year 2018 and
4.3 thereafter is \$0.

3.30 (3) Airplane Purchase 5,000,000 -0-

3.31 This appropriation is from the general fund
3.32 to be used in conjunction with proceeds
3.33 of the sale of an existing airplane for the
3.34 replacement of one state airplane.

4.4 (b) Transit 82,810,000 86,180,000

4.1 (b) Transit 27,543,000 27,567,000

4.5 Appropriations by Fund

4.2 Appropriations by Fund

4.6 2016 2017

4.7 General 17,245,000 17,245,000

4.3 General 23,745,000 23,745,000

4.8 Trunk Highway 775,000 775,000

4.4 Trunk Highway 798,000 822,000

4.9 Transit Assistance 64,790,000 68,160,000

4.5 Special Revenue 3,000,000 3,000,000

4.10 The transit assistance fund appropriation is
4.11 from the greater Minnesota transit account
4.12 under Minnesota Statutes, section 16A.88.

4.6 \$100,000 in each year is from the general
4.7 fund for the administrative expenses of the
4.8 Minnesota Council on Transportation Access
4.9 under Minnesota Statutes, section 174.285.

			4.22 (c) Passenger Rail	<u>500,000</u>	<u>500,000</u>
			4.23 <u>This appropriation is from the general</u>		
			4.24 <u>fund for passenger rail system planning,</u>		
			4.25 <u>alternatives analysis, environmental analysis,</u>		
			4.26 <u>design, and preliminary engineering under</u>		
			4.27 <u>Minnesota Statutes, sections 174.632 to</u>		
			4.28 <u>174.636.</u>		
4.27 (d) Freight	<u>7,653,000</u>	<u>5,153,000</u>	4.29 (d) Freight	<u>5,443,000</u>	<u>5,452,000</u>
4.28 <u>Appropriations by Fund</u>			4.30 <u>Appropriations by Fund</u>		
4.29	<u>2016</u>	<u>2017</u>			
4.30 <u>General</u>	<u>256,000</u>	<u>256,000</u>	4.31 <u>General</u>	<u>256,000</u>	<u>256,000</u>
4.31 <u>Special Revenue</u>	<u>2,500,000</u>	<u>0</u>	4.33 <u>Special Revenue</u>	<u>143,000</u>	<u>-0-</u>
4.32 <u>Trunk Highway</u>	<u>4,897,000</u>	<u>4,897,000</u>	4.32 <u>Trunk Highway</u>	<u>5,044,000</u>	<u>5,196,000</u>
4.33 <u>The special revenue fund appropriation is</u>					
4.34 <u>from the vehicle services operating account</u>					
4.35 <u>for port development assistance program</u>					
5.1 <u>grants under Minnesota Statutes, chapter</u>					
5.2 <u>457A. Any improvements made with the</u>					
5.3 <u>proceeds of these grants must be publicly</u>					
5.4 <u>owned. This is a onetime appropriation and</u>					
5.5 <u>is available in the second year.</u>					

5.6 The base appropriation from the general
5.7 fund in each of fiscal years 2018 and 2019 is
5.8 \$5,153,000.

5.9 The base appropriation from the trunk
5.10 highway fund in fiscal year 2018 and
5.11 thereafter is \$0.

5.12 Subd. 3. State Roads

5.13 (a) Operations and Maintenance Activity

5.14 (1) General Operations and Maintenance 221,083,000 234,915,000

5.15 The base appropriation in fiscal year 2018
5.16 and thereafter is as provided in Minnesota
5.17 Statutes, section 161.04, subdivision 7.

5.18 (2) Snow and Ice Management 65,000,000 65,000,000

5.19 This appropriation is for snow plowing,
5.20 anti-icing treatment, ice removal, and related
5.21 expenses.

5.22 If the appropriation in either year is
5.23 insufficient, the appropriation for the other
5.24 year is available for it.

5.1 \$143,000 in the first year is from the rail
5.2 service improvement account in the special
5.3 revenue fund for a grant to the Minnesota
5.4 Commercial Railway for emergency
5.5 temporary repairs to approximately 6.5 miles
5.6 of railroad track described as that portion of
5.7 the Minnesota Commercial main running
5.8 lead, between M&D Junction in White Bear
5.9 Lake and the end of track in Hugo.

5.10 Subd. 3. State Roads

5.11 (a) Operations and Maintenance 284,030,000 297,185,000

5.25 If the appropriation in the second year is
 5.26 insufficient, the commissioner may transfer
 5.27 an amount of up to ten percent of the snow
 5.28 and ice management appropriation for the
 5.29 biennium from the appropriation for general
 5.30 operations and maintenance under clause (1).

5.31 If a balance remains in this appropriation, the
 5.32 commissioner may transfer up to that amount
 6.1 for general operations and maintenance
 6.2 under clause (1).

6.3 **(b) Program Planning and Delivery Activity**

6.4 **(1) Planning**

30,079,000 30,079,000

6.5 If a balance remains in this appropriation, the
 6.6 commissioner may transfer up to that amount
 6.7 for program delivery under clause (2).

6.8 \$250,000 in the first year is for the
 6.9 interchange safety improvement study under
 6.10 article 3, section 60.

6.11 \$266,000 in each year is available for grants
 6.12 to metropolitan planning organizations
 6.13 outside the seven-county metropolitan area.

6.14 \$900,000 in each year is available for
 6.15 grants for transportation studies outside
 6.16 the metropolitan area to identify critical
 6.17 concerns, problems, and issues. These
 6.18 grants are available: (1) to regional
 6.19 development commissions; (2) in regions
 6.20 where no regional development commission
 6.21 is functioning, to joint powers boards
 6.22 established under an agreement of two or
 6.23 more political subdivisions in the region to
 6.24 exercise the planning functions of a regional
 6.25 development commission; and (3) in regions
 6.26 where no regional development commission

5.12 **(b) Program Planning and Delivery**

249,214,000 263,625,000

5.20 \$266,000 in each year is available for grants
 5.21 to metropolitan planning organizations
 5.22 outside the seven-county metropolitan area.

5.30 \$900,000 in each year is available for
 5.31 grants for transportation studies outside
 5.32 the metropolitan area to identify critical
 5.33 concerns, problems, and issues. These
 5.34 grants are available: (1) to regional
 6.1 development commissions; (2) in regions
 6.2 where no regional development commission
 6.3 is functioning, to joint powers boards
 6.4 established under agreement of two or
 6.5 more political subdivisions in the region to
 6.6 exercise the planning functions of a regional
 6.7 development commission; and (3) in regions
 6.8 where no regional development commission

6.27 or joint powers board is functioning, to the
6.28 department's district office for that region.

6.9 or joint powers board is functioning, to the
6.10 department's district office for that region.

6.29 **(2) Program Delivery**

179,946,000

166,758,000

6.30 This appropriation includes use of consultants
6.31 to support development and management of
6.32 projects.

5.13 \$130,000 in each year is available for
5.14 administrative costs of the targeted group
5.15 business program.

7.4 \$130,000 in each year is available for
7.5 administrative costs of the department's
7.6 targeted group business program.

7.7 \$1,000,000 in each year is available
7.8 for management of contaminated and
7.9 regulated material on property owned by
7.10 the Department of Transportation, including
7.11 mitigation of property conveyances, facility
7.12 acquisition or expansion, chemical release at
7.13 maintenance facilities, and spills on the trunk
7.14 highway system where there is no known
7.15 responsible party. If the appropriation for
7.16 either year is insufficient, the appropriation
7.17 for the other year is available for it.

6.11 \$1,000,000 in each year is available
6.12 for management of contaminated and
6.13 regulated material on property owned by
6.14 the Department of Transportation, including
6.15 mitigation of property conveyances, facility
6.16 acquisition or expansion, chemical release at
6.17 maintenance facilities, and spills on the trunk
6.18 highway system where there is no known
6.19 responsible party. If the appropriation for
6.20 either year is insufficient, the appropriation
6.21 for the other year is available for it.

5.16 \$300,000 in fiscal year 2016 is for grants
5.17 to implement enhanced organizational
5.18 effectiveness and innovation review under
5.19 article 8, section 29.

5.23 \$75,000 in each year is available for a
5.24 transportation research contingent account
5.25 to finance research projects that are
5.26 reimbursable from the federal government or
5.27 from other sources. If the appropriation for
5.28 either year is insufficient, the appropriation
5.29 for the other year is available for it.

7.1 The base appropriation in fiscal year 2018
7.2 is \$164,238,000 and in fiscal year 2019 is
7.3 \$150,563,000.

7.18 <u>(c) State Road Construction</u>	<u>897,889,000</u>	<u>905,356,000</u>
---	--------------------	--------------------

7.19 This appropriation is for the actual
 7.20 construction, reconstruction, and
 7.21 improvement of trunk highways, including
 7.22 design-build contracts. This includes the cost
 7.23 of actual payment to landowners for lands
 7.24 acquired for highway rights-of-way, payment
 7.25 to lessees, interest subsidies, and relocation
 7.26 expenses.

7.27 The base appropriation in fiscal year 2018
 7.28 and thereafter is as provided in Minnesota
 7.29 Statutes, section 161.04, subdivision 7.

6.22 The base appropriation for program planning
 6.23 and delivery for fiscal years 2018 and 2019
 6.24 is \$262,625,000 in each year.

6.25 <u>(c) State Road Construction</u>	<u>967,480,000</u>	<u>1,025,905,000</u>
---	--------------------	----------------------

6.26 It is estimated that these appropriations will
 6.27 be funded as follows:

6.28 Appropriations by Fund

6.29 <u>Federal Highway</u>		
6.30 <u>Aid</u>	<u>455,970,000</u>	<u>462,570,000</u>

6.31 <u>Highway User Taxes</u>	<u>511,510,000</u>	<u>563,335,000</u>
--------------------------------	--------------------	--------------------

6.32 The commissioner of transportation shall
 6.33 notify the chairs and ranking minority
 6.34 members of the legislative committees with
 6.35 jurisdiction over transportation finance of
 7.1 any significant events that should cause these
 7.2 estimates to change.

7.3 This appropriation is for the actual
 7.4 construction, reconstruction, and
 7.5 improvement of trunk highways, including
 7.6 design-build contracts and consultant usage
 7.7 to support these activities. This includes the
 7.8 cost of actual payment to landowners for
 7.9 lands acquired for highway rights-of-way,
 7.10 payment to lessees, interest subsidies, and
 7.11 relocation expenses.

7.12 The base appropriation for state road
 7.13 construction for fiscal years 2018 and 2019
 7.14 is \$970,905,000 in each year.

7.30 \$1,000,000 in the first year is to complete
 7.31 projects using funds made available to
 7.32 the commissioner of transportation under
 7.33 title XII of the American Recovery and
 7.34 Reinvestment Act of 2009, Public Law
 8.1 111-5, and implemented under Minnesota
 8.2 Statutes, section 161.36, subdivision 7.

8.3 The commissioner may expend up to one-half
 8.4 of one percent of the federal appropriations
 8.5 under this paragraph as grants to opportunity
 8.6 industrialization centers and other nonprofit
 8.7 job training centers for job training programs
 8.8 related to highway construction.

8.9 The commissioner may transfer up to
 8.10 \$15,000,000 each year to the transportation
 8.11 revolving loan fund.

7.15 \$10,000,000 in each year is for the
 7.16 transportation economic development
 7.17 program under Minnesota Statutes, section
 7.18 174.12.

7.30 The commissioner may expend up to one-half
 7.31 of one percent of the federal appropriations
 7.32 under this paragraph as grants to opportunity
 7.33 industrialization centers and other nonprofit
 8.1 job training centers for job training programs
 8.2 related to highway construction.

8.3 The commissioner may transfer up to
 8.4 \$15,000,000 each year to the transportation
 8.5 revolving loan fund.

7.19 \$5,000,000 in the first year is for the
 7.20 construction of noise barriers on trunk
 7.21 highways.

7.22 The commissioner shall transfer \$2,000,000
 7.23 in the first year to the state right-of-way
 7.24 acquisition loan account under Minnesota
 7.25 Statutes, section 161.225.

7.26 The commissioner shall transfer \$50,000,000
 7.27 in the first year and \$55,000,000 in the
 7.28 second year to the county turnback account
 7.29 under Minnesota Statutes, section 161.082.

8.12 The commissioner may collect receipts for
 8.13 the partners' share of partnership projects.
 8.14 These receipts are appropriated to the
 8.15 commissioner for these projects.

8.16 The commissioner may expend an amount as
 8.17 necessary for land acquisition on Corridors
 8.18 of Commerce projects funded under article
 8.19 2, section 2, subdivision 1.

8.20 An amount up to the unexpended balance
 8.21 in the appropriation under Laws 2012, First
 8.22 Special Session chapter 1, article 1, section
 8.23 4, subdivision 3, is available for the purposes
 8.24 stated in Minnesota Statutes, section 12A.16,
 8.25 subdivision 2.

8.26 **(d) Highway Debt Service** 197,103,000 236,428,000

8.27 \$187,603,000 the first year and \$226,928,000
 8.28 the second year are for transfer to the state
 8.29 bond fund. If this appropriation is insufficient
 8.30 to make all transfers required in the year
 8.31 for which it is made, the commissioner
 8.32 of management and budget shall transfer
 8.33 the deficiency amount under the statutory
 8.34 open appropriation, and notify the chairs
 9.1 and ranking minority members of the
 9.2 legislative committees with jurisdiction over
 9.3 transportation finance and the chairs of the
 9.4 senate Committee on Finance and the house
 9.5 of representatives Committee on Ways and
 9.6 Means of the amount of the deficiency. Any
 9.7 excess appropriation cancels to the trunk
 9.8 highway fund.

9.9 The base appropriation in fiscal year 2018
 9.10 is \$262,899,000 and in fiscal year 2019 is
 9.11 \$281,012,000.

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

8.11 The commissioner may expend an amount as
 8.12 necessary for land acquisition on corridors
 8.13 of commerce projects funded under article
 8.14 2, section 3.

8.15 **(d) Highway Debt Service** 197,519,000 240,307,000

8.16 \$188,019,000 the first year and \$230,807,000
 8.17 in the second year are for transfer to the state
 8.18 bond fund. If this appropriation is insufficient
 8.19 to make all transfers required in the year
 8.20 for which it is made, the commissioner of
 8.21 management and budget shall notify the
 8.22 senate Committee on Finance and the house
 8.23 of representatives Committee on Ways and
 8.24 Means of the amount of the deficiency and
 8.25 shall then transfer that amount under the
 8.26 statutory open appropriation. Any excess
 8.27 appropriation cancels to the trunk highway
 8.28 fund.

9.12	<u>(e) Statewide Radio Communications</u>	<u>5,171,000</u>	<u>5,171,000</u>
9.13	<u>Appropriations by Fund</u>		
9.14		<u>2016</u>	<u>2017</u>
9.15	<u>General</u>	<u>3,000</u>	<u>3,000</u>
9.16	<u>Special Revenue</u>	<u>32,000</u>	<u>0</u>
9.17	<u>Trunk Highway</u>	<u>5,168,000</u>	<u>5,168,000</u>
9.18	<u>The general fund appropriation is to equip</u>		
9.19	<u>and operate the Roosevelt signal tower for</u>		
9.20	<u>Lake of the Woods weather broadcasting.</u>		
9.21	<u>The special revenue fund appropriation is</u>		
9.22	<u>from the vehicle services operating account</u>		
9.23	<u>for a weather transmitter in Lake of the Woods</u>		
9.24	<u>County. This is a onetime appropriation.</u>		
9.25	<u>The base appropriation from the general</u>		
9.26	<u>fund in each of fiscal years 2018 and 2019 is</u>		
9.27	<u>\$5,171,000.</u>		
9.28	<u>The base appropriation from the trunk</u>		
9.29	<u>highway fund in fiscal year 2018 and</u>		
9.30	<u>thereafter is \$0.</u>		
9.31	<u>Subd. 4. Local Roads</u>		
9.32	<u>(a) County State-Aid Highway Fund</u>	<u>844,521,000</u>	<u>786,152,000</u>

8.29	<u>(e) Electronic Communications</u>	<u>5,326,000</u>	<u>5,486,000</u>
8.30	<u>Appropriations by Fund</u>		
8.31	<u>General</u>	<u>3,000</u>	<u>3,000</u>
8.32	<u>Trunk Highway</u>	<u>5,323,000</u>	<u>5,483,000</u>
9.1	<u>The general fund appropriation is to equip</u>		
9.2	<u>and operate the Roosevelt signal tower for</u>		
9.3	<u>Lake of the Woods weather broadcasting.</u>		
9.4	<u>Subd. 4. Local Roads</u>		
9.5	<u>(a) County State-Aid Roads</u>	<u>771,167,000</u>	<u>850,253,000</u>

9.33 This appropriation is from the county
 9.34 state-aid highway fund under Minnesota
 10.1 Statutes, section 161.081, and chapter 162,
 10.2 and is available until spent.

10.3 If the commissioner of transportation
 10.4 determines that a balance remains in the
 10.5 county state-aid highway fund following
 10.6 the appropriations and transfers made in
 10.7 this paragraph, and that the appropriations
 10.8 made are insufficient for advancing county
 10.9 state-aid highway projects, an amount
 10.10 necessary to advance the projects, not to
 10.11 exceed the balance in the county state-aid
 10.12 highway fund, is appropriated in each year
 10.13 to the commissioner. Within two weeks
 10.14 of a determination under this contingent
 10.15 appropriation, the commissioner of
 10.16 transportation shall notify the commissioner
 10.17 of management and budget and the chairs
 10.18 and ranking minority members of the
 10.19 legislative committees with jurisdiction
 10.20 over transportation finance concerning
 10.21 funds appropriated. The commissioner shall
 10.22 include in the next budget submission to
 10.23 the legislature under Minnesota Statutes,
 10.24 section 16A.11, any additional amount that is
 10.25 appropriated under this paragraph.

10.26 **(b) Municipal State-Aid Street Fund** 218,127,000 197,506,000

10.27 This appropriation is from the municipal
 10.28 state-aid street fund under Minnesota
 10.29 Statutes, chapter 162, and is available until
 10.30 spent.

9.6 This appropriation is from the county
 9.7 state-aid highway fund under Minnesota
 9.8 Statutes, section 161.081, and chapter 162.
 9.9 Notwithstanding Minnesota Statutes, section
 9.10 16A.28, subdivision 6, this appropriation is
 9.11 available for six years after appropriation.

9.12 If the commissioner of transportation
 9.13 determines that a balance remains in the
 9.14 county state-aid highway fund following
 9.15 the appropriations and transfers made in
 9.16 this subdivision, and that the appropriations
 9.17 made are insufficient for advancing county
 9.18 state-aid highway projects, an amount
 9.19 necessary to advance the projects, not to
 9.20 exceed the balance in the county state-aid
 9.21 highway fund, is appropriated in each year
 9.22 to the commissioner. Within two weeks
 9.23 of a determination under this contingent
 9.24 appropriation, the commissioner of
 9.25 transportation shall notify the commissioner
 9.26 of management and budget and the chairs
 9.27 and ranking minority members of the
 9.28 legislative committees with jurisdiction over
 9.29 transportation finance concerning funds
 9.30 appropriated.

9.31 **(b) Municipal State-Aid Roads** 210,467,000 237,802,000

9.32 This appropriation is from the municipal
 9.33 state-aid street fund under Minnesota
 9.34 Statutes, chapter 162. Notwithstanding
 10.1 Minnesota Statutes, section 16A.28,
 10.2 subdivision 6, this appropriation is available
 10.3 for six years after appropriation.

10.24 \$28,501,000 in each year is appropriated from
10.25 the small city streets and bridges account in
10.26 the special revenue fund under Minnesota
10.27 Statutes, section 174.54, subdivision 1.

10.28 \$28,501,000 in each year is appropriated from
10.29 the larger city streets and bridges account in
10.30 the special revenue fund under Minnesota
10.31 Statutes, section 174.54, subdivision 2.

10.32 (d) **Local Bridge Replacement and**
10.33 **Rehabilitation**

10,750,000

-0-

10.34 This appropriation is from the general fund
10.35 to match federal money and to replace
11.1 or rehabilitate local deficient bridges as
11.2 provided in Minnesota Statutes, section
11.3 174.50. To the extent practicable, the
11.4 commissioner shall expend the funds as
11.5 provided under Minnesota Statutes, section
11.6 174.50, subdivision 6b or 6c. This is a
11.7 onetime appropriation.

11.16 (f) **Highways on Tribal Lands**

5,000,000

-0-

11.17 This appropriation is from the general fund
11.18 for the purposes of maintenance, design, or
11.19 construction of highways on tribal lands.

11.28 Subd. 5. Agency Management

11.20 Subd. 5. Agency Management

11.29 (a) **Agency Services**

41,972,000

41,972,000

11.21 (a) **Agency Services**

42,722,000

43,519,000

11.30 The base appropriation from the general
11.31 fund in each of fiscal years 2018 and 2019
11.32 is \$41,972,000.

12.1 The base appropriation from the trunk
12.2 highway fund in fiscal year 2018 and
12.3 thereafter is \$0.

12.4 **(b) Buildings** 17,838,000 17,838,000

12.5 Appropriations by Fund

12.6 2016 2017

12.7 General 54,000 54,000

12.8 Trunk Highway 17,784,000 17,784,000

12.9 The base appropriation from the general
 12.10 fund in each of fiscal years 2018 and 2019
 12.11 is \$17,838,000.

12.12 The base appropriation from the trunk
 12.13 highway fund in fiscal year 2018 and
 12.14 thereafter is \$0.

12.15 Any money appropriated to the commissioner
 12.16 of transportation for building construction
 12.17 for any fiscal year before 2016 is available
 12.18 to the commissioner of transportation
 12.19 during the biennium to the extent that the
 12.20 commissioner spends the money on the
 12.21 building construction projects for which the
 12.22 money was originally encumbered during the
 12.23 fiscal year for which it was appropriated.

12.24 If the appropriation for either year is
 12.25 insufficient, the appropriation for the other
 12.26 year is available for it.

12.27 **(c) Tort Claims** 600,000 600,000

12.28 This appropriation is to the commissioner of
 12.29 transportation. If the appropriation for either
 12.30 year is insufficient, the appropriation for the
 12.31 other year is available for it.

11.22 **(b) Buildings** 18,772,000 19,321,000

11.23 Appropriations by Fund

11.24 General 54,000 54,000

11.25 Trunk Highway 18,718,000 19,267,000

11.26 Any money appropriated to the commissioner
 11.27 of transportation for building construction
 11.28 for any fiscal year before 2016 is available
 11.29 to the commissioner of transportation
 11.30 during the biennium to the extent that the
 11.31 commissioner spends the money on the
 11.32 building construction projects for which the
 11.33 money was originally encumbered during the
 11.34 fiscal year for which it was appropriated.

12.1 If the appropriation for either year is
 12.2 insufficient, the appropriation for the other
 12.3 year is available for it.

12.4 **(c) Tort Claims** 600,000 600,000

12.5 If the appropriation for either year is
 12.6 insufficient, the appropriation for the other
 12.7 year is available for it.

12.32 Subd. 6. Flexible Highway Account Transfers

12.33 The commissioner of transportation shall
 12.34 transfer from the flexible highway account in
 13.1 the county state-aid highway fund the entire
 13.2 amount in each year to the county turnback
 13.3 account in the county state-aid highway
 13.4 fund. The funds transferred are for highway
 13.5 turnback purposes under Minnesota Statutes,
 13.6 section 161.081, subdivision 3.

13.7 Subd. 7. State Road Construction
 13.8 Appropriations Carryforward

13.9 Any money appropriated to the commissioner
 13.10 of transportation for state road construction
 13.11 for any fiscal year before fiscal year 2016
 13.12 is available to the commissioner during the
 13.13 biennium to the extent that the commissioner
 13.14 spends the money on the state road
 13.15 construction project for which the money
 13.16 was originally encumbered during the fiscal
 13.17 year for which it was appropriated.

13.18 Subd. 8. Contingent Appropriation12.8 Subd. 6. Previous State Road Construction
 12.9 Appropriations

12.10 Any money appropriated to the commissioner
 12.11 of transportation for state road construction
 12.12 for any fiscal year before the first year is
 12.13 available to the commissioner during the
 12.14 biennium to the extent that the commissioner
 12.15 spends the money on the state road
 12.16 construction project for which the money
 12.17 was originally encumbered during the fiscal
 12.18 year for which it was appropriated. The
 12.19 commissioner of transportation shall report to
 12.20 the commissioner of management and budget
 12.21 by August 1, 2015, and August 1, 2016, on
 12.22 a form the commissioner of management
 12.23 and budget provides, on expenditures made
 12.24 during the previous fiscal year that are
 12.25 authorized by this subdivision.

12.26 Subd. 7. Contingent Appropriation

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

14.13 Sec. 5. METROPOLITAN COUNCIL

14.14 <u>Subdivision 1. Total Appropriation</u>	<u>\$</u>	<u>301,514,000</u>	<u>\$</u>	<u>295,109,000</u>
---	-----------	--------------------	-----------	--------------------

12.27 The commissioner of transportation, with
 12.28 the approval of the governor and the
 12.29 written approval of at least five members
 12.30 of a group consisting of the members of
 12.31 the Legislative Advisory Commission
 12.32 under Minnesota Statutes, section 3.30,
 12.33 and the ranking minority members of the
 12.34 legislative committees with jurisdiction over
 12.35 transportation finance, may transfer all or
 13.1 part of the unappropriated balance in the
 13.2 trunk highway fund to an appropriation:
 13.3 (1) for trunk highway design, construction,
 13.4 or inspection in order to take advantage of
 13.5 an unanticipated receipt of income to the
 13.6 trunk highway fund or to take advantage
 13.7 of federal advanced construction funding;
 13.8 (2) for trunk highway maintenance in order
 13.9 to meet an emergency; or (3) to pay tort
 13.10 or environmental claims. Nothing in this
 13.11 subdivision authorizes the commissioner
 13.12 to increase the use of federal advanced
 13.13 construction funding beyond amounts
 13.14 specifically authorized. Any transfer as
 13.15 a result of the use of federal advanced
 13.16 construction funding must include an
 13.17 analysis of the effects on the long-term
 13.18 trunk highway fund balance. The amount
 13.19 transferred is appropriated for the purpose of
 13.20 the account to which it is transferred.

13.21 Sec. 4. <u>METROPOLITAN COUNCIL</u>	<u>\$</u>	<u>52,249,000</u>	<u>\$</u>	<u>61,630,000</u>
---	-----------	-------------------	-----------	-------------------

14.15	<u>Appropriations by Fund</u>	
14.16	<u>2016</u>	<u>2017</u>
14.17 <u>General</u>	<u>33,264,000</u>	<u>9,659,000</u>
14.18 <u>Special Revenue</u>	<u>1,700,000</u>	<u>1,700,000</u>
14.19 <u>Transit Assistance</u>	<u>266,550,000</u>	<u>283,750,000</u>

14.20 The amounts that may be spent for each
 14.21 purpose are specified in the following
 14.22 subdivisions.

14.23 <u>Subd. 2. Transit Operations</u>	<u>299,814,000</u>	<u>293,409,000</u>
---	--------------------	--------------------

14.24	<u>Appropriations by Fund</u>	
14.25	<u>2016</u>	<u>2017</u>
14.26 <u>General</u>	<u>33,264,000</u>	<u>9,659,000</u>
14.27 <u>Transit Assistance</u>	<u>266,550,000</u>	<u>283,750,000</u>

14.28 The transit assistance fund appropriation is
 14.29 from the metropolitan area transit account
 14.30 under Minnesota Statutes, section 16A.88.

14.31 This appropriation is for transit system
 14.32 operations under Minnesota Statutes,
 14.33 sections 473.371 to 473.449.

14.34 The base appropriation from the transit
 14.35 assistance fund in fiscal year 2018 and
 15.1 thereafter is as provided in Minnesota
 15.2 Statutes, section 16A.88, subdivision 2.

15.3 To the extent that appropriations from the
 15.4 general fund are reduced in this subdivision
 15.5 from base appropriations for fiscal years 2016
 15.6 and 2017, the amount appropriated from the
 15.7 metropolitan area transit account that is in
 15.8 excess of the amount appropriated in fiscal
 15.9 year 2015 must be allocated first to purposes
 15.10 identified in the Metropolitan Council 2015
 15.11 unified budget as adopted in December
 15.12 2014, including Metro Mobility service, and
 15.13 funded from general fund appropriations.

15.14 In each of the 2016 and 2017 Metropolitan
 15.15 Council budget years, the Metropolitan
 15.16 Council shall provide financial assistance to
 15.17 suburban transit providers under Minnesota
 15.18 Statutes, section 473.388, in an amount that
 15.19 equals no less than:

15.20 (1) the total assistance identified in the
 15.21 Metropolitan Council 2015 unified budget as
 15.22 adopted in December 2014; plus

15.23 (2) the amount under clause (1) multiplied
 15.24 by a percentage, calculated as (i) the total
 15.25 amount in the metropolitan area transit
 15.26 account for fiscal year 2016 or 2017, as
 15.27 appropriate, less the total amount in that
 15.28 account for the previous fiscal year; divided
 15.29 by (ii) the total amount in that account for the
 15.30 previous fiscal year.

13.22 This appropriation is from the general fund
 13.23 for transit system operations under Minnesota
 13.24 Statutes, sections 473.371 to 473.449.

13.25 The base appropriation is \$68,276,000 for
 13.26 fiscal year 2018 and \$74,141,000 for fiscal
 13.27 year 2019.

<p>15.31 Subd. 3. <u>Suburban Connections Demonstration</u> 15.32 <u>Project</u></p>	<p><u>1,500,000</u></p>	<p><u>1,500,000</u></p>
<p>15.33 (a) <u>This appropriation is from the vehicle</u> 15.34 <u>services operating account in the special</u> 15.35 <u>revenue fund for financial assistance</u> 16.1 <u>to replacement service providers under</u> 16.2 <u>Minnesota Statutes, section 473.388, to</u> 16.3 <u>implement a demonstration project that</u> 16.4 <u>provides regular route transit or express</u> 16.5 <u>bus service between municipalities in the</u> 16.6 <u>metropolitan area, as defined in Minnesota</u> 16.7 <u>Statutes, section 473.121, subdivision 2,</u> 16.8 <u>excluding cities of the first class. The</u> 16.9 <u>council may not retain any portion of</u> 16.10 <u>funds appropriated under this subdivision.</u> 16.11 <u>Following notification under paragraph (b),</u> 16.12 <u>the council shall allocate the appropriated</u> 16.13 <u>funds as directed by the replacement service</u> 16.14 <u>providers.</u></p> <p>16.15 (b) <u>The replacement service providers</u> 16.16 <u>shall collectively identify one or more</u> 16.17 <u>demonstration projects for financial</u> 16.18 <u>assistance under this subdivision and</u> 16.19 <u>submit a notification of the allocation to</u> 16.20 <u>the Metropolitan Council. Criteria for</u> 16.21 <u>evaluating and identifying demonstration</u> 16.22 <u>projects must include but are not limited to:</u> 16.23 <u>(1) scope of service offering improvements;</u> 16.24 <u>(2) integration with transit facilities and</u> 16.25 <u>major business, retail, or suburban centers;</u> 16.26 <u>(3) extent to which a proposed route</u> 16.27 <u>complements existing transit service; and</u> 16.28 <u>(4) density of employment along a proposed</u> 16.29 <u>route.</u></p> <p>16.30 (c) <u>This is a onetime appropriation.</u></p>		
<p>16.31 Subd. 4. <u>Transportation Management</u> 16.32 <u>Organizations</u></p>	<p><u>200,000</u></p>	<p><u>200,000</u></p>

16.33 This appropriation is from the vehicle
 16.34 services operating account in the special
 16.35 revenue fund for grants to transportation
 16.36 management organizations that provide
 17.1 services exclusively or primarily in: (1)
 17.2 each city of the first class, as provided under
 17.3 Minnesota Statutes, section 410.01; and (2)
 17.4 the city having the highest population as
 17.5 of the effective date of this section located
 17.6 along the marked Interstate Highway 494
 17.7 corridor. The council may not retain any
 17.8 portion of funds appropriated under this
 17.9 section. From the appropriation in each
 17.10 fiscal year, the council shall make grant
 17.11 payments in full by July 31. Permissible
 17.12 uses of funds under this section include
 17.13 administrative expenses and programming
 17.14 and service expansion, including but not
 17.15 limited to staffing, communications, outreach
 17.16 and education program development, and
 17.17 operations management. This is a onetime
 17.18 appropriation.

17.19 Sec. 6. PUBLIC SAFETY

17.20	<u>Subdivision 1. Total Appropriation</u>	\$	<u>176,956,000</u>	\$	<u>176,268,000</u>
-------	---	----	--------------------	----	--------------------

17.21 Appropriations by Fund

17.22		<u>2016</u>	<u>2017</u>
-------	--	-------------	-------------

17.23	<u>General</u>	<u>13,039,000</u>	<u>13,158,000</u>
-------	----------------	-------------------	-------------------

17.24	<u>Special Revenue</u>	<u>57,190,000</u>	<u>54,425,000</u>
-------	------------------------	-------------------	-------------------

17.25	<u>H.U.T.D.</u>	<u>10,436,000</u>	<u>10,449,000</u>
-------	-----------------	-------------------	-------------------

13.28 Sec. 5. DEPARTMENT OF PUBLIC SAFETY

13.29	<u>Subdivision 1. Total Appropriation</u>	\$	<u>172,741,000</u>	\$	<u>176,071,000</u>
-------	---	----	--------------------	----	--------------------

13.30 Appropriations by Fund

13.31		<u>2016</u>	<u>2017</u>
-------	--	-------------	-------------

13.32	<u>General</u>	<u>13,169,000</u>	<u>13,288,000</u>
-------	----------------	-------------------	-------------------

13.33	<u>Special Revenue</u>	<u>61,564,000</u>	<u>62,334,000</u>
-------	------------------------	-------------------	-------------------

13.34	<u>H.U.T.D.</u>	<u>2,192,000</u>	<u>2,213,000</u>
-------	-----------------	------------------	------------------

18.11 Special Revenue 450,000 450,000

18.12 H.U.T.D. 1,366,000 1,366,000

18.13 Trunk Highway 3,687,000 3,771,000

18.14 The base appropriation from the general
 18.15 fund in each of fiscal years 2018 and 2019 is
 18.16 \$8,674,000.

18.17 The base appropriation from the highway
 18.18 user tax distribution fund in fiscal year 2018
 18.19 and thereafter is \$0.

18.20 The base appropriation from the trunk
 18.21 highway fund in fiscal year 2018 and
 18.22 thereafter is \$0.

18.23 \$380,000 in each year is from the general
 18.24 fund for payment of public safety officer
 18.25 survivor benefits under Minnesota Statutes,
 18.26 section 299A.44. If the appropriation for
 18.27 either year is insufficient, the appropriation
 18.28 for the other year is available for it.

18.29 \$1,367,000 in each year is from the general
 18.30 fund to be deposited in the public safety
 18.31 officer's benefit account. This money
 18.32 is available for reimbursements under
 18.33 Minnesota Statutes, section 299A.465.

14.12 H.U.T.D. 1,366,000 1,366,000

14.13 Trunk Highway 3,687,000 3,771,000

14.14 \$130,000 in each year is from the general
 14.15 fund for the additional position of labor
 14.16 relations manager.

14.17 \$380,000 in each year is from the general
 14.18 fund for payment of public safety officer
 14.19 survivor benefits under Minnesota Statutes,
 14.20 section 299A.44. If the appropriation for
 14.21 either year is insufficient, the appropriation
 14.22 for the other year is available for it.

14.23 \$1,367,000 in each year is from the general
 14.24 fund to be deposited in the public safety
 14.25 officer's benefit account. This money
 14.26 is available for reimbursements under
 14.27 Minnesota Statutes, section 299A.465.

18.34 \$600,000 in each year is from the general
 18.35 fund and \$100,000 in each year is from the
 19.1 trunk highway fund for soft body armor
 19.2 reimbursements under Minnesota Statutes,
 19.3 section 299A.38.

19.4 \$450,000 in each year is from the vehicle
 19.5 services operating account in the special
 19.6 revenue fund for the creation of two
 19.7 emergency response teams. One emergency
 19.8 response team must be under the jurisdiction
 19.9 of the St. Cloud Fire Department, or a
 19.10 similarly located fire department if necessary,
 19.11 and one emergency response team must be
 19.12 under the jurisdiction of the Duluth Fire
 19.13 Department. The commissioner shall allocate
 19.14 the funds as needed to facilitate the creation
 19.15 and maintenance of the emergency response
 19.16 teams. This is a onetime appropriation.

19.17 \$792,000 in each year is from the general
 19.18 fund for transfer by the commissioner of
 19.19 management and budget to the trunk highway
 19.20 fund on December 31, 2015, and December
 19.21 31, 2016, respectively, in order to reimburse
 19.22 the trunk highway fund for expenses not
 19.23 related to the fund. These represent amounts
 19.24 appropriated out of the trunk highway
 19.25 fund for general fund purposes in the
 19.26 administration and related services program.

19.27 \$610,000 in each year is from the highway
 19.28 user tax distribution fund for transfer by the
 19.29 commissioner of management and budget
 19.30 to the trunk highway fund on December 31,
 19.31 2015, and December 31, 2016, respectively,
 19.32 in order to reimburse the trunk highway
 19.33 fund for expenses not related to the fund.
 19.34 These represent amounts appropriated out
 19.35 of the trunk highway fund for highway
 20.1 user tax distribution fund purposes in the
 20.2 administration and related services program.

14.28 \$600,000 in each year is from the general
 14.29 fund and \$100,000 in each year is from the
 14.30 trunk highway fund for soft body armor
 14.31 reimbursements under Minnesota Statutes,
 14.32 section 299A.38.

20.3 (c) Technology and Support Services 3,685,000 3,685,000

20.4 Appropriations by Fund

20.5 2016 2017

20.6 General 1,322,000 1,322,000

20.7 H.U.T.D. 19,000 19,000

20.8 Trunk Highway 2,344,000 2,344,000

20.9 The base appropriation from the general
20.10 fund in each of fiscal years 2018 and 2019 is
20.11 \$3,685,000.

20.12 The base appropriation from the highway
20.13 user tax distribution fund in fiscal year 2018
20.14 and thereafter is \$0.

20.15 The base appropriation from the trunk
20.16 highway fund in fiscal year 2018 and
20.17 thereafter is \$0.

20.18 Subd. 3. State Patrol

20.19 (a) Patrolling Highways 85,016,000 83,121,000

20.20 Appropriations by Fund

20.21 2016 2017

20.22 General 37,000 37,000

20.23 Special Revenue 3,500,000 0

14.33 (c) Technology and Support Service 3,685,000 3,685,000

15.1 Appropriations by Fund

15.2 General 1,322,000 1,322,000

15.3 H.U.T.D. 19,000 19,000

15.4 Trunk Highway 2,344,000 2,344,000

15.5 Subd. 3. State Patrol

15.6 (a) Patrolling Highways 81,756,000 83,857,000

15.7 Appropriations by Fund

15.8 General 37,000 37,000

20.24 H.U.T.D. 92,000 92,000

20.25 Trunk Highway 81,387,000 82,992,000

20.26 \$975,000 from the trunk highway fund in
 20.27 fiscal year 2016 is to purchase a single-engine
 20.28 aircraft for the State Patrol, exclusively for
 20.29 public safety purposes.

20.30 The special revenue fund appropriation is
 20.31 from the vehicle services operating account
 20.32 to recruit, hire, train, equip, and provide
 20.33 salary for additional State Patrol troopers.
 20.34 This is a onetime appropriation.

20.35 (b) Commercial Vehicle Enforcement 8,023,000 8,257,000

21.1 (c) Capitol Security 8,035,000 8,147,000

21.2 This appropriation is from the general fund.

21.3 The commissioner may not: (1) spend
 21.4 any money from the trunk highway fund
 21.5 for capitol security; or (2) permanently
 21.6 transfer any state trooper from the patrolling
 21.7 highways activity to capitol security.

21.8 The commissioner may not transfer any
 21.9 money appropriated to the commissioner
 21.10 under this section: (1) to capitol security; or
 21.11 (2) from capitol security.

21.12 (d) Vehicle Crimes Unit 723,000 736,000

15.9 H.U.T.D. 807,000 828,000

15.10 Trunk Highway 80,912,000 82,992,000

15.20 \$500,000 is appropriated from the trunk
 15.21 highway fund in fiscal year 2016 to assist in
 15.22 the purchase of a single engine aircraft for
 15.23 the State Patrol.

15.24 (b) Commercial Vehicle Enforcement 8,023,000 8,257,000

15.25 (c) Capitol Security 8,035,000 8,147,000

15.26 This appropriation is from the general fund.

15.27 The commissioner may not: (1) spend
 15.28 any money from the trunk highway fund
 15.29 for capitol security; or (2) permanently
 15.30 transfer any state trooper from the patrolling
 15.31 highways activity to capitol security.

15.32 The commissioner may not transfer any
 15.33 money appropriated to the commissioner
 16.1 under this section: (1) to capitol security; or
 16.2 (2) from capitol security.

21.13 This appropriation is from the highway user
 21.14 tax distribution fund.

21.15 This appropriation is to investigate: (1)
 21.16 registration tax and motor vehicle sales tax
 21.17 liabilities from individuals and businesses
 21.18 that currently do not pay all taxes owed;
 21.19 and (2) illegal or improper activity related
 21.20 to sale, transfer, titling, and registration of
 21.21 motor vehicles.

21.22 Subd. 4. **Driver and Vehicle Services**

21.23 (a) **Driver Services**

30,078,000

30,532,000

21.24 This appropriation is from the driver services
 21.25 operating account in the special revenue fund.

21.26 Of the appropriation from the driver services
 21.27 operating account, \$31,000 in each year is
 21.28 to create a Data Services Unit within the
 21.29 Division of Driver and Vehicle Services.

21.30 (b) **Vehicle Services**

30,027,000

30,291,000

15.11 \$707,000 in the first year and \$720,000 in the
 15.12 second year are from the highway user tax
 15.13 distribution fund for the Vehicle Crimes Unit,
 15.14 to investigate: (1) registration tax and motor
 15.15 vehicle sales tax liabilities from individuals
 15.16 and businesses that currently do not pay
 15.17 all taxes owed; and (2) illegal or improper
 15.18 activity related to sale, transfer, titling, and
 15.19 registration of motor vehicles.

16.3 Subd. 4. **Driver and Vehicle Services**

16.12 (b) **Driver Services**

30,166,000

30,655,000

16.13 This appropriation is from the driver services
 16.14 operating account in the special revenue fund.

16.15 \$31,000 in each year is for the creation of a
 16.16 Data Services Unit within the Division of
 16.17 Driver and Vehicle Services.

16.18 \$74,000 in the first year and \$124,000 in
 16.19 the second year are for staff costs related to
 16.20 insurance attestation requirements. This is a
 16.21 onetime appropriation.

16.22 \$15,000 in the first year is for costs related to
 16.23 creating a driving privilege license.

16.4 (a) **Vehicle Services**

30,027,000

30,291,000

21.31 Appropriations by Fund

21.32		<u>2016</u>	<u>2017</u>
22.1	<u>Special Revenue</u>	<u>21,791,000</u>	<u>22,055,000</u>
22.2	<u>H.U.T.D.</u>	<u>8,236,000</u>	<u>8,236,000</u>

22.3 The special revenue fund appropriation is
 22.4 from the vehicle services operating account
 22.5 in the special revenue fund.

22.6 Of the appropriation from the vehicle
 22.7 services operating account, \$59,000 in each
 22.8 year is to create a Data Services Unit within
 22.9 the Division of Driver and Vehicle Services.

22.10	<u>Subd. 5. Traffic Safety</u>	<u>446,000</u>	<u>457,000</u>
-------	---------------------------------------	----------------	----------------

22.11	<u>Subd. 6. Pipeline Safety</u>	<u>1,371,000</u>	<u>1,388,000</u>
-------	--	------------------	------------------

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

16.5 This appropriation is from the vehicle
 16.6 services operating account in the special
 16.7 revenue fund.

16.8 Of these appropriations, \$59,000 in each year
 16.9 is for the creation of a Data Services Unit
 16.10 within the Division of Driver and Vehicle
 16.11 Services.

16.24	<u>Subd. 5. Traffic Safety</u>	<u>446,000</u>	<u>457,000</u>
-------	---------------------------------------	----------------	----------------

16.25 The commissioner of public safety shall
 16.26 spend 50 percent of the money available to
 16.27 the state under United States Code, title 23,
 16.28 section 164, and the remaining 50 percent
 16.29 must be transferred to the commissioner
 16.30 of transportation for hazard elimination
 16.31 activities under United States Code, title 23,
 16.32 section 152.

16.33	<u>Subd. 6. Pipeline Safety</u>	<u>1,371,000</u>	<u>1,388,000</u>
-------	--	------------------	------------------

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

17.3	Sec. 6. <u>DEPARTMENT OF REVENUE</u>	<u>\$ 234,000</u>	<u>\$ 222,000</u>
------	---	-------------------	-------------------

17.4 \$234,000 in fiscal year 2016 and \$222,000
 17.5 in fiscal year 2017 are appropriated from
 17.6 the highway user tax distribution fund to
 17.7 the commissioner of revenue for tax system
 17.8 management costs.

17.9 **Sec. 7. BOARD OF WATER AND SOIL**
 17.10 **RESOURCES AND DEPARTMENT OF**
 17.11 **NATURAL RESOURCES**

\$ 270,000 \$

17.12 (a) \$135,000 to the Board of Water and Soil
 17.13 Resources and \$135,000 to the commissioner
 17.14 of natural resources are appropriated in fiscal
 17.15 year 2016 from the state aid administrative
 17.16 account in the county state-aid highway fund
 17.17 to study the feasibility of the state assuming
 17.18 administration of the section 404 permit
 17.19 program of the federal Clean Water Act. The
 17.20 United States Army Corps of Engineers,
 17.21 St. Paul District; and the United States
 17.22 Environmental Protection Agency shall be
 17.23 consulted with during the development of
 17.24 the study. These appropriations are available
 17.25 until June 30, 2017. The study shall identify:

17.26 (1) the federal requirements for state
 17.27 assumption of the 404 program;

17.28 (2) the potential extent of assumption,
 17.29 including those waters that would remain
 17.30 under the jurisdiction of the Army Corps
 17.31 of Engineers due to the prohibition of 404
 17.32 assumption in certain waters as defined in
 17.33 section 404(g)(1) of the federal Clean Water
 17.34 Act;

18.1 (3) differences in waters regulated under
 18.2 Minnesota laws compared to waters of the
 18.3 United States, including complications and
 18.4 potential solutions to address the current
 18.5 uncertainties relating to determining waters
 18.6 of the United States;

- 18.7 (4) measures to ensure the protection of
18.8 aquatic resources consistent with the Clean
18.9 Water Act, Wetland Conservation Act, and
18.10 the public waters program administered by
18.11 the Department of Natural Resources;
- 18.12 (5) changes to existing state law, including
18.13 changes to current implementation structure
18.14 and processes, that would need to occur
18.15 to allow for state assumption of the 404
18.16 program;
- 18.17 (6) new agency responsibilities for
18.18 implementing federal requirements
18.19 and procedures that would become the
18.20 obligation of the state under assumption,
18.21 including the staff and resources needed for
18.22 implementation;
- 18.23 (7) the estimated costs and savings that would
18.24 accrue to affected units of government;
- 18.25 (8) the effect on application review and
18.26 approval processes and time frames;
- 18.27 (9) alternatives to assumption that would also
18.28 achieve the goals of regulatory simplification,
18.29 efficiency, and reduced permitting times;
- 18.30 (10) options for financing any additional
18.31 costs of implementation; and
- 18.32 (11) other information as determined by the
18.33 board and commissioner.
- 19.1 (b) The board and commissioner shall
19.2 involve stakeholders in the development of a
19.3 plan of the study required under this section.

19.4 (c) By January 15, 2017, the board and
19.5 commissioner must report the study to the
19.6 legislative policy and finance committees and
19.7 divisions with jurisdiction over environment
19.8 and natural resources.

22.14 Sec. 7. **TRANSFERS; GENERAL FUND.**

22.15 On or before June 30, 2015, the commissioner of management and budget shall

22.16 transfer \$228,000,000 from the general fund as follows:

22.17 (1) \$114,474,000 to the county state-aid highway fund;

22.18 (2) \$35,526,000 to the municipal state-aid street fund;

22.19 (3) \$50,000,000 to the small cities assistance account in the transportation stability

22.20 fund under Minnesota Statutes, section 162.145;

22.21 (4) \$14,000,000 to the county state-aid highway fund, for allocation in the same

22.22 manner as provided under Minnesota Statutes, section 16A.89, subdivision 5, paragraph

22.23 (b); and

22.24 (5) \$14,000,000 to the greater minnesota transit account in the transit assistance fund.

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

19.9 Sec. 8. **TRANSFER** **\$ 3,000,000 \$ 3,000,000**

19.10 \$3,000,000 in fiscal year 2016 and \$3,000,000

19.11 in fiscal year 2017 are transferred from the

19.12 general fund to the greater Minnesota active

19.13 transportation account in the special revenue

19.14 fund under Minnesota Statutes, section

19.15 174.38. These are onetime transfers.

22.26 Sec. 8. **TRANSFER; SPECIAL REVENUE FUND.**

22.27 On or before July 15, 2015, the commissioner of management and budget shall

22.28 transfer \$5,000,000 from the vehicle services operating account in the special revenue

22.29 fund to the Minnesota grade crossing safety account in the special revenue fund, for the

22.30 purposes specified under Minnesota Statutes, section 219.1651.

22.31 Sec. 9. **CONTINGENT APPROPRIATIONS REDUCTIONS.**

23.1 (a) In the appropriations specified under paragraph (b), the amounts appropriated are
 23.2 reduced as necessary, if legislation is not enacted in the 2015 legislative session or funds
 23.3 under that legislation are insufficient, to provide for allocation to specified transportation
 23.4 purposes of revenue from (1) the state general sales tax on motor vehicle parts; (2)
 23.5 the state general sales tax on motor vehicle leases under Minnesota Statutes, section
 23.6 297A.815; (3) the state general sales tax on motor vehicle rental; and (4) the tax on motor
 23.7 vehicle rental under Minnesota Statutes, section 297A.64, subdivision 1.

23.8 (b) The appropriations in this article to the commissioner of transportation that are
 23.9 subject to a contingent reduction under paragraph (a) are as follows:

23.10 (1) for transit under section 4, subdivision 2, paragraph (b), from the transit
 23.11 assistance fund;

23.12 (2) for state roads under section 4, subdivision 3, in general operations and
 23.13 maintenance, program delivery, and state road construction, and distributed in amounts
 23.14 proportional to the original appropriations;

23.15 (3) for county state aid under section 4, subdivision 4, paragraph (a); and

23.16 (4) for municipal state aid under section 4, subdivision 4, paragraph (b).

23.17 **ARTICLE 2**23.18 **TRUNK HIGHWAY BONDING**23.19 Section 1. **BOND APPROPRIATIONS.**

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

19.16 Sec. 9. **APPROPRIATION.**

19.17 (a) \$8,000 in fiscal year 2016 and \$8,000 in fiscal year 2017 are appropriated from
 19.18 the general fund to the Legislative Coordinating Commission for expenses related to the
 19.19 road-user charge working group.

19.20 (b) \$165,000 in fiscal year 2016 and \$95,000 in fiscal year 2017 are appropriated
 19.21 from the general fund to the commissioner of transportation for administrative expenses
 19.22 related to the road-user charge working group, including the costs of consultants.

19.23 **ARTICLE 2**19.24 **TRUNK HIGHWAY BONDING**20.3 Sec. 2. **BOND APPROPRIATIONS.**

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

23.27	<u>SUMMARY</u>	
23.28	<u>Department of Transportation</u>	\$ <u>1,300,000,000</u>
23.29	<u>Department of Management and Budget</u>	<u>1,300,000</u>
23.30	<u>TOTAL</u>	\$ <u>1,301,300,000</u>

23.31	<u>APPROPRIATIONS</u>	
23.32	Sec. 2. <u>DEPARTMENT OF</u>	
23.33	<u>TRANSPORTATION</u>	
23.34	Subdivision 1. <u>Corridors of Commerce</u>	\$ <u>812,500,000</u>

24.1 This appropriation is to the commissioner of
 24.2 transportation for the corridors of commerce
 24.3 program under Minnesota Statutes, section
 24.4 161.088.

24.5 Of this appropriation, \$125,000,000 is
 24.6 available in each of fiscal years 2016 to 2021,
 24.7 and \$62,500,000 is available in fiscal year
 24.8 2022.

24.9 In any fiscal year covered by this
 24.10 appropriation, the commissioner may
 24.11 identify projects based on previous selection
 24.12 processes or may perform a new selection.

20.11	<u>SUMMARY</u>	
20.12	<u>Department of Transportation</u>	\$ <u>1,000,000,000</u>
20.13	<u>Department of Management and Budget</u>	<u>1,000,000</u>
20.14	<u>TOTAL</u>	\$ <u>1,001,000,000</u>

20.15	<u>APPROPRIATIONS</u>	
20.16	Sec. 3. <u>DEPARTMENT OF</u>	
20.17	<u>TRANSPORTATION CORRIDORS OF</u>	
20.18	<u>COMMERCE</u>	\$ <u>800,000,000</u>

20.19 (a) The appropriation in this section is
 20.20 to the commissioner of transportation for
 20.21 the corridors of commerce program under
 20.22 Minnesota Statutes, section 161.088, and is
 20.23 available in the amounts of \$200,000,000
 20.24 in each fiscal year from 2016 to 2019. The
 20.25 commissioner may use up to 17 percent of
 20.26 the amount each year for program delivery.

20.27 (b) In any fiscal year covered by this
 20.28 appropriation, the commissioner may
 20.29 identify projects based on previous selection
 20.30 processes or may perform a new selection.

24.13 For projects within the department's
 24.14 metropolitan district, the commissioner shall
 24.15 first select projects that: (1) are recommended
 24.16 under Minnesota Statutes, section 161.088,
 24.17 subdivision 5, paragraph (b), from previous
 24.18 selection processes; (2) are on (i) U.S.
 24.19 highways, or (ii) non-interstate highways
 24.20 having an average annual daily traffic volume
 24.21 of at least 50,000 vehicles; and (3) provide
 24.22 for capacity expansion through additional
 24.23 general purpose or auxiliary lanes of travel.

24.24 For projects outside of the department's
 24.25 metropolitan district, the commissioner shall
 24.26 first select any projects which are either
 24.27 not completed or connected to projects,
 24.28 in which: (1) funds have been previously
 24.29 provided under the corridors of commerce
 24.30 program for right-of-way acquisition, design,
 24.31 or environmental analysis; and (2) the project
 24.32 provides for capacity expansion through
 24.33 additional general purpose or auxiliary lanes
 24.34 of travel.

20.31 (c) The appropriation in this section cancels
 20.32 as specified under Minnesota Statutes, section
 20.33 16A.642, except that the commissioner of
 20.34 management and budget shall count the start
 20.35 of authorization for issuance of state bonds
 21.1 as the first day of the fiscal year during
 21.2 which the bonds are available to be issued as
 21.3 specified under paragraph (a), and not as the
 21.4 date of enactment of this section.

25.1 Subd. 2. **Transportation Economic**
 25.2 **Development**

32,500,000

21.5 Sec. 4. **TRANSPORTATION ECONOMIC**
 21.6 **DEVELOPMENT PROGRAM**

\$ 200,000,000

25.3 This appropriation is for the transportation
25.4 economic development program under
25.5 Minnesota Statutes, section 174.12.

25.6 Of this appropriation, \$5,000,000 is available
25.7 in each of fiscal years 2016 to 2021, and
25.8 \$2,500,000 is available in fiscal year 2022.

25.9 Subd. 3. **State Road Construction**

455,000,000

25.10 This appropriation is for the construction,
25.11 reconstruction, and improvement of trunk
25.12 highways, including design-build contracts.
25.13 This includes the cost of actual payment to
25.14 landowners for lands acquired for highway
25.15 rights-of-way, payment to lessees, interest
25.16 subsidies, and relocation expenses.

25.17 Of this appropriation, \$70,000,000 is
25.18 available in each of fiscal years 2016 to 2021,
25.19 and \$35,000,000 is available in fiscal year
25.20 2022.

25.21 Subd. 4. **Cancellations**

25.22 The appropriations in this section cancel as
25.23 specified under Minnesota Statutes, section
25.24 16A.642, except that the commissioner of
25.25 management and budget shall count the start
25.26 of authorization for issuance of state bonds
25.27 as the first day of the fiscal year during
25.28 which the bonds are available to be issued as
25.29 specified under subdivision 1, 2, or 3, and
25.30 not as the date of enactment of this section.

25.31 Sec. 3. **BOND SALE EXPENSES**

\$ 1,300,000

21.7 (a) This appropriation is for the transportation
21.8 economic development program under
21.9 Minnesota Statutes, section 174.12, and is
21.10 available in the amounts of \$50,000,000 in
21.11 each fiscal year from 2016 to 2019. The
21.12 commissioner may use up to 17 percent of
21.13 the amount each year for program delivery.

21.14 (b) The appropriation in this section cancels
21.15 as specified under Minnesota Statutes, section
21.16 16A.642, except that the commissioner of
21.17 management and budget shall count the start
21.18 of authorization for issuance of state bonds
21.19 as the first day of the fiscal year during
21.20 which the bonds are available to be issued as
21.21 specified under paragraph (a), and not as the
21.22 date of enactment of this section.

21.23 Sec. 5. **BOND SALE EXPENSES**

\$ 1,000,000

25.32 This appropriation is to the commissioner
 25.33 of management and budget for bond
 26.1 sale expenses under Minnesota Statutes,
 26.2 sections 16A.641, subdivision 8, and 167.50,
 26.3 subdivision 4, and is effective through fiscal
 26.4 year 2025.

26.5 Sec. 4. **BOND SALE AUTHORIZATION.**

26.6 To provide the money appropriated in this article from the bond proceeds account in
 26.7 the trunk highway fund, the commissioner of management and budget shall sell and issue
 26.8 bonds of the state in an amount up to \$1,301,300,000 in the manner, upon the terms, and
 26.9 with the effect prescribed by Minnesota Statutes, sections 167.50 to 167.52, and by the
 26.10 Minnesota Constitution, article XIV, section 11, at the times and in the amounts requested
 26.11 by the commissioner of transportation. The proceeds of the bonds, except accrued interest
 26.12 and any premium received from the sale of the bonds, must be deposited in the bond
 26.13 proceeds account in the trunk highway fund.

26.14 **ARTICLE 3**
 26.15 **TRANSPORTATION POLICY AND FINANCE**

26.16 Section 1. Minnesota Statutes 2014, section 16A.11, subdivision 3a, is amended to read:

21.24 This appropriation is to the commissioner
 21.25 of management and budget for bond sale
 21.26 expenses under Minnesota Statutes, sections
 21.27 16A.641, subdivision 8; and 167.50,
 21.28 subdivision 4, and is available in the amounts
 21.29 of \$250,000 in each fiscal year from 2016 to
 21.30 2019.

19.25 Section 1. **BOND SALE AUTHORIZATION.**

19.26 To provide the money appropriated in this article from the bond proceeds account in
 19.27 the trunk highway fund, the commissioner of management and budget shall sell and issue
 19.28 bonds of the state in an amount up to \$1,001,000,000 in the manner, upon the terms, and
 19.29 with the effect prescribed by Minnesota Statutes, sections 167.50 to 167.52, and by the
 19.30 Minnesota Constitution, article XIV, section 11, at the times and in the amounts requested
 19.31 by the commissioner of transportation. The proceeds of the bonds, except accrued interest
 20.1 and any premium received from the sale of the bonds, must be deposited in the bond
 20.2 proceeds account in the trunk highway fund.

21.31 Sec. 6. **EFFECTIVE DATE.**

21.32 This article is effective July 1, 2015.

22.1 **ARTICLE 3**
 22.2 **GROSS RECEIPTS TAX**

28.14 **ARTICLE 4**
 28.15 **VEHICLE REGISTRATION TAX**

30.1 **ARTICLE 5**
 30.2 **METROPOLITAN TRANSIT IMPROVEMENT AREA SALES TAX**

36.27 **ARTICLE 6**
 36.28 **OTHER TAXES, FEES, AND TRANSFERS**

61.4 **ARTICLE 7**
 61.5 **EFFICIENCY MEASURES**

75.12 **ARTICLE 8**
 75.13 **TRANSPORTATION POLICY**

26.17 Subd. 3a. **Part three: detailed capital budget.** The detailed capital budget must:
 26.18 (1) include recommendations for capital projects to be funded during the next six fiscal
 26.19 years, including any request for project funding from the metropolitan transit capital
 26.20 account in the transportation stability fund under section 16A.89; and; (2) if applicable,
 26.21 ~~must~~ meet the requirements under section 174.93, subdivision 1a. It must be submitted
 26.22 with projects recommended by the governor and in order of importance among that
 26.23 agency's requests as determined by the agency originating the request.

26.24 Sec. 2. Minnesota Statutes 2014, section 16A.86, subdivision 2, is amended to read:

26.25 Subd. 2. **Budget request.** A political subdivision that requests an appropriation
 26.26 of state money for a local capital improvement project, including a request for project
 26.27 funding from the metropolitan transit capital account in the transportation stability
 26.28 fund under section 16A.89, is encouraged to submit the request to the commissioner
 26.29 of management and budget by July 15 of an odd-numbered year to ensure its full
 26.30 consideration. The requests must be submitted in the form and with the supporting
 26.31 documentation required by the commissioner of management and budget. All requests
 26.32 timely received by the commissioner must be submitted to the legislature, along with the
 27.1 governor's recommendations, whether or not the governor recommends that a request be
 27.2 funded, by the deadline established in section 16A.11, subdivision 1.

27.3 Sec. 3. Minnesota Statutes 2014, section 16A.88, subdivision 1a, is amended to read:

27.4 Subd. 1a. **Greater Minnesota transit account; base appropriation.** (a) The
 27.5 greater Minnesota transit account is established within the transit assistance fund in the
 27.6 state treasury. Money in the account is ~~annually appropriated to the commissioner of~~
 27.7 ~~transportation~~ for assistance to transit systems outside the metropolitan area under section
 27.8 174.24. The commissioner may use up to \$408,000 in fiscal year 2008 and \$416,000 in
 27.9 ~~fiscal year 2009 and thereafter~~ annually for administration of the transit program. The
 27.10 commissioner shall use funds appropriated by law from the account for transit operations
 27.11 as provided in section 174.24 and related program administration.

27.12 (b) The base appropriations from the account to the commissioner of transportation
 27.13 for each forecasted fiscal year after the current biennium equals the balance in the account
 27.14 for each year as identified in the latest forecast under sections 16A.103 and 174.03,
 27.15 subdivision 9.

27.16 Sec. 4. Minnesota Statutes 2014, section 16A.88, subdivision 2, is amended to read:

27.17 Subd. 2. **Metropolitan area transit account; base appropriation.** (a) The
 27.18 metropolitan area transit account is established within the transit assistance fund in the
 27.19 state treasury. ~~All money in the account is annually appropriated to~~ The Metropolitan
 27.20 Council shall use funds appropriated by law from the account for the funding of transit
 27.21 systems within the metropolitan area under sections 473.384, 473.386, 473.387, 473.388,
 27.22 and 473.405 to 473.449.

27.23 (b) The base appropriations from the account to the Metropolitan Council for each
27.24 forecasted fiscal year after the current biennium equals the balance in the account for each
27.25 year as identified in the latest forecast under sections 16A.103 and 174.03, subdivision 9.

27.26 Sec. 5. **[16A.89] TRANSPORTATION STABILITY FUND.**

27.27 Subdivision 1. **Fund established.** A transportation stability fund is established in
27.28 the state treasury under the budgetary jurisdiction of the legislative committees having
27.29 jurisdiction over transportation finance. The fund consists of money provided by law,
27.30 and any other funds donated, allotted, transferred, or otherwise provided. Money in the
27.31 fund must be allocated solely for transportation purposes as specified in this section and
27.32 as provided by law.

28.1 Subd. 2. **Financial reports.** Any report or financial statement submitted to
28.2 the legislature providing financial information on the fund must include accounting
28.3 information on each account established within the fund, including revenues and sources,
28.4 transfers, uses, and account balance.

28.5 Subd. 3. **Highway allocation account.** (a) A highway allocation account is
28.6 established in the transportation stability fund. The account consists of funds allocated
28.7 under section 297A.94 from the estimated general sales tax on motor vehicle repair and
28.8 replacement parts, and any other funds as provided by law.

28.9 (b) The commissioner of transportation shall promptly transfer any funds deposited
28.10 in the account to the highway user tax distribution fund.

28.11 Subd. 4. **Transit allocation account.** (a) A transit allocation account is established
28.12 in the transportation stability fund. The account consists of funds allocated under section
28.13 297A.815, subdivision 3, from a portion of estimated motor vehicle lease sales tax.

28.14 (b) The commissioner of transportation shall promptly transfer any funds deposited
28.15 in the account to the greater Minnesota transit account in the transit assistance fund.

28.16 Subd. 5. **County highway allocation account.** (a) A county highway allocation
28.17 account is established in the transportation stability fund. The account consists of funds
28.18 allocated under section 297A.815, subdivision 3, from a portion of estimated motor
28.19 vehicle lease sales tax.

28.20 (b) The commissioner of transportation shall promptly transfer any funds deposited
28.21 in the account to the county state-aid highway fund. Notwithstanding any other law to
28.22 the contrary, the commissioner of transportation shall allocate the funds transferred under
28.23 this paragraph to the counties in the metropolitan area, as defined in section 473.121,
28.24 subdivision 4, excluding the counties of Hennepin and Ramsey, so that each county receives
28.25 from that amount the percentage that its population, as defined in section 477A.011,
28.26 subdivision 3, estimated or established by July 15 of the year prior to the current calendar
28.27 year, bears to the total population of the counties receiving funds under this paragraph.

28.28 Subd. 6. **Metropolitan transit capital account.** (a) A metropolitan transit capital
 28.29 account is established in the transportation stability fund. The account consists of funds
 28.30 allocated under section 297A.94 from the general sales tax on rental motor vehicles,
 28.31 and any other funds as provided by law.

28.32 (b) Money in the metropolitan transit capital account is for transit projects, as
 28.33 specified by law, of a capital nature in metropolitan counties, as defined in section 473.121,
 28.34 subdivision 4, with priority for arterial bus rapid transit and express bus facilities. No
 28.35 funds in the account may be expended for light rail transit, commuter rail, or streetcars.

29.1 (c) The base appropriations from the metropolitan transit capital account for each
 29.2 forecasted fiscal year after the current biennium equals the balance in the account for each
 29.3 year as identified in the latest forecast under sections 16A.103 and 174.03, subdivision 9.

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

29.5 Sec. 6. Minnesota Statutes 2014, section 16E.15, subdivision 2, is amended to read:

29.6 Subd. 2. **Software sale fund.** (a) Except as provided in paragraph paragraphs (b)
 29.7 and (c), proceeds of from the sale or licensing of software products or services by the chief
 29.8 information officer must be credited to the MN.IT services revolving fund. If a state
 29.9 agency other than the Office of MN.IT Services has contributed to the development of
 29.10 software sold or licensed under this section, the chief information officer may reimburse
 29.11 the agency by discounting computer services provided to that agency.

29.12 (b) Proceeds of from the sale or licensing of software products or services developed
 29.13 by the Pollution Control Agency, or custom developed by a vendor for the agency, must be
 29.14 credited to the environmental fund.

29.15 (c) Proceeds from the sale or licensing of software products or services developed
 29.16 by the Department of Transportation, or custom developed by a vendor for the agency,
 29.17 using trunk highway funds must be credited to the trunk highway fund.

61.6 Section 1. Minnesota Statutes 2014, section 16E.15, subdivision 2, is amended to read:

61.7 Subd. 2. **Software sale fund.** (a) Except as provided in paragraph paragraphs (b)
 61.8 and (c), proceeds of from the sale or licensing of software products or services by the chief
 61.9 information officer must be credited to the MN.IT services revolving fund. If a state
 61.10 agency other than the Office of MN.IT Services has contributed to the development of
 61.11 software sold or licensed under this section, the chief information officer may reimburse
 61.12 the agency by discounting computer services provided to that agency.

61.13 (b) Proceeds of from the sale or licensing of software products or services developed
 61.14 by the Pollution Control Agency, or custom developed by a vendor for the agency, must be
 61.15 credited to the environmental fund.

61.16 (c) Proceeds from the sale or licensing of software products or services developed
 61.17 by the Department of Transportation, or custom developed by a vendor for the agency,
 61.18 using trunk highway funds, must be credited to the trunk highway fund.

36.29 Section 1. Minnesota Statutes 2014, section 115A.908, is amended to read:

36.30 **115A.908 MOTOR VEHICLE TRANSFER FEE.**

36.31 Subdivision 1. **Fee charged.** (a) A fee of \$10 shall be charged on the initial
 36.32 registration and each subsequent transfer of title within the state, other than transfers for
 37.1 resale purposes, of every motor vehicle weighing more than 1,000 pounds. The fee shall
 37.2 be collected by the commissioner of public safety. Registration plates or certificates
 37.3 of title may not be issued by the commissioner of public safety for the ownership or
 37.4 operation of a motor vehicle subject to the transfer fee unless the fee is paid. The fee may
 37.5 not be charged on the transfer of:

37.6 (1) previously registered vehicles if the transfer is to the same person;

29.18 Sec. 7. Minnesota Statutes 2014, section 117.036, subdivision 2, is amended to read:

29.19 Subd. 2. **Appraisal.** (a) Before commencing an eminent domain proceeding under
 29.20 this chapter for an acquisition greater than \$25,000, the acquiring authority must obtain at
 29.21 least one appraisal for the property proposed to be acquired. In making the appraisal, the
 29.22 appraiser must confer with one or more of the owners of the property, if reasonably possible.
 29.23 For acquisitions less than \$25,000, the acquiring authority may obtain a minimum damage
 29.24 acquisition report in lieu of an appraisal. In making the minimum damage acquisition
 29.25 report, the qualified person with appraisal knowledge must confer with one or more of
 29.26 the owners of the property, if reasonably possible. Notwithstanding section 13.44, the
 29.27 acquiring authority must provide the owner with a copy of (1) each appraisal for property
 29.28 acquisitions over \$25,000, or (2) the minimum damage acquisition report for properties
 29.29 under \$25,000, the acquiring authority has obtained for the property at the time an offer is
 29.30 made, but no later than 60 days before presenting a petition under section 117.055; and
 29.31 The acquiring authority must also inform the owner of the right to obtain an appraisal under
 29.32 this section. Upon request, the acquiring authority must make available to the owner all
 29.33 appraisals of the property for properties over \$25,000, or the minimum damage acquisition
 29.34 report for properties under \$25,000. If the acquiring authority is considering both a full
 30.1 and partial taking of the property, the acquiring authority shall obtain and provide the
 30.2 owner with appraisals for both types of takings for properties over \$25,000 for both types
 30.3 of takings, or minimum damage acquisition reports for properties under \$25,000.

37.7 (2) vehicles subject to the conditions specified in section 297A.70, subdivision 2; or

37.8 (3) vehicles purchased in another state by a resident of another state if more than 60
 37.9 days have elapsed after the date of purchase and the purchaser is transferring title to this
 37.10 state and has become a resident of this state after the purchase.

37.11 (b) A surcharge of \$10 is imposed on each fee charged under paragraph (a).

37.12 Subd. 2. **Deposit of revenue.** (a) Fee revenue collected under this section shall be
 37.13 credited to the environmental fund.

37.14 (b) The commissioner of transportation shall deposit the proceeds of the surcharge
 37.15 as follows:

37.16 (1) 50 percent in the small city streets and bridges account under section 174.54,
 37.17 subdivision 1; and

37.18 (2) 50 percent in the larger city streets and bridges account under section 174.54,
 37.19 subdivision 2.

30.4 (b) The owner may obtain an appraisal by a qualified appraiser of the property
30.5 proposed to be acquired. The owner is entitled to reimbursement for the reasonable costs
30.6 of the appraisal from the acquiring authority up to a maximum of \$1,500 for single family
30.7 and two-family residential property and minimum damage acquisitions and \$5,000 for
30.8 other types of property, provided that the owner submits to the acquiring authority the
30.9 information necessary for reimbursement, including a copy of the owner's appraisal,
30.10 at least five days before a condemnation commissioners' hearing. For purposes of this
30.11 ~~paragraph subdivision~~, a "minimum damage acquisition" means an interest in property
30.12 that a qualified person with appraisal knowledge having an understanding of the local real
30.13 estate market indicates can be acquired for a cost of ~~\$10,000~~ \$25,000 or less.

30.14 (c) The acquiring authority must pay the reimbursement to the owner within 30
30.15 days after receiving a copy of the appraisal and the reimbursement information. Upon
30.16 agreement between the acquiring authority and the owner, the acquiring authority may pay
30.17 the reimbursement directly to the appraiser.

30.18 Sec. 8. Minnesota Statutes 2014, section 117.036, subdivision 4, is amended to read:

30.19 Subd. 4. **Use of appraisal at commissioners' hearing.** An appraisal or
30.20 minimum damage acquisition report must not be used or considered in a condemnation
30.21 commissioners' hearing, nor may the appraiser who prepared the appraisal or the person
30.22 who prepared the minimum damage acquisition report testify, unless a copy of the
30.23 appraiser's written report or the minimum damage acquisition report is provided to the
30.24 opposing party at least five days before the hearing.

30.25 Sec. 9. Minnesota Statutes 2014, section 160.20, subdivision 4, is amended to read:

30.26 Subd. 4. **Conditions.** (a) A road authority may accept applications for permits for
30.27 installation of drain tile along or across the right-of-way under its jurisdiction. The road
30.28 authority may adopt reasonable rules for the installations and may require a bond before
30.29 granting a permit. Permits for installation along a highway right-of-way must ensure that
30.30 the length of the installation is restricted to the minimum necessary to achieve the desired
30.31 agricultural benefits. A permit must not allow open trenches to be left on the right-of-way
30.32 after installation of the drain tile is completed. A road authority that grants a permit for
30.33 tile drain installation is not responsible for damage to that installation resulting from the
30.34 action of the authority or any other permittee utilizing the right-of-way.

31.1 (b) A person who installs drain tile along or across a highway right-of-way without
31.2 obtaining a permit as provided in this section is guilty of a misdemeanor.

31.3 (c) The commissioner shall take no action under this section which will result in the
31.4 loss of federal aid for highway construction in the state.

31.5 (d) For the purpose of ~~this section~~ subdivisions 2 to 4, "highway" means any
31.6 highway as defined in section 160.02 which is located outside the corporate limits of a
31.7 home rule charter or statutory city.

31.8 Sec. 10. **[160.235] TRAFFIC SIGNAL TIMING OPTIMIZATION.**

31.9 (a) A road authority that has ownership of a traffic signal on a principal arterial
 31.10 roadway or roadway with an average daily traffic greater than 20,000 vehicles per day
 31.11 must complete an inventory of all traffic signals under its ownership and submit it to the
 31.12 Department of Transportation district engineer. The inventory must include age of all
 31.13 signals, control equipment, communications, detection type, timing plans in operation,
 31.14 and date of last timing optimization.

31.15 (b) Based on the information from the inventory, a road authority subject to
 31.16 paragraph (a) must develop and implement a traffic signal system optimization plan, which
 31.17 must include re-evaluation of traffic signal timing at least once every five years. Each road
 31.18 authority with a traffic signal optimization plan must annually certify compliance with its
 31.19 plan and submit the certification as part of its annual maintenance expenditure report.

31.20 **EFFECTIVE DATE.** This section is effective the day following final enactment. The
 31.21 initial inventory under paragraph (a) must be submitted on or before December 30, 2015.

31.22 Sec. 11. Minnesota Statutes 2014, section 160.27, is amended by adding a subdivision
 31.23 to read:

31.24 **Subd. 10. Temporary permit for field application.** (a) In connection with
 31.25 the use of the road right-of-way of a road authority, excluding on controlled-access
 31.26 highways under section 160.08, a property owner or occupant of property abutting the
 31.27 road right-of-way may apply for a permit for temporary placement, for up to 14 days, of a
 31.28 pressurized flexible force main for the transport of manure for field application.

31.29 (b) The property owner or occupant must:

31.30 (1) identify the entire length of the right-of-way for use under the permit;

31.31 (2) place the force main within the backslope of the road authority's right-of-way
 31.32 where possible;

31.33 (3) place pumping equipment outside the road authority's right-of-way; and

31.34 (4) meet all of the permit requirements identified by the road authority.

32.1 (c) Once the road authority has issued a permit, the property owner or occupant may
 32.2 install the force main over the length of the right-of-way from the permittee's property to
 32.3 where the manure will be applied, irrespective of whether the permittee is the owner or
 32.4 occupant of all property abutting the portion of the right-of-way where the force main is
 32.5 to be installed.

32.6 Sec. 12. Minnesota Statutes 2014, section 161.04, is amended by adding a subdivision
 32.7 to read:

32.8 Subd. 7. **Trunk highway fund base appropriations.** In conjunction with each
 32.9 forecast under sections 16A.103 and 174.03, subdivision 9, the commissioner shall
 32.10 identify base appropriations in each forecasted fiscal year from the trunk highway fund to
 32.11 the commissioner for the operations and maintenance and state road construction budget
 32.12 activities within the state roads budgetary program. The base appropriations must be
 32.13 adjusted such that, following the financial policies of the department, 90 percent of the
 32.14 unreserved trunk highway fund balance calculated absent the requirement under this
 32.15 subdivision is forecasted for the operations and maintenance and state road construction
 32.16 budget activities.

37.20 Sec. 2. Minnesota Statutes 2014, section 161.081, subdivision 1, is amended to read:

37.21 Subdivision 1. **Distribution of five percent.** (a) Pursuant to article 14, section 5, of
 37.22 the Constitution, five percent of the net highway user tax distribution fund is set aside, and
 37.23 apportioned to the county state-aid highway fund.

37.24 (b) That apportionment is further distributed as follows:

37.25 (1) ~~30.5 percent to the town road account created in section 162.081;~~

37.26 (2) ~~16 percent to the town bridge account, which is created in the state treasury 56.5~~
 37.27 ~~percent to the county state-aid highway fund, consisting of: (i) 30.5 percent to the town~~
 37.28 ~~road account created in section 162.081; (ii) 16 percent to the town bridge account created~~
 37.29 ~~in the state treasury; and (iii) ten percent to the county municipal accounts for purposes~~
 37.30 ~~described in section 162.08; and~~

37.31 (3) ~~53.5 percent to the flexible highway account created in subdivision 3 (2) 43.5~~
 37.32 ~~percent to the municipal state-aid street fund.~~

37.33 **EFFECTIVE DATE.** This section is effective July 1, 2015.

37.34 Sec. 3. Minnesota Statutes 2014, section 161.082, subdivision 1, is amended to read:

38.1 Subdivision 1. **Creation of account; rules.** (a) The county turnback account is
 38.2 created in the state treasury, consisting of money allotted or appropriated to the account
 38.3 from the trunk highway fund or from any other source that will be used for the restoration
 38.4 of trunk highways that have reverted or that will revert to counties.

38.5 (b) Except as provided in this section ~~and in section 161.081~~, all money accruing
 38.6 to the county turnback account shall be expended in accordance with rules of the
 38.7 commissioner of transportation in paying a county for the restoration of former trunk
 38.8 highways, or portions thereof, that have reverted to the county in accordance with law, and
 38.9 have become a part of the county state-aid highway system.

38.10 (c) The legislature finds that restoration of trunk highways that have reverted or
38.11 will revert to counties is a trunk highway purpose within the meaning of the Minnesota
38.12 Constitution, article XIV, section 2.

38.13 Sec. 4. Minnesota Statutes 2014, section 161.082, is amended by adding a subdivision
38.14 to read:

38.15 Subd. 1a. **Budget submission.** As part of each biennial budget submission to the
38.16 legislature, the commissioner shall include a request for an appropriation to the county
38.17 turnback account.

38.18 Sec. 5. Minnesota Statutes 2014, section 161.083, is amended to read:

38.19 **161.083 MUNICIPAL TURNBACK ACCOUNT, EXPENDITURE.**

38.20 Subdivision 1. **Creation of account.** (a) The municipal turnback account is created
38.21 in the state treasury, consisting of money allotted or appropriated to the account from the
38.22 trunk highway fund or from any other source that will be used for the restoration of trunk
38.23 highways that have reverted or that will revert to cities.

38.24 (b) Except as hereinafter provided in this section, all money accruing to the
38.25 municipal turnback account shall be expended in accordance with rules of the
38.26 commissioner of transportation in paying a municipality having a population of 5,000 or
38.27 more for the reconstruction and improvement of former trunk highways, or portions
38.28 thereof, that have reverted to such municipality in accordance with law, and have become
38.29 a part of the municipal state-aid street system.

38.30 (c) The legislature finds that restoration of trunk highways that have reverted or
38.31 will revert to cities is a trunk highway purpose within the meaning of the Minnesota
38.32 Constitution, article XIV, section 2.

39.1 Subd. 2. **Biennial budget submission.** As part of each biennial budget submission
39.2 to the legislature, the commissioner shall include a request for an appropriation to the
39.3 municipal turnback account.

61.19 Sec. 2. Minnesota Statutes 2014, section 161.088, subdivision 5, is amended to read:

61.20 Subd. 5. **Project selection process; criteria.** (a) The commissioner shall establish a
61.21 process for identification, evaluation, and selection of projects under the program.

61.22 (b) As part of the project selection process, the commissioner shall annually accept
61.23 recommendations on candidate projects from area transportation partnerships and other
61.24 interested stakeholders in each Department of Transportation district. For each candidate
61.25 project identified under this paragraph, the commissioner shall determine eligibility,
61.26 classify, and if appropriate, evaluate the project for the program.

61.27 (c) Project evaluation and prioritization must be performed on the basis of objective
61.28 criteria, which must include:

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

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

61.32 (3) efficiency in the movement of freight, including but not limited to:

62.1 (i) measures of annual average daily traffic and commercial vehicle miles traveled,
62.2 which may include data near the project location on that trunk highway or on connecting
62.3 trunk and local highways; and

62.4 (ii) measures of congestion or travel time reliability, which may be within or near
62.5 the project limits, or both;

62.6 (4) improvements to traffic safety;

62.7 (5) connections to regional trade centers, local highway systems, and other
62.8 transportation modes;

62.9 (6) the extent to which the project addresses multiple transportation system policy
62.10 objectives and principles; and

62.11 (7) support and consensus for the project among members of the surrounding
62.12 community; and

62.13 (8) the extent to which land has been acquired for the project.

62.14 (d) As part of the project selection process, the commissioner may divide funding
62.15 to be separately available among projects within each classification under subdivision 3,
62.16 and may apply separate or modified criteria among those projects falling within each
62.17 classification.

32.17 Sec. 13. **[161.126] PROHIBITION ON AESTHETIC ENHANCEMENTS.**

32.18 (a) The commissioner may not use public funds for any aesthetic enhancements that

32.19 increase the total cost of a project on a highway or bridge.

32.20 (b) For purposes of this subdivision:

32.21 (1) "aesthetic enhancements" includes monuments, markers, memorials, sculptures,

32.22 statues, decorative fixtures, alternative materials, specialty signage, and other treatments

32.23 designed to impact the perceived beauty or visual appeal of the infrastructure;

32.24 (2) "public funds" includes but is not limited to funding from federal and state

32.25 sources; and

32.26 (3) "total cost" includes costs of ongoing maintenance.

32.27 **EFFECTIVE DATE.** This section is effective the day following final enactment,
 32.28 and applies to any project for which a contract has not been entered into or let for bidding
 32.29 on or after that date.

62.18 Sec. 3. Minnesota Statutes 2014, section 161.20, is amended by adding a subdivision
 62.19 to read:

62.20 Subd. 3a. **Transfer of appropriations.** With the approval of the commissioner of
 62.21 management and budget, the commissioner of transportation may transfer unencumbered
 62.22 balances among appropriations from the trunk highway fund and the state airports fund.
 62.23 No transfer may be made from appropriations for state road construction, for operations
 62.24 and maintenance, or for debt service. Transfers under this paragraph may not be made
 62.25 between funds. Transfers under this paragraph must be reported immediately to the
 62.26 chairs and ranking minority members of the legislative committees and divisions with
 62.27 jurisdiction over transportation finance.

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

62.29 Sec. 4. **[161.225] LOANS FOR LAND ACQUISITION FOR HIGHWAY**
 62.30 **PROJECTS.**

62.31 Subdivision 1. **Account established.** The state right-of-way acquisition loan
 62.32 account is created in the trunk highway fund for the purposes specified in this section.
 62.33 Money in the account is annually appropriated to the commissioner and does not lapse.
 63.1 Interest from the investment of money in this account must be deposited in the state
 63.2 right-of-way acquisition loan account.

63.3 Subd. 2. **Loans.** (a) The commissioner may make loans to counties, towns, and
 63.4 statutory and home rule charter cities to purchase property within the right-of-way of
 63.5 a state trunk highway shown on an official map adopted pursuant to section 394.361
 63.6 or 462.359, or to purchase property within the proposed right-of-way of a principal or
 63.7 intermediate arterial highway. The loans shall be made from the fund established under this
 63.8 subdivision for purchases approved by the commissioner. The loans shall bear no interest.

63.9 (b) The commissioner shall make loans only to:

63.10 (1) accelerate the acquisition of primarily undeveloped property when there
 63.11 is a reasonable probability that the property will increase in value before highway
 63.12 construction, and to update an expired environmental impact statement on a project for
 63.13 which the right-of-way is being purchased;

63.14 (2) avert the imminent conversion or the granting of approvals which would allow
63.15 the conversion of property to uses which would jeopardize its availability for highway
63.16 construction;

63.17 (3) advance planning and environmental activities on highest priority major
63.18 metropolitan river crossing projects under the transportation development guide chapter
63.19 policy plan; or

63.20 (4) take advantage of open market opportunities when developed properties become
63.21 available for sale, provided all parties involved are agreeable to the sale and funds are
63.22 available.

63.23 (c) The commissioner shall not make loans to purchase property at a price which
63.24 exceeds the fair market value of the property or which includes the costs of relocating or
63.25 moving persons or property. The eminent domain process may be used to settle differences
63.26 of opinion as to fair market value, provided all parties agree to the process.

63.27 (d) A private property owner may elect to receive the purchase price either
63.28 in a lump sum or in not more than four annual installments without interest on the
63.29 deferred installments. If the purchase agreement provides for installment payments,
63.30 the commissioner shall make the loan in installments corresponding to those in the
63.31 purchase agreement. The recipient of an acquisition loan shall convey the property for the
63.32 construction of the highway at the same price which the recipient paid for the property. The
63.33 price may include the costs of preparing environmental documents that were required for
63.34 the acquisition and that were paid for with money that the recipient received from the loan
63.35 fund. Upon notification by the commissioner that the plan to construct the highway has been
63.36 abandoned or the anticipated location of the highway has changed, the recipient shall sell
64.1 the property at market value in accordance with the procedures required for the disposition
64.2 of the property. All rents and other money received because of the recipient's ownership
64.3 of the property and all proceeds from the conveyance or sale of the property shall be paid
64.4 to the commissioner. If a recipient is not permitted to include in the conveyance price the
64.5 cost of preparing environmental documents that were required for the acquisition, then the
64.6 recipient is not required to repay the commissioner an amount equal to 40 percent of the
64.7 money received from the loan fund and spent in preparing the environmental documents.

64.8 (e) For administration of the loan program, the commissioner may expend from the
64.9 fund each year an amount no greater than three percent of the amount of the proceeds for
64.10 that year.

64.11 Subd. 3. **Loans for acquisition and relocation.** (a) The commissioner may
 64.12 make loans to acquiring authorities within the metropolitan area to purchase homestead
 64.13 property located in a proposed state trunk highway right-of-way or project, and to provide
 64.14 relocation assistance. Acquiring authorities are authorized to accept the loans and to
 64.15 acquire the property. Except as provided in this subdivision, the loans shall be made as
 64.16 provided in subdivision 2. Loans shall be in the amount of the fair market value of the
 64.17 homestead property plus relocation costs and less salvage value. Before construction of
 64.18 the highway begins, the acquiring authority shall convey the property to the commissioner
 64.19 at the same price it paid, plus relocation costs and less its salvage value. Acquisition and
 64.20 assistance under this subdivision must conform to sections 117.50 to 117.56.

64.21 (b) The commissioner may make loans only when:

64.22 (1) the owner of affected homestead property requests acquisition and relocation
 64.23 assistance from an acquiring authority;

64.24 (2) federal or state financial participation is not available;

64.25 (3) the owner is unable to sell the homestead property at its appraised market value
 64.26 because the property is located in a proposed state trunk highway right-of-way or project as
 64.27 indicated on an official map or plat adopted under section 160.085, 394.361, or 462.359; and

64.28 (4) the commissioner agrees to and approves the fair market value of the homestead
 64.29 property, which approval shall not be unreasonably withheld.

64.30 (c) For purposes of this subdivision, the following terms have the meanings given
 64.31 them:

64.32 (1) "acquiring authority" means counties, towns, and statutory and home rule
 64.33 charter cities;

64.34 (2) "homestead property" means: (i) a single-family dwelling occupied by the
 64.35 owner, and the surrounding land, not exceeding a total of ten acres; or (ii) a manufactured
 64.36 home, as defined in section 327B.01, subdivision 13; and

65.1 (3) "salvage value" means the probable sale price of the dwelling and other property
 65.2 that is severable from the land if offered for sale on the condition that it be removed from
 65.3 the land at the buyer's expense, allowing a reasonable time to find a buyer with knowledge
 65.4 of the possible uses of the property, including separate use of serviceable components and
 65.5 scrap when there is no other reasonable prospect of sale.

65.6 **EFFECTIVE DATE.** This section is effective January 1, 2016.

32.30 Sec. 14. Minnesota Statutes 2014, section 161.231, is amended to read:
 32.31 **161.231 APPROPRIATION; PROCEEDS FROM LEASED STATE**
 32.32 **PROPERTY.**

65.7 Sec. 5. Minnesota Statutes 2014, section 161.231, is amended to read:
 65.8 **161.231 APPROPRIATION; PROCEEDS FROM LEASED STATE**
 65.9 **PROPERTY.**

33.1 There is appropriated annually from the fund or account in the state treasury to which
 33.2 the ~~rental~~ money from the sale, lease, conveyance, or disposal of state leased property
 33.3 is credited a sufficient amount of money to carry out the state's obligations under the
 33.4 provisions of sections 15.16, 117.135, 117.226, 161.16, 161.202, 161.23, subdivision 3,
 33.5 161.24, 161.241, 161.43, 161.433, 161.44, 161.442, and 272.68, subdivision 3, including
 33.6 the inventorying, marketing, and property management activities required to sell, lease,
 33.7 rent, permit, convey, or otherwise dispose of the land or the interest in the land. At the
 33.8 discretion of the commissioner of transportation, money in the account at the end of each
 33.9 biennium may cancel to the trunk highway fund.

33.10 Sec. 15. Minnesota Statutes 2014, section 161.321, subdivision 2a, is amended to read:

33.11 Subd. 2a. **Small targeted group business; subcontracting goals.** (a) The
 33.12 commissioner, as a condition of awarding a construction contract, may set goals that
 33.13 require the prime contractor to subcontract portions of the contract to small targeted group
 33.14 businesses. ~~Prime contractors must demonstrate good faith efforts to meet the project goals.~~
 33.15 ~~The commissioner shall establish a procedure for granting waivers from the subcontracting~~
 33.16 ~~requirement when qualified small targeted group businesses are not reasonably available.~~
 33.17 The prime contractor may request a subcontracting goal waiver for the difference between
 33.18 the level of targeted group small business participation the prime contractor has obtained
 33.19 and the level specified in the goal. The commissioner may grant the waiver only if the
 33.20 prime contractor has demonstrated good faith efforts to meet the goal. The commissioner
 33.21 shall establish a procedure for evaluating the good faith efforts of contractors. The
 33.22 commissioner may establish (1) financial incentives for prime contractors who exceed the
 33.23 goals set for the use of subcontractors under this subdivision; and (2) sanctions for prime
 33.24 contractors who fail to make good faith efforts to meet the goals set under this subdivision.

33.25 (b) The small targeted group business subcontracting requirements of this
 33.26 subdivision do not apply to prime contractors who are small targeted group businesses.

33.27 Sec. 16. Minnesota Statutes 2014, section 161.321, subdivision 2c, is amended to read:

33.28 Subd. 2c. **Veteran-owned small business; subcontracting goals.** (a) The
 33.29 commissioner, as a condition of awarding a construction contract, may set goals that
 33.30 require the prime contractor to subcontract portions of the contract to veteran-owned small
 33.31 businesses, except when prohibited by federal law or rule as a condition of receiving
 33.32 federal funds. ~~Prime contractors must demonstrate good faith efforts to meet the project~~
 33.33 ~~goals. The commissioner shall establish a procedure for granting waivers from the~~
 33.34 ~~subcontracting requirement when qualified veteran-owned small businesses are not~~
 34.1 ~~reasonably available. The prime contractor may request a subcontracting goal waiver~~
 34.2 for the difference between the level of veteran-owned small business participation the
 34.3 prime contractor has obtained and the level specified in the goal. The commissioner may
 34.4 grant the waiver only if the prime contractor has demonstrated good faith efforts to meet
 34.5 the goal. The commissioner shall establish a procedure for evaluating the good faith
 34.6 efforts of contractors. The commissioner may establish (1) financial incentives for prime
 34.7 contractors who exceed the goals set for the use of subcontractors under this subdivision;

65.10 There is appropriated annually from the fund or account in the state treasury to which
 65.11 the ~~rental~~ money from the sale, lease, conveyance, or disposal of state leased property
 65.12 is credited a sufficient amount of money to carry out the state's obligations under the
 65.13 provisions of sections 15.16, 117.135, 117.226, 161.16, 161.202, 161.23, subdivision 3,
 65.14 161.24, 161.241, 161.43, 161.433, 161.44, 161.442, and 272.68, subdivision 3, including
 65.15 the inventorying, marketing, and property management activities required to sell, lease,
 65.16 rent, permit, convey, or otherwise dispose of the land or the interest in the land. At the
 65.17 discretion of the commissioner of transportation, money in the account at the end of each
 65.18 biennium may cancel to the trunk highway fund.

34.8 and (2) sanctions for prime contractors who have not been granted a waiver and fail
34.9 to meet goals set under this subdivision.

34.10 (b) The subcontracting requirements of this subdivision do not apply to prime

34.11 contractors who are veteran-owned small businesses.

34.12 Sec. 17. Minnesota Statutes 2014, section 161.321, subdivision 4, is amended to read:

34.13 Subd. 4. **Contract awards, limitations.** Contracts awarded pursuant to this section

34.14 ~~are may be~~ subject to all limitations contained in rules adopted by the commissioner

34.15 of administration.

34.16 Sec. 18. Minnesota Statutes 2014, section 162.07, subdivision 1a, is amended to read:

34.17 Subd. 1a. **Apportionment sum and excess sum.** (a) For purposes of this

34.18 subdivision, "distribution amount" means the amount identified in section 162.06,

34.19 subdivision 1, after the deductions provided for in section 162.06 for administrative costs,

34.20 disaster account, research account, and state park road account.

34.21 (b) The apportionment sum is calculated ~~by subtracting the excess sum, as calculated~~

34.22 ~~in paragraph (c), from~~ as 68 percent of the distribution amount.

34.23 (c) The excess sum is calculated as ~~the sum of revenue within 32 percent of the~~

34.24 distribution amount.

34.25 (1) ~~attributed to that portion of the gasoline excise tax rate under section 296A.07,~~

34.26 ~~subdivision 3, in excess of 20 cents per gallon, and to that portion of the excise tax rates~~

34.27 ~~in excess of the energy equivalent of a gasoline excise tax rate of 20 cents per gallon~~

34.28 ~~for E85 and M85 under section 296A.07, subdivision 3, and special fuel under section~~

34.29 ~~296A.08, subdivision 2;~~

65.19 Sec. 6. Minnesota Statutes 2014, section 161.46, subdivision 2, is amended to read:

65.20 Subd. 2. **Relocation of facilities; reimbursement.** (a) Whenever the commissioner

65.21 shall determine the relocation of any utility facility is necessitated by the construction of a

65.22 project on the routes of federally aided state trunk highways, including urban extensions

65.23 thereof, which routes are included within the National System of Interstate Highways, the

65.24 owner or operator of such utility facility shall relocate the same in accordance with the

65.25 order of the commissioner. After the completion of such relocation the cost thereof shall

65.26 be ascertained and paid by the state out of trunk highway funds; provided, however, the

65.27 amount to be paid by the state for such reimbursement shall not exceed the amount on

65.28 which the federal government bases its reimbursement for said interstate system.

65.29 (b) Notwithstanding paragraph (a), any utility facility installed after August 1, 2015,

65.30 is not eligible for relocation reimbursement.

39.4 Sec. 6. Minnesota Statutes 2014, section 162.07, subdivision 1a, is amended to read:

39.5 Subd. 1a. **Apportionment sum and excess sum.** (a) For purposes of this

39.6 subdivision, "distribution amount" means the amount identified in section 162.06,

39.7 subdivision 1, after the deductions provided for in section 162.06 for administrative costs,

39.8 disaster account, research account, and state park road account.

39.9 (b) The apportionment sum is calculated ~~by subtracting the excess sum, as calculated~~

39.10 ~~in paragraph (c), from~~ as 68 percent of the distribution amount.

39.11 (c) The excess sum is calculated as ~~the sum of revenue within 32 percent of the~~

39.12 distribution amount.

39.13 (1) ~~attributed to that portion of the gasoline excise tax rate under section 296A.07,~~

39.14 ~~subdivision 3, in excess of 20 cents per gallon, and to that portion of the excise tax rates~~

39.15 ~~in excess of the energy equivalent of a gasoline excise tax rate of 20 cents per gallon~~

39.16 ~~for E85 and M85 under section 296A.07, subdivision 3, and special fuel under section~~

39.17 ~~296A.08, subdivision 2;~~

34.30 (2) attributed to a change in the passenger vehicle registration tax under section
 34.31 168.013, imposed on or after July 1, 2008, that exceeds (i) the amount collected in fiscal
 34.32 year 2008, multiplied by (ii) the annual average United States Consumer Price Index for
 34.33 the calendar year previous to the current calendar year, divided by the annual average
 34.34 United States Consumer Price Index for calendar year 2007; and

35.1 (3) attributed to that portion of the motor vehicle sales tax revenue in excess of the
 35.2 percentage allocated to the county state-aid highway fund in fiscal year 2007.

35.3 (d) For purposes of this subdivision, the United States Consumer Price Index
 35.4 identified in paragraph (c) is for all urban consumers, United States city average, as
 35.5 determined by the United States Department of Labor.

35.6 **EFFECTIVE DATE.** This section is effective July 1, 2015, for distribution
 35.7 calculations on or after that date.

35.8 Sec. 19. **[162.145] SMALL CITIES ASSISTANCE.**

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

35.11 (b) "Eligible city" means a statutory or home rule charter city that does not receive
 35.12 municipal state aid under sections 162.09 to 162.14 in the calendar year in which funds
 35.13 are distributed under this section.

35.14 (c) "Maximum aid" means 3.5 multiplied by the unweighted average amount of
 35.15 assistance to a city in a fiscal year.

35.16 (d) "Population" means the most recent population estimated or established as of 30
 35.17 days before the date of an allocation under subdivision 4, of (i) the most recent federal
 35.18 census, (ii) a special census conducted under contract with the United States Bureau of
 35.19 the Census, (iii) a population estimate made by the Metropolitan Council pursuant to
 35.20 section 473.24, or (iv) a population estimate of the state demographer made pursuant to
 35.21 section 4A.02.

35.22 (e) "State-aid adjustment factor" means the greater of zero, or:

35.23 (1) 0.005; minus

35.24 (2) the number of lane miles of county state-aid highway in a city, divided by the
 35.25 total number of lane miles of county state-aid highway in all eligible cities.

35.26 (f) "Total population" means the sum of populations of all eligible cities.

39.18 (2) attributed to a change in the passenger vehicle registration tax under section
 39.19 168.013, imposed on or after July 1, 2008, that exceeds (i) the amount collected in fiscal
 39.20 year 2008, multiplied by (ii) the annual average United States Consumer Price Index for
 39.21 the calendar year previous to the current calendar year, divided by the annual average
 39.22 United States Consumer Price Index for calendar year 2007; and

39.23 (3) attributed to that portion of the motor vehicle sales tax revenue in excess of the
 39.24 percentage allocated to the county state-aid highway fund in fiscal year 2007.

39.25 (d) For purposes of this subdivision, the United States Consumer Price Index
 39.26 identified in paragraph (c) is for all urban consumers, United States city average, as
 39.27 determined by the United States Department of Labor.

39.28 **EFFECTIVE DATE.** This section is effective October 1, 2015.

35.27 Subd. 2. **Small cities assistance account.** A small cities assistance account is
35.28 created in the transportation stability fund. The account consists of funds as provided by
35.29 law, and any other money donated, allotted, transferred, or otherwise provided to the
35.30 account. Money in the account may only be expended as provided under this section.

35.31 Subd. 3. **Administration.** (a) Subject to funds made available by law, the
35.32 commissioner shall allocate all funds as provided in subdivision 4 and shall notify the
35.33 commissioner of revenue.

35.34 (b) Following notification from the commissioner of transportation, the
35.35 commissioner of revenue shall distribute the specified funds to cities in the same manner
36.1 as local government aid under chapter 477A. An appropriation to the commissioner of
36.2 transportation under this section is available to the commissioner of revenue for the
36.3 purposes specified in this paragraph.

36.4 (c) Notwithstanding other law to the contrary, in order to receive distributions under
36.5 this section, a city must conform to the standards in section 477A.017, subdivision 2. A
36.6 city that receives funds under this section must make and preserve records necessary to
36.7 show that the funds are spent in compliance with subdivision 4.

36.8 Subd. 4. **Distribution formula.** (a) In each fiscal year in which funds are available
36.9 under this section, the commissioner shall allocate funds to eligible cities.

36.10 (b) The preliminary aid to each city is calculated as follows:

36.11 (1) 5 percent of funds allocated equally among all eligible cities;

36.12 (2) 35 percent of funds allocated proportionally based on each city's share of lane
36.13 miles of municipal streets compared to total lane miles of municipal streets of all eligible
36.14 cities;

36.15 (3) 35 percent of funds allocated proportionally based on each city's share of
36.16 population compared to total population of all eligible cities; and

36.17 (4) 25 percent of funds allocated proportionally based on each city's share of state-aid
36.18 adjustment factor compared to the sum of state-aid adjustment factors of all eligible cities.

36.19 (c) The final aid to each city is calculated as the lesser of:

36.20 (1) the preliminary aid to the city multiplied by an aid factor; or

36.21 (2) the maximum aid.

36.22 (d) The commissioner shall set the aid factor under paragraph (c), which must be the
36.23 same for all eligible cities, so that the total funds allocated under this subdivision equals
36.24 the total amount available for the fiscal year.

36.25 Subd. 5. **Use of funds.** (a) Funds distributed under this section are available only for
36.26 construction and maintenance of roads located within the city, including:

- 36.27 (1) land acquisition, environmental analysis, design, engineering, construction,
 36.28 reconstruction, and maintenance;
 36.29 (2) road projects partially located within the city;
 36.30 (3) projects on county state-aid highways located within the city; and
 36.31 (4) cost participation on road projects under the jurisdiction of another unit of
 36.32 government.
 36.33 (b) Funds distributed under this section are not subject to state-aid requirements
 36.34 under this chapter, including but not limited to engineering standards adopted by the
 36.35 commissioner in rules.
- 36.36 **EFFECTIVE DATE.** This section is effective the day following final enactment.

75.14 Section 1. Minnesota Statutes 2014, section 168.002, subdivision 24, is amended to read:

75.15 Subd. 24. **Passenger automobile.** (a) "Passenger automobile" means any motor
 75.16 vehicle designed and used for carrying not more than 15 individuals, including the driver.

75.17 (b) "Passenger automobile" does not include motorcycles, motor scooters, buses,
 75.18 school buses, or commuter vans as defined in section 168.126.

75.19 (c) "Passenger automobile" includes, but is not limited to:

75.20 (1) a vehicle that is a pickup truck or a van as defined in subdivisions 26 and 40;

75.21 (2) neighborhood electric vehicles, as defined in section 169.011, subdivision 47; ~~and~~

75.22 (3) medium-speed electric vehicles, as defined in section 169.011, subdivision 39; and

75.23 (4) unconventional vehicles, as defined in section 169.011, subdivision 89a.

39.29 Sec. 7. Minnesota Statutes 2014, section 168.012, subdivision 1c, is amended to read:

39.30 Subd. 1c. **Payment of administrative, plate, and filing fee.** The annual
 39.31 administrative fee for a tax-exempt vehicle under this section is \$5. The license plate
 39.32 fee for a tax-exempt vehicle, except a trailer, is ~~\$10~~ \$12.50 for two plates per vehicle,
 39.33 payable only on the first tax-exempt registration of the vehicle. The registration period for
 40.1 a tax-exempt vehicle is biennial. The administrative fee is due on March 1 biennially and
 40.2 payable the preceding January 1, with validating stickers issued at time of payment.

28.16 Section 1. Minnesota Statutes 2014, section 168.013, subdivision 1a, is amended to read:

28.17 Subd. 1a. **Passenger automobile; hearse.** (a) On passenger automobiles as defined
 28.18 in section 168.002, subdivision 24, and hearses, except as otherwise provided, the tax
 28.19 shall be an amount equal to a combination of the following: \$10 for those vehicles with
 28.20 registration periods beginning on or before June 30, 2018; and \$20 for those vehicles
 28.21 with registration periods on or after July 1, 2018, plus an additional tax equal to ~~1-25~~ a
 28.22 percentage of 1.5 percent of the base value as specified in paragraph (h).

28.23 (b) Subject to the classification provisions herein, "base value" means the
 28.24 manufacturer's suggested retail price of the vehicle including destination charge using list
 28.25 price information published by the manufacturer or determined by the registrar if no
 28.26 suggested retail price exists, and shall not include the cost of each accessory or item of
 28.27 optional equipment separately added to the vehicle and the suggested retail price.

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

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

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

29.2	FROM	TO
29.3	\$ 0	\$ 199.99
29.4	\$ 200	\$ 399.99

29.5 and thereafter a series of classes successively set in brackets having a spread of \$200
 29.6 consisting of such number of classes as will permit classification of all vehicles.

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

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

29.19 (h) The annual additional tax must be computed upon a the specified percentage of
 29.20 1.5 percent of the base value as follows: during the first year of vehicle life, upon 100
 29.21 percent of the base value; for the second year, 90 percent of such value; for the third year,
 29.22 80 percent of such value; for the fourth year, 70 percent of such value; for the fifth year, 60
 29.23 percent of such value; for the sixth year, 50 percent of such value; for the seventh year,
 29.24 40 percent of such value; for the eighth year, 30 percent of such value; for the ninth
 29.25 year, 20 percent of such value; for the tenth year, ten percent of such value; for the 11th
 29.26 and each succeeding year, the sum of \$25.

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

29.28 (j) ~~For any vehicle previously registered in Minnesota, the annual additional tax~~
 29.29 ~~due under this subdivision must not exceed the smallest amount of annual additional~~
 29.30 ~~tax previously paid or due on the vehicle.~~

29.31 **EFFECTIVE DATE.** This section is effective the day following final enactment
 29.32 and applies to any tax for a registration period that begins on or after September 1, 2015.

40.3 Sec. 8. Minnesota Statutes 2014, section 168.013, subdivision 1d, is amended to read:

40.4 Subd. 1d. **Trailer.** (a) On trailers registered at a gross vehicle weight of greater
 40.5 than 3,000 pounds, the annual tax is based on total gross weight and is 30 percent of the
 40.6 Minnesota base rate prescribed in subdivision 1e, when the gross weight is 15,000 pounds
 40.7 or less, and when the gross weight of a trailer is more than 15,000 pounds, the tax for the
 40.8 first eight years of vehicle life is 100 percent of the tax imposed in the Minnesota base rate
 40.9 schedule, and during the ninth and succeeding years of vehicle life the tax is 75 percent of
 40.10 the Minnesota base rate prescribed by subdivision 1e. A trailer registered at a gross vehicle
 40.11 weight greater than 3,000 pounds but no greater than 7,200 pounds may be taxed either: (1)
 40.12 annually as provided in this paragraph, or (2) once every three years on the basis of total
 40.13 gross weight and is 90 percent of the Minnesota base rate prescribed in subdivision 1e.

40.14 (b) Farm trailers with a gross weight in excess of 10,000 pounds and as described in
 40.15 section 168.002, subdivision 8, are taxed as farm trucks as prescribed in subdivision 1c.

40.16 (c) Effective on and after July 1, 2001, trailers registered at a gross vehicle weight
40.17 of 3,000 pounds or less must display a distinctive plate. The registration on the license
40.18 plate is valid for the life of the trailer only if it remains registered at the same gross vehicle
40.19 weight. The onetime registration tax for trailers registered for the first time in Minnesota
40.20 is \$55. For trailers registered in Minnesota before July 1, 2001, and for which:

40.21 (1) registration is desired for the remaining life of the trailer, the registration tax
40.22 is \$25; or

40.23 (2) permanent registration is not desired, the biennial registration tax is \$10 for the
40.24 first renewal if registration is renewed between and including July 1, 2001, and June 30,
40.25 2003. These trailers must be issued permanent registration at the first renewal on or after
40.26 July 1, 2003, and the registration tax is \$20.

40.27 For trailers registered at a gross weight of 3,000 pounds or less before July 1, 2001,
40.28 but not renewed until on or after July 1, 2003, the registration tax is \$20 and permanent
40.29 registration must be issued.

40.30 **EFFECTIVE DATE.** This section is effective the day following final enactment
40.31 and applies to taxes payable for a registration period starting on or after January 1, 2016.

65.31 Sec. 7. Minnesota Statutes 2014, section 168.013, subdivision 1g, is amended to read:

66.1 Subd. 1g. **Recreational vehicle.** (a) Self-propelled recreational vehicles ~~shall must~~
66.2 be separately licensed and taxed annually on the basis of total gross weight ~~and~~. The
66.3 tax ~~shall must~~ be graduated according to the Minnesota base rate schedule prescribed
66.4 in subdivision 1e, but in no event less than \$20, except as otherwise provided in this
66.5 subdivision.

66.6 (b) For all self-propelled recreational vehicles, the tax for the ninth and succeeding
66.7 years of vehicle life ~~shall be~~ is 75 percent of the tax imposed in the Minnesota base rate
66.8 schedule.

66.9 (c) Towed recreational vehicles ~~shall must~~ be separately licensed and taxed under
66.10 either one of the following, as determined by the vehicle owner: (1) annually on the basis
66.11 of total gross weight at 30 percent of the Minnesota base rate prescribed in subdivision 1e
66.12 but ; or (2) once every three years on the basis of total gross weight at 90 percent of the
66.13 Minnesota base rate prescribed in subdivision 1e, provided that the filing fee under section
66.14 168.33, subdivision 7, paragraph (a), is multiplied by three, with funds collected by the
66.15 commissioner allocated proportionally in the same manner as provided in section 168.33,
66.16 subdivision 7, paragraph (e). In no event is the tax under this paragraph less than \$5.

66.17 (d) Notwithstanding any law to the contrary, all trailers and semitrailers taxed
66.18 pursuant to this section ~~shall be~~ are exempt from any wheelage tax now or hereafter
66.19 imposed by any political subdivision or political subdivisions.

66.20 **EFFECTIVE DATE.** This section is effective the day following final enactment,
 66.21 and applies to taxes payable for a registration period starting on or after January 1, 2016.

66.22 Sec. 8. Minnesota Statutes 2014, section 168.013, subdivision 8, is amended to read:

66.23 Subd. 8. **Tax proceeds to highway user fund; fee proceeds to vehicle services**

66.24 **account.** (a) Unless otherwise specified in this chapter, the net proceeds of the registration
 66.25 tax imposed under this chapter, including the penalty surcharge for late payment, imposed
 66.26 in section 168.31, subdivision 1a, must be collected by the commissioner, paid into the
 66.27 state treasury, and credited to the highway user tax distribution fund.

66.28 (b) All fees collected under this chapter, unless otherwise specified, must be
 66.29 deposited in the vehicle services operating account in the special revenue fund under
 66.30 section 299A.705.

66.31 **EFFECTIVE DATE.** This section is effective July 1, 2015, and applies to vehicle
 66.32 registration taxes due and unpaid on and after that date.

37.1 Sec. 20. Minnesota Statutes 2014, section 168.053, subdivision 1, is amended to read:

37.2 Subdivision 1. **Application; fee; penalty.** Any person, firm, or corporation with
 37.3 a business located in Minnesota engaged in the business of transporting motor vehicles
 37.4 owned by another, by delivering, by drive-away or towing methods, either singly or by
 37.5 means of the full mount method, the saddle mount method, the tow bar method, or any other
 37.6 combination thereof, and under their own power, vehicles over the highways of the state
 37.7 from the manufacturer or any other point of origin, to any point of destination, within or
 37.8 without the state, shall make application to the registrar for a drive-away in-transit license.
 37.9 This application for annual license shall be accompanied by a registration fee of \$250 and
 37.10 contain information the registrar may require. Upon the filing of the application and the
 37.11 payment of the fee, the registrar shall issue to each drive-away operator a drive-away
 37.12 in-transit license plate, which must be carried and displayed on the power unit consistent
 37.13 with section 169.79 and the plate shall remain on the vehicle while being ~~operated within~~
 37.14 ~~Minnesota~~ transported. The license plate issued under this subdivision is not valid for the
 37.15 purpose of permanent vehicle registration ~~and is not valid outside Minnesota~~. Additional
 37.16 drive-away in-transit license plates desired by any drive-away operator may be secured
 37.17 from the registrar of motor vehicles upon the payment of a fee of \$5 for each set of
 37.18 additional license plates. Any person, firm, or corporation engaging in the business as a
 37.19 drive-away operator, of transporting and delivering by means of full mount method, the
 37.20 saddle mount method, the tow bar method, or any combination thereof, and under their
 37.21 own power, motor vehicles, who fails or refuses to file or cause to be filed an application,
 37.22 as is required by law, and to pay the fees therefor as the law requires, shall be found guilty
 37.23 of violating the provisions of sections 168.053 to 168.057; and, upon conviction, fined

75.24 Sec. 2. Minnesota Statutes 2014, section 168.053, subdivision 1, is amended to read:

75.25 Subdivision 1. **Application; fee; penalty.** Any person, firm, or corporation with
 75.26 a business located in Minnesota engaged in the business of transporting motor vehicles
 75.27 owned by another, by delivering, by drive-away or towing methods, either singly or by
 75.28 means of the full mount method, the saddle mount method, the tow bar method, or any other
 75.29 combination thereof, and under their own power, vehicles over the highways of the state
 75.30 from the manufacturer or any other point of origin, to any point of destination, within or
 75.31 without the state, shall make application to the registrar for a drive-away in-transit license.
 75.32 This application for annual license shall be accompanied by a registration fee of \$250 and
 75.33 contain information the registrar may require. Upon the filing of the application and the
 75.34 payment of the fee, the registrar shall issue to each drive-away operator a drive-away
 76.1 in-transit license plate, which must be carried and displayed on the power unit consistent
 76.2 with section 169.79 and the plate shall remain on the vehicle while being ~~operated within~~
 76.3 ~~Minnesota~~ transported. The license plate issued under this subdivision is not valid for the
 76.4 purpose of permanent vehicle registration ~~and is not valid outside Minnesota~~. Additional
 76.5 drive-away in-transit license plates desired by any drive-away operator may be secured
 76.6 from the registrar of motor vehicles upon the payment of a fee of \$5 for each set of
 76.7 additional license plates. Any person, firm, or corporation engaging in the business as a
 76.8 drive-away operator, of transporting and delivering by means of full mount method, the
 76.9 saddle mount method, the tow bar method, or any combination thereof, and under their
 76.10 own power, motor vehicles, who fails or refuses to file or cause to be filed an application,
 76.11 as is required by law, and to pay the fees therefor as the law requires, shall be found guilty
 76.12 of violating the provisions of sections 168.053 to 168.057; and, upon conviction, fined

37.24 not less than \$50, and not more than \$100, and all costs of court. Each day so operating
 37.25 without securing the license and plates as required shall constitute a separate offense.

76.13 not less than \$50, and not more than \$100, and all costs of court. Each day so operating
 76.14 without securing the license and plates as required shall constitute a separate offense.

66.33 Sec. 9. Minnesota Statutes 2014, section 168.12, subdivision 1, is amended to read:

67.1 Subdivision 1. **Plates; design, visibility, periods of issuance.** (a) The commissioner,
 67.2 upon approval and payment, shall issue to the applicant the plates required by this chapter,
 67.3 bearing the state name and an assigned vehicle registration number. The number assigned
 67.4 by the commissioner may be a combination of a letter or sign with figures. The color of the
 67.5 plates and the color of the abbreviation of the state name and the number assigned must
 67.6 be in marked contrast. The plates must be lettered, spaced, or distinguished to suitably
 67.7 indicate the registration of the vehicle according to the rules of the commissioner.

67.8 (b) When a vehicle is registered on the basis of total gross weight, the plates issued
 67.9 must clearly indicate by letters or other suitable insignia the maximum gross weight
 67.10 for which the tax has been paid.

67.11 (c) Plates issued to a noncommercial vehicle must bear the inscription
 67.12 "noncommercial" unless the vehicle is displaying a special plate authorized and issued
 67.13 under this chapter.

67.14 (d) A one-ton pickup truck that is used for commercial purposes and is subject to
 67.15 section 168.185, is eligible to display special plates as authorized and issued under this
 67.16 chapter.

67.17 (e) The plates must be so treated as to be at least 100 times brighter than the
 67.18 conventional painted number plates. When properly mounted on an unlighted vehicle, the
 67.19 plates, when viewed from a vehicle equipped with standard headlights, must be visible for
 67.20 a distance of not less than 1,500 feet and readable for a distance of not less than 110 feet.

67.21 (f) The commissioner shall issue plates for the following periods:

67.22 (1) New plates issued pursuant to section 168.012, subdivision 1, must be issued to a
 67.23 vehicle for as long as the vehicle is owned by the exempt agency and the plate shall not be
 67.24 transferable from one vehicle to another but the plate may be transferred with the vehicle
 67.25 from one tax-exempt agency to another.

67.26 (2) Plates issued for passenger automobiles must be issued for a ~~seven-year~~ ten-year
 67.27 period. All plates issued under this paragraph must be replaced if they are ~~seven~~ ten years
 67.28 old or older at the time of registration renewal or will become so during the registration
 67.29 period.

67.30 (3) Plates issued under sections 168.053 and 168.27, subdivisions 16 and 17, must
 67.31 be for a ~~seven-year~~ ten-year period.

67.32 (4) Plates issued under subdivisions 2c and 2d and section 168.123 must be issued
 67.33 for the life of the veteran under section 169.79.

67.34 (5) Plates for any vehicle not specified in clauses (1) to (3) must be issued for the
67.35 life of the vehicle.

68.1 (g) In a year in which plates are not issued, the commissioner shall issue for each
68.2 registration a sticker to designate the year of registration. This sticker must show the year or
68.3 years for which the sticker is issued, and is valid only for that period. The plates and stickers
68.4 issued for a vehicle may not be transferred to another vehicle during the period for which
68.5 the sticker is issued, except when issued for a vehicle registered under section 168.187.

68.6 (h) Despite any other provision of this subdivision, plates issued to a vehicle used
68.7 for behind-the-wheel instruction in a driver education course in a public school may
68.8 be transferred to another vehicle used for the same purpose without payment of any
68.9 additional fee. The public school shall notify the commissioner of each transfer of plates
68.10 under this paragraph. The commissioner may prescribe a format for notification.

40.32 Sec. 9. Minnesota Statutes 2014, section 168.12, subdivision 2, is amended to read:

40.33 Subd. 2. **Amateur radio licensee; special plates, rules.** (a) The commissioner shall
40.34 issue amateur radio plates to an applicant who:

41.1 (1) is an owner of a passenger automobile or recreational vehicle;

41.2 (2) is a resident of this state;

41.3 (3) holds an official amateur radio station license or a citizens radio service class D
41.4 license, in good standing, issued by the Federal Communications Commission;

41.5 (4) pays the registration tax required under section 168.013;

41.6 (5) pays a fee of \$10 ~~\$12.50~~ for each set of special plates and any other fees required
41.7 by this chapter; and

41.8 (6) complies with this chapter and rules governing the registration of motor vehicles
41.9 and licensing of drivers;

41.10 (b) In lieu of the registration number required for identification under subdivision 1,
41.11 the plates must indicate the official amateur call letters of the applicant, as assigned by the
41.12 Federal Communications Commission, and the words "AMATEUR RADIO."

41.13 (c) This provision for the issue of special plates applies only if the applicant's motor
41.14 vehicle is already registered in Minnesota so that the applicant has valid regular Minnesota
41.15 plates issued for that motor vehicle under which to operate it during the time that it will
41.16 take to have the necessary special plates made.

41.17 (d) If owning more than one motor vehicle of the type specified in this subdivision,
41.18 the applicant may apply for special plates for each motor vehicle and, if each application
41.19 complies with this subdivision, the commissioner shall furnish the applicant with
41.20 the special plates, indicating the official amateur call letters and other distinguishing
41.21 information as the commissioner considers necessary, for each of the motor vehicles.

41.22 (e) The commissioner may make reasonable rules governing the use of the special
41.23 plates as will assure the full compliance by the owner of the special plates, with all existing
41.24 laws governing the registration of motor vehicles and the transfer and use of the plates.

41.25 (f) Despite any contrary provision of subdivision 1, the special plates issued under this
41.26 subdivision may be transferred by an owner to another motor vehicle listed in paragraph
41.27 (a) and registered to the same owner, upon the payment of a fee of \$5. The commissioner
41.28 must be notified before the transfer and may prescribe a format for the notification.

41.29 Sec. 10. Minnesota Statutes 2014, section 168.12, subdivision 2b, is amended to read:

41.30 Subd. 2b. **Firefighters; special plates, rules.** (a) The commissioner shall issue
41.31 special plates, or a single license plate in the case of a motorcycle plate, to any applicant
41.32 who:

41.33 (1) is a member of a fire department receiving state aid under chapter 69, has a
41.34 letter from the fire chief, and is an owner of a passenger automobile, a one-ton pickup
41.35 truck, or a motorcycle;

42.1 (2) pays a fee of ~~\$10~~ \$12.50 and any other fees required by this chapter;

42.2 (3) pays the registration tax required by this chapter for the motor vehicle; and

42.3 (4) complies with this chapter and rules governing the registration of motor vehicles
42.4 and licensing of drivers.

42.5 (b) In lieu of the identification required under subdivision 1, the special plates must
42.6 bear an emblem of a Maltese Cross together with any numbers or characters prescribed by
42.7 the commissioner.

42.8 (c) Special plates issued under this subdivision may only be used during the period
42.9 that the owner of the motor vehicle is a member of a fire department as specified in this
42.10 subdivision. When the individual to whom the special plates were issued is no longer a
42.11 member of a fire department or when the motor vehicle ownership is transferred, the
42.12 owner shall remove the special plates from the motor vehicle. If the commissioner
42.13 receives written notification that an individual is no longer qualified for these special
42.14 plates, the commissioner shall invalidate the plates and notify the individual of this
42.15 action. The individual may retain the plate only upon demonstrating compliance with the
42.16 qualifications of this subdivision. Upon removal or invalidation of the special plates or
42.17 special motorcycle plate, the owner or purchaser of the motor vehicle shall obtain regular
42.18 plates, a regular motorcycle plate, or special plates for the proper registration classification
42.19 for the motor vehicle.

42.20 (d) A special motorcycle license plate issued under this subdivision must be the
42.21 same size as a standard motorcycle license plate.

42.22 (e) Upon payment of a fee of \$5, plates issued under this subdivision for a passenger
42.23 automobile or truck may be transferred to another passenger automobile or truck owned
42.24 or jointly owned by the person to whom the plates were issued. On payment of a fee of
42.25 \$5, a plate issued under this subdivision for a motorcycle may be transferred to another
42.26 motorcycle owned or jointly owned by the person to whom the plate was issued.

42.27 (f) The commissioner may adopt rules under the Administrative Procedure Act,
42.28 sections 14.001 to 14.69, to govern the issuance and use of the special plates authorized
42.29 in this subdivision.

42.30 Sec. 11. Minnesota Statutes 2014, section 168.12, subdivision 2c, is amended to read:

42.31 Subd. 2c. **National Guard; special plates, rules.** (a) The commissioner shall
42.32 issue special plates to any applicant who:

42.33 (1) is a regularly enlisted, commissioned, or retired member of the Minnesota
42.34 National Guard, other than an inactive member who is not a retired member, and is an
42.35 owner of a passenger automobile;

43.1 (2) pays a fee of ~~\$10~~ \$12.50 and any other fees required by this chapter;

43.2 (3) pays the registration tax required by this chapter; and

43.3 (4) complies with this chapter and rules governing the registration of motor vehicles
43.4 and licensing of drivers.

43.5 (b) The adjutant general shall design the emblem for these special plates subject to
43.6 the approval of the commissioner.

43.7 (c) Special plates issued under this subdivision may only be used during the period
43.8 that the owner of the motor vehicle is an active or retired member of the Minnesota National
43.9 Guard as specified in this subdivision. When the individual to whom the special plates
43.10 were issued is no longer an active or retired member of the Minnesota National Guard,
43.11 the special plates must be removed from the vehicle by the owner. If the commissioner
43.12 receives written notification that an individual is no longer qualified for these special plates,
43.13 the commissioner shall invalidate the plates and notify the individual of this action. The
43.14 individual may retain the plate only upon demonstrating compliance with the qualifications
43.15 of this subdivision. Upon removal or invalidation of the special plates, either the owner or
43.16 purchaser of the motor vehicle shall obtain regular plates for the motor vehicle.

43.17 (d) While the person is an active or retired member of the Minnesota National
43.18 Guard, plates issued pursuant to this subdivision may be transferred to another motor
43.19 vehicle owned by that individual upon payment of a fee of \$5.

43.20 (e) For purposes of this subdivision, "retired member" means an individual placed on
43.21 the roll of retired officers or roll of retired enlisted members in the Office of the Adjutant
43.22 General under section 192.18 and who is not deceased.

- 43.23 (f) The commissioner may adopt rules under the Administrative Procedure Act to
43.24 govern the issuance and use of the special plates authorized by this subdivision.
- 43.25 Sec. 12. Minnesota Statutes 2014, section 168.12, subdivision 2d, is amended to read:
- 43.26 Subd. 2d. **Ready Reserve; special plates, rules.** (a) The commissioner shall issue
43.27 special plates to an applicant who:
- 43.28 (1) is not eligible for special National Guard plates under subdivision 2c, is a
43.29 member of the United States armed forces ready reserve as described in United States
43.30 Code, title 10, section 10142 or 10143, or a retired reserve as described in United States
43.31 Code, title 10, section 10154, and is an owner of a passenger automobile;
- 43.32 (2) pays a fee of ~~\$10~~ \$12.50 and any other fees required by this chapter;
- 43.33 (3) pays the registration tax required by this chapter; and
- 43.34 (4) complies with this chapter and rules governing the registration of motor vehicles
43.35 and licensing of drivers.
- 44.1 (b) The commissioner of veterans affairs shall design the emblem for these special
44.2 plates subject to the approval of the commissioner.
- 44.3 (c) Special plates issued under this subdivision may only be used during the period
44.4 that the owner of the motor vehicle is a member of the ready reserve. When the owner is
44.5 no longer a member, the special plates must be removed from the motor vehicle by the
44.6 owner. If the commissioner receives written notification that an individual is no longer
44.7 qualified for these special plates, the commissioner shall invalidate the plates and notify
44.8 the individual of this action. The individual may retain the plate only upon demonstrating
44.9 compliance with the qualifications of this subdivision. On removal or invalidation of the
44.10 special plates, either the owner or purchaser of the motor vehicle shall obtain regular
44.11 plates for the motor vehicle. While the owner is a member of the ready reserve, plates
44.12 issued under this subdivision may be transferred to another motor vehicle owned by that
44.13 individual on paying a fee of \$5.
- 44.14 (d) The commissioner may adopt rules under the Administrative Procedure Act to
44.15 govern the issuance and use of the special plates authorized by this subdivision.
- 44.16 Sec. 13. Minnesota Statutes 2014, section 168.12, subdivision 2e, is amended to read:
- 44.17 Subd. 2e. **Volunteer ambulance attendants; special plates.** (a) The commissioner
44.18 shall issue special license plates to an applicant who:
- 44.19 (1) is a volunteer ambulance attendant as defined in section 144E.001, subdivision
44.20 15, and owns a motor vehicle taxed as a passenger automobile;
- 44.21 (2) pays the registration tax required by this chapter for the motor vehicle;
- 44.22 (3) pays a fee of ~~\$10~~ \$12.50 and any other fees required by this chapter; and

44.23 (4) complies with this chapter and rules governing the registration of motor vehicles
44.24 and licensing of drivers.

44.25 (b) An individual may use special plates issued under this subdivision only during
44.26 the period that the individual is a volunteer ambulance attendant. When the individual to
44.27 whom the special plates were issued ceases to be a volunteer ambulance attendant, the
44.28 individual shall remove each set of special plates issued. If the commissioner receives
44.29 written notification that an individual is no longer qualified for these special plates, the
44.30 commissioner shall invalidate the plates and notify the individual of this action. The
44.31 individual may retain the plate only upon demonstrating compliance with the qualifications
44.32 of this subdivision. When ownership of the motor vehicle is transferred, the individual
44.33 shall remove the special plates from that motor vehicle. On removal or invalidation of the
44.34 special plates, the owner or purchaser of the motor vehicle shall obtain regular plates for the
45.1 motor vehicle. Special plates issued under this subdivision may be transferred to another
45.2 motor vehicle owned by the volunteer ambulance attendant on payment of a fee of \$5.

45.3 (c) The commissioner may adopt rules governing the design, issuance, and sale of
45.4 the special plates authorized by this subdivision.

45.5 Sec. 14. Minnesota Statutes 2014, section 168.12, subdivision 2g, is amended to read:

45.6 Subd. 2g. **Retired firefighters; special plates.** (a) The commissioner shall issue
45.7 special retired firefighters plates to an applicant who:

45.8 (1) is a retired member of a fire department as defined in section 299N.01, subdivision
45.9 2, has a letter from the fire chief affirming that the applicant is a retired firefighter who
45.10 served ten or more years and separated in good standing, and is a registered owner of a
45.11 passenger automobile, a one-ton pickup truck, a recreational vehicle, or a motorcycle;

45.12 (2) pays a fee of ~~\$10~~ \$12.50 for each set of license plates applied for along with
45.13 any other fees required by this chapter; and

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

45.16 (b) The commissioner shall design the special plate emblem so that it is
45.17 distinguishable from the emblem on firefighter special plates issued under subdivision 2b.

45.18 (c) On payment of a transfer fee of \$5, plates issued under this subdivision may be
45.19 transferred to another passenger automobile, one-ton pickup truck, recreational vehicle, or
45.20 motorcycle registered to the individual to whom the special plates were issued.

45.21 (d) Fees collected under this subdivision must be credited to the vehicle services
45.22 operating account in the special revenue fund.

45.23 (e) This subdivision is exempt from section 168.1293.

45.24 Sec. 15. Minnesota Statutes 2014, section 168.12, subdivision 5, is amended to read:

45.25 Subd. 5. **Additional fee.** (a) In addition to any fee otherwise authorized or any tax
 45.26 otherwise imposed upon any vehicle, the payment of which is required as a condition to
 45.27 the issuance of any plate or plates, the commissioner shall impose the fee specified in
 45.28 paragraph (b) that is calculated to cover the cost of manufacturing and issuing the plate
 45.29 or plates, except for plates issued to disabled veterans as defined in section 168.031 and
 45.30 plates issued pursuant to section 168.124, 168.125, or 168.27, subdivisions 16 and 17,
 45.31 for passenger automobiles. The commissioner shall issue graphic design plates only
 45.32 for vehicles registered pursuant to section 168.017 and recreational vehicles registered
 45.33 pursuant to section 168.013, subdivision 1g.

46.1 (b) Unless otherwise specified or exempted by statute, the following plate and
 46.2 validation sticker fees apply for the original, duplicate, or replacement issuance of a
 46.3 plate in a plate year:

46.4	License Plate		Single	Double
46.5	Regular and Disability	\$	4.50 <u>6.25</u>	\$ 6.00 <u>12.50</u>
46.6				10.00
46.7	Special	\$	8.50	\$ <u>12.50</u>
46.8	Personalized (Replacement)	\$	10.00	\$ 14.00
46.9	Collector Category	\$	13.50	\$ 15.00
46.10	Emergency Vehicle Display	\$	3.00 <u>6.25</u>	\$ 6.00 <u>12.50</u>
46.11	Utility Trailer Self-Adhesive	\$	2.50	
46.12	Vertical Motorcycle Plate	\$	100.00	NA

46.13 Stickers

46.14	Duplicate year	\$	1.00	\$	1.00
46.15	International Fuel Tax Agreement	\$	2.50		

46.16 (c) For vehicles that require two of the categories above, the registrar shall only
 46.17 charge the higher of the two fees and not a combined total.

46.18 Sec. 16. Minnesota Statutes 2014, section 168.121, subdivision 1, is amended to read:

46.19 Subdivision 1. **Issuance and design.** Notwithstanding section 168.1293, the
 46.20 commissioner shall issue special plates remembering victims of impaired drivers to an
 46.21 applicant who:

46.22 (1) is a registered owner of a passenger automobile;

46.23 (2) pays a fee of ~~\$40~~ \$12.50 for each set of license plates applied for; and

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

46.26 Sec. 17. Minnesota Statutes 2014, section 168.123, subdivision 1, is amended to read:

46.27 Subdivision 1. **General requirements; fees.** (a) On payment of a fee of ~~\$40~~ \$12.50
 46.28 for each set of two plates, or for a single plate in the case of a motorcycle plate, payment
 46.29 of the registration tax required by law, and compliance with other applicable laws relating
 46.30 to vehicle registration and licensing, as applicable, the commissioner shall issue:

46.31 (1) special veteran's plates to an applicant who served in the active military service
 46.32 in a branch of the armed forces of the United States or of a nation or society allied with the
 46.33 United States in conducting a foreign war, was discharged under honorable conditions,
 46.34 and is a registered owner of a passenger automobile, recreational motor vehicle, or
 46.35 one-ton pickup truck, but which is not a commercial motor vehicle as defined in section
 46.36 169.011, subdivision 16; or

47.1 (2) a veteran's special motorcycle plate as described in subdivision 2, paragraph (a),
 47.2 (e), (f), (h), (i), (j), or (m), or another special plate designed by the commissioner to an
 47.3 applicant who is a registered owner of a motorcycle and meets the criteria listed in this
 47.4 paragraph and in subdivision 2, paragraph (a), (e), (f), (h), (i), (j), or (m). Plates issued
 47.5 under this clause must be the same size as regular motorcycle plates. Special motorcycle
 47.6 license plates issued under this clause are not subject to section 168.1293.

47.7 (b) The additional fee of ~~\$10~~ \$12.50 is payable for each set of veteran's plates, is
47.8 payable only when the plates are issued, and is not payable in a year in which stickers are
47.9 issued instead of plates.

47.10 (c) The veteran must have a certified copy of the veteran's discharge papers,
47.11 indicating character of discharge, at the time of application. If an applicant served in the
47.12 active military service in a branch of the armed forces of a nation or society allied with the
47.13 United States in conducting a foreign war and is unable to obtain a record of that service
47.14 and discharge status, the commissioner of veterans affairs may certify the applicant as
47.15 qualified for the veterans' plates provided under this section.

47.16 Sec. 18. Minnesota Statutes 2014, section 168.1235, subdivision 1, is amended to read:

47.17 Subdivision 1. **General requirements; fees.** (a) The commissioner shall issue a
47.18 special plate emblem for each plate to an applicant who:

47.19 (1) is a member of a congressionally chartered veterans service organization and
47.20 is a registered owner of a passenger automobile, pickup truck, van, or self-propelled
47.21 recreational vehicle;

47.22 (2) pays the registration tax required by law;

47.23 (3) pays a fee of ~~\$10~~ \$12.50 for each set of two plates, and any other fees required
47.24 by this chapter; and

47.25 (4) complies with this chapter and rules governing the registration of motor vehicles
47.26 and licensing of drivers.

47.27 (b) The additional fee of ~~\$10~~ \$12.50 is payable at the time of initial application for
47.28 the special plate emblem and when the plates must be replaced or renewed. An applicant
47.29 must not be issued more than two sets of special plate emblems for motor vehicles listed
47.30 in paragraph (a) and registered to the applicant.

47.31 (c) The applicant must present a valid card indicating membership in the American
47.32 Legion or Veterans of Foreign Wars.

47.33 Sec. 19. Minnesota Statutes 2014, section 168.1255, subdivision 1, is amended to read:

48.1 Subdivision 1. **General requirements and procedures.** The commissioner shall
48.2 issue special veteran contribution plates or a single motorcycle plate to an applicant who:

48.3 (1) is a veteran, as defined in section 197.447;

48.4 (2) is a registered owner of a passenger automobile as defined in section 168.002,
48.5 subdivision 24, recreational vehicle as defined in section 168.002, subdivision 27, one-ton
48.6 pickup truck as defined in section 168.002, subdivision 21b, or motorcycle as defined in
48.7 section 168.002, subdivision 19;

48.8 (3) pays a fee of ~~\$10~~ \$12.50 to cover the costs of handling and manufacturing the
48.9 plates;

48.10 (4) pays the registration tax required under section 168.013;

48.11 (5) pays the fees required under this chapter;

48.12 (6) pays an additional onetime World War II memorial contribution of \$30, which
48.13 the department shall retain until all start-up costs associated with the development and
48.14 issuing of the plates have been recovered, after which the commissioner shall deposit
48.15 contributions in the World War II donation match account; and

48.16 (7) complies with this chapter and rules governing the registration of motor vehicles
48.17 and licensing of drivers.

48.18 Sec. 20. Minnesota Statutes 2014, section 168.128, subdivision 2, is amended to read:

48.19 Subd. 2. **Plates.** (a) A person who operates a limousine for other than personal use
48.20 shall register the motor vehicle as provided in this section. A person who operates a
48.21 limousine for personal use may apply for limousine plates.

48.22 (b) The commissioner shall issue limousine plates to the registered owner of a
48.23 limousine who:

48.24 (1) certifies that an insurance policy or policies under section 65B.135, in the
48.25 minimum aggregate amount required under that section, is in effect for the entire period
48.26 of the registration;

48.27 (2) provides the commissioner with proof that the passenger automobile registration
48.28 tax and a ~~\$10~~ \$12.50 fee have been paid for each limousine receiving limousine plates; and

48.29 (3) complies with this chapter and rules governing the registration of motor vehicles
48.30 and licensing of drivers.

48.31 (c) The limousine plates must be designed to specifically identify the vehicle as a
48.32 limousine and must be clearly marked with the letters "LM." Limousine plates may not be
48.33 transferred upon sale of the limousine, but may be transferred to another limousine owned
48.34 by the same person upon notifying the commissioner and paying a \$5 transfer fee.

49.1 Sec. 21. Minnesota Statutes 2014, section 168.1291, subdivision 4, is amended to read:

49.2 Subd. 4. **Fees.** Despite section 168.12, subdivisions 2b to 2e; 168.123; or 168.129,
49.3 the commissioner shall charge a fee of ~~\$10~~ \$12.50 for each set of plates issued under
49.4 this section.

37.26 Sec. 21. **[168.1294] "START SEEING MOTORCYCLES" PLATES.**

37.27 Subdivision 1. **Issuance of plates.** The commissioner shall issue special "Start
37.28 Seeing Motorcycles" license plates or a single motorcycle plate to an applicant who:

37.29 (1) is a registered owner of a passenger automobile, noncommercial one-ton pickup

37.30 truck, motorcycle, or recreational motor vehicle;

- 37.31 (2) pays a fee of \$10 for each set of plates;
- 37.32 (3) pays the registration tax as required under section 168.013, along with any
- 37.33 other fees required by this chapter;
- 37.34 (4) contributes a minimum of \$10 annually to the motorcycle safety fund created
- 37.35 under section 171.06, subdivision 2a, paragraph (a), clause (1); and
- 38.1 (5) complies with this chapter and rules governing registration of motor vehicles
- 38.2 and licensing of drivers.
- 38.3 Subd. 2. **Design.** The representatives of American Bikers for Awareness, Training,
- 38.4 and Education of Minnesota shall design the special plate to contain the inscription "Start
- 38.5 Seeing Motorcycles" between the bolt holes on the bottom of the plate with a design area
- 38.6 on the left side of the plate, subject to the approval of the commissioner.
- 38.7 Subd. 3. **Plates transfer.** On application to the commissioner and payment of a
- 38.8 transfer fee of \$5, special plates issued under this section may be transferred to another
- 38.9 motor vehicle if the subsequent vehicle is:
- 38.10 (1) qualified under subdivision 1, clause (1), to bear the special plates; and
- 38.11 (2) registered to the same individual to whom the special plates were originally issued.
- 38.12 Subd. 4. **Exemption.** Special plates issued under this section are not subject to
- 38.13 section 168.1293, subdivision 2.
- 38.14 Subd. 5. **Fees.** Fees collected under subdivision 1, clause (2), and subdivision 3 are
- 38.15 credited to the vehicle services operating account in the special revenue fund.
- 38.16 Subd. 6. **No refund.** Contributions under this section must not be refunded.
- 38.17 **EFFECTIVE DATE.** This section is effective January 1, 2016, for special "Start
- 38.18 Seeing Motorcycles" plates issued on or after that date.

76.15 Sec. 3. **[168.1294] "BREAST CANCER AWARENESS" PLATES.**

76.16 Subdivision 1. **Issuance of plates.** The commissioner shall issue special "Breast

76.17 Cancer Awareness" plates or a single motorcycle plate to an applicant who:

76.18 (1) is a registered owner of a passenger automobile, one-ton pickup truck,

76.19 motorcycle, or recreational motor vehicle;

76.20 (2) pays a fee of \$12.50 for each set of plates;

76.21 (3) pays the registration tax as required under section 168.013, along with any

76.22 other fees required by this chapter;

76.23 (4) contributes a minimum of \$20 to the Masonic Cancer Center at the University of
76.24 Minnesota for breast cancer research; and

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

76.27 Subd. 2. **Design.** The commissioner shall design the special plate to contain the
76.28 inscription "Minnesota Cares" and the pink breast cancer ribbon.

76.29 Subd. 3. **Plates transfer.** On application to the commissioner and payment of a
76.30 transfer fee of \$5, special plates issued under this section may be transferred to another
76.31 motor vehicle if the subsequent vehicle is:

76.32 (1) qualified under subdivision 1, clause (1), to bear the special plates; and

76.33 (2) registered to the same individual to whom the special plates were originally issued.

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

77.1 Subd. 5. **Fees.** Fees collected under subdivision 1, clause (2), and subdivision 3 are
77.2 credited to the vehicle services operating account in the special revenue fund.

77.3 Subd. 6. **No refund.** Contributions under this section must not be refunded.

77.4 **EFFECTIVE DATE.** This section is effective January 1, 2016, for plates issued
77.5 on or after that date.

49.5 Sec. 22. Minnesota Statutes 2014, section 168.1295, subdivision 1, is amended to read:

49.6 Subdivision 1. **General requirements and procedures.** (a) The commissioner shall
49.7 issue state parks and trails plates to an applicant who:

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

49.10 (2) pays a fee of \$10 ~~\$12.50~~ to cover the costs of handling and manufacturing the
49.11 plates;

49.12 (3) pays the registration tax required under section 168.013;

49.13 (4) pays the fees required under this chapter;

49.14 (5) contributes a minimum of \$50 annually to the state parks and trails donation
49.15 account established in section 85.056; and

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

49.18 (b) The state parks and trails plate application must indicate that the contribution
49.19 specified under paragraph (a), clause (5), is a minimum contribution to receive the plate
49.20 and that the applicant may make an additional contribution to the account.

49.21 (c) State parks and trails plates may be personalized according to section 168.12,
49.22 subdivision 2a.

49.23 Sec. 23. Minnesota Statutes 2014, section 168.1296, subdivision 1, is amended to read:

49.24 Subdivision 1. **General requirements and procedures.** (a) The commissioner shall
49.25 issue critical habitat plates to an applicant who:

49.26 (1) is a registered owner of a passenger automobile or recreational vehicle;

49.27 (2) pays a fee of \$10 \$12.50 to cover the costs of handling and manufacturing the
49.28 plates;

49.29 (3) pays the registration tax required under section 168.013;

49.30 (4) pays the fees required under this chapter;

49.31 (5) contributes a minimum of \$30 annually to the Minnesota critical habitat private
49.32 sector matching account established in section 84.943; and

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

50.1 (b) The critical habitat plate application must indicate that the annual contribution
50.2 specified under paragraph (a), clause (5), is a minimum contribution to receive the plate
50.3 and that the applicant may make an additional contribution to the account.

50.4 (c) Owners of recreational vehicles under paragraph (a), clause (1), are eligible
50.5 only for special critical habitat license plates for which the designs are selected under
50.6 subdivision 2, on or after January 1, 2006.

50.7 (d) Special critical habitat license plates, the designs for which are selected under
50.8 subdivision 2, on or after January 1, 2006, may be personalized according to section
50.9 168.12, subdivision 2a.

50.10 Sec. 24. Minnesota Statutes 2014, section 168.1297, subdivision 1, is amended to read:

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

50.13 (1) is a registered owner of a passenger automobile;

50.14 (2) pays a fee of \$10 \$12.50 to cover the costs of handling and manufacturing the
50.15 plates;

50.16 (3) pays the registration tax required under section 168.013;

38.19 Sec. 22. Minnesota Statutes 2014, section 168.1299, subdivision 1, is amended to read:

38.20 Subdivision 1. **Issuance.** Notwithstanding section 168.1293, the commissioner shall

38.21 issue special Minnesota golf plates or a single motorcycle plate to an applicant who:

38.22 (1) is a registered owner of a passenger automobile, one-ton pickup truck,

38.23 motorcycle, or recreational vehicle;

38.24 (2) pays a fee of \$10 and any other fees required by this chapter;

38.25 (3) contributes a minimum of \$30 annually after January 1, 2017, to the Minnesota

38.26 Section PGA Foundation account; and

38.27 (4) complies with this chapter and rules governing registration of motor vehicles

38.28 and licensing of drivers.

50.17 (4) pays the fees required under this chapter;

50.18 (5) submits proof to the commissioner that the applicant is a member of Rotary

50.19 International; and

50.20 (6) complies with this chapter and rules governing registration of motor vehicles

50.21 and licensing of drivers.

50.22 Sec. 25. Minnesota Statutes 2014, section 168.1298, subdivision 1, is amended to read:

50.23 Subdivision 1. **General requirements and procedures.** (a) The commissioner shall

50.24 issue special "Support Our Troops" license plates to an applicant who:

50.25 (1) is an owner of a passenger automobile, one-ton pickup truck, recreational

50.26 vehicle, or motorcycle;

50.27 (2) pays a fee of \$10 \$12.50 to cover the costs of handling and manufacturing the

50.28 plates;

50.29 (3) pays the registration tax required under section 168.013;

50.30 (4) pays the fees required under this chapter;

50.31 (5) contributes a minimum of \$30 annually to the Minnesota "Support Our Troops"

50.32 account established in section 190.19; and

50.33 (6) complies with laws and rules governing registration and licensing of vehicles

50.34 and drivers.

51.1 (b) The license application under this section must indicate that the annual

51.2 contribution specified under paragraph (a), clause (5), is a minimum contribution to receive

51.3 the plates and that the applicant may make an additional contribution to the account.

51.4 Sec. 26. Minnesota Statutes 2014, section 168.1299, subdivision 1, is amended to read:

51.5 Subdivision 1. **Issuance.** Notwithstanding section 168.1293, the commissioner shall

51.6 issue special Minnesota golf plates or a single motorcycle plate to an applicant who:

51.7 (1) is a registered owner of a passenger automobile, one-ton pickup truck,

51.8 motorcycle, or recreational vehicle;

51.9 (2) pays a fee of \$10 \$12.50 and any other fees required by this chapter;

51.10 (3) contributes a minimum of \$30 annually after January 1, 2017, to the Minnesota

51.11 Section PGA Foundation account; and

51.12 (4) complies with this chapter and rules governing registration of motor vehicles

51.13 and licensing of drivers.

38.29 **EFFECTIVE DATE.** This section is effective July 1, 2015, and applies to plates
 38.30 issued on or after that date.

51.14 **EFFECTIVE DATE.** This section is effective July 1, 2015, and applies to license
 51.15 plates issued on and after that date.

51.16 Sec. 27. Minnesota Statutes 2014, section 168.27, subdivision 22, is amended to read:

51.17 Subd. 22. **Dealer license for trailers, motorized bicycles; plates, fees;**

51.18 **exemptions.** Any person, copartnership, or corporation having a permanent enclosed
 51.19 commercial building or structure either owned in fee or leased and engaged in the
 51.20 business, either exclusively or in addition to any other occupation, of selling motorized
 51.21 bicycles, boat trailers, horse trailers, or snowmobile trailers, may apply to the registrar
 51.22 for a dealer's license. Upon payment of a \$10 fee the registrar shall license the applicant
 51.23 as a dealer for the remainder of the calendar year in which the application was received.
 51.24 The license may be renewed on or before the second day of January of each succeeding
 51.25 year by payment of a fee of \$10. The registrar shall issue to each dealer, upon request
 51.26 of the dealer, dealer plates as provided in subdivision 16 upon payment of \$5 ~~\$6.25~~ for
 51.27 each plate, and the plates may be used in the same manner and for the same purposes as
 51.28 is provided in subdivision 16. Except for motorized bicycle dealers, the registrar shall
 51.29 also issue to the dealer, upon request of the dealer, "in-transit" plates as provided in
 51.30 subdivision 17 upon payment of a fee of \$5 for each plate. This subdivision does not
 51.31 abrogate any of the provisions of this section relating to the duties, responsibilities, and
 51.32 requirements of persons, copartnerships, or corporations engaged in the business, either
 51.33 exclusively or in addition to other occupations, of selling motor vehicles or manufactured
 51.34 homes, except that a seller of boat trailers, utility trailers, or snowmobile trailers who
 52.1 is licensed under this subdivision is not required to have a contract or franchise with a
 52.2 manufacturer or distributor of new boat trailers, utility trailers, or new snowmobile trailers
 52.3 the seller proposes to sell, broker, wholesale, or auction. This section does not require a
 52.4 manufacturer of snowmobile trailers whose manufacturing facility is located outside of
 52.5 the metropolitan area as defined in section 473.121 to have a dealer's license to transport
 52.6 the snowmobile trailers to dealers or retail outlets in the state.

68.11 Sec. 10. Minnesota Statutes 2014, section 168.31, is amended by adding a subdivision
 68.12 to read:

68.13 Subd. 1a. **Penalty surcharge for late payment.** Except as otherwise provided in
 68.14 subdivisions 4 and 4a, a vehicle owner who has failed to pay the tax required under this
 68.15 chapter on or before the due date shall pay in full the tax due on the vehicle, together with
 68.16 a penalty surcharge of \$25 for each month or portion of a month following the expiration
 68.17 of the registration period, except that the amount of the late fee may not exceed \$100.

68.18 **EFFECTIVE DATE.** This section is effective July 1, 2015, and applies to vehicle
 68.19 registration taxes due and unpaid on and after that date.

52.7 Sec. 28. Minnesota Statutes 2014, section 168.33, subdivision 2, is amended to read:

52.8 Subd. 2. **Deputy registrars.** (a) The commissioner may appoint, and for cause
52.9 discontinue, a deputy registrar for any statutory or home rule charter city as the public
52.10 interest and convenience may require, without regard to whether the county auditor of
52.11 the county in which the city is situated has been appointed as the deputy registrar for the
52.12 county or has been discontinued as the deputy registrar for the county, and without regard
52.13 to whether the county in which the city is situated has established a county license bureau
52.14 that issues motor vehicle licenses as provided in section 373.32.

52.15 (b) The commissioner may appoint, and for cause discontinue, a deputy registrar
52.16 for any statutory or home rule charter city as the public interest and convenience may
52.17 require, if the auditor for the county in which the city is situated chooses not to accept
52.18 appointment as the deputy registrar for the county or is discontinued as a deputy registrar,
52.19 or if the county in which the city is situated has not established a county license bureau
52.20 that issues motor vehicle licenses as provided in section 373.32.

52.21 (c) The commissioner may appoint, and for cause discontinue, the county auditor of
52.22 each county as a deputy registrar.

52.23 (d) Despite any other provision, a person other than a county auditor or a director
52.24 of a county license bureau, who was appointed by the registrar before August 1, 1976,
52.25 as a deputy registrar for any statutory or home rule charter city, may continue to serve
52.26 as deputy registrar and may be discontinued for cause only by the commissioner. The
52.27 county auditor who appointed the deputy registrars is responsible for the acts of deputy
52.28 registrars appointed by the auditor.

52.29 (e) Each deputy, before entering upon the discharge of duties, shall take and
52.30 subscribe an oath to faithfully discharge the duties and to uphold the laws of the state.

52.31 (f) If a deputy registrar appointed under this subdivision is not an officer or employee
52.32 of a county or statutory or home rule charter city, the deputy shall in addition give bond to
52.33 the state in the sum of \$10,000, or a larger sum as may be required by the commissioner,
52.34 conditioned upon the faithful discharge of duties as deputy registrar.

53.1 (g) A corporation governed by chapter 302A or 317A may be appointed a deputy
53.2 registrar. Upon application by an individual serving as a deputy registrar and the giving of
53.3 the requisite bond as provided in this subdivision, personally assured by the individual or
53.4 another individual approved by the commissioner, a corporation named in an application
53.5 then becomes the duly appointed and qualified successor to the deputy registrar.

53.6 (h) Each deputy registrar appointed under this subdivision shall keep and maintain
53.7 office locations approved by the commissioner for the registration of vehicles and the
53.8 collection of taxes and fees on vehicles.

53.9 (i) The deputy registrar shall keep records and make reports to the commissioner as
 53.10 the commissioner requires. The records must be maintained at the offices of the deputy
 53.11 registrar. The records and offices of the deputy registrar must at all times be open to the
 53.12 inspection of the commissioner or the commissioner's agents. The deputy registrar shall
 53.13 report to the commissioner by the next working day following receipt all registrations
 53.14 made and taxes and fees collected by the deputy registrar.

53.15 (j) The filing fee fees imposed under subdivision 7, paragraph (a), clauses (1) and
 53.16 (3), must be deposited in the treasury of the place for which appointed or, if not a public
 53.17 official, a deputy shall retain the filing fee fees, but the registration tax and any additional
 53.18 fees for delayed registration the deputy registrar has collected, and the surcharge imposed
 53.19 under subdivision 7, paragraph (a), clause (2), the deputy registrar shall deposit by the next
 53.20 working day following receipt in an approved state depository to the credit of the state
 53.21 through the commissioner of management and budget. The place for which the deputy
 53.22 registrar is appointed through its governing body must provide the deputy registrar with
 53.23 facilities and personnel to carry out the duties imposed by this subdivision if the deputy
 53.24 is a public official. In all other cases, the deputy shall maintain a suitable facility for
 53.25 serving the public.

53.26 Sec. 29. Minnesota Statutes 2014, section 168.33, subdivision 7, is amended to read:

53.27 Subd. 7. **Filing fees and surcharge; allocations.** (a) In addition to all other
 53.28 statutory fees and taxes, a filing fee of:

53.29 (1) a \$6 filing fee is imposed on every vehicle registration renewal, excluding pro
 53.30 rate transactions; and

53.31 (2) a \$10 surcharge is imposed on the fee for every vehicle registration renewal,
 53.32 excluding pro rate transactions; and

53.33 (3) a \$10 filing fee is imposed on every other type of vehicle transaction, including
 53.34 motor carrier fuel tax licenses under sections 168D.05 and 168D.06, and pro rate
 53.35 transactions.

54.1 (b) Notwithstanding paragraph (a):

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

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

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

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

54.15 (e) The fees and surcharge collected under this subdivision paragraph (a) by the
54.16 department must be allocated as follows:

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

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

54.19 (ii) \$1.50 must be deposited:

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

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

54.25 (2) of the surcharge collected under paragraph (a), clause (2):

54.26 (i) 50 percent must be deposited in the small city streets and bridges account under
54.27 section 174.54, subdivision 1; and

54.28 (ii) 50 percent must be deposited in the larger city streets and bridges account under
54.29 section 174.54, subdivision 2; and

54.30 (3) of the fees collected under paragraph (a), clause ~~(2)~~ (3):

54.31 (i) \$3.50 must be deposited in the general fund;

54.32 (ii) \$5.00 must be deposited in the vehicle services operating account; and

54.33 (iii) \$1.50 must be deposited:

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

55.1 (B) after completion of the deposit of funds under subitem (A) in the vehicle services
55.2 operating account.

55.3 **EFFECTIVE DATE.** Paragraph (a), clause (3), is effective the day following final
55.4 enactment. The remainder of the section is effective July 1, 2015.

55.5 Sec. 30. Minnesota Statutes 2014, section 168.62, subdivision 3, is amended to read:

55.6 Subd. 3. **Special plates or certificate; fee; proceeds to highway-user fund vehicle**
55.7 **services operating account.** At the same time that an owner or operator of intercity buses
55.8 registers them in Minnesota and obtains number plates therefor, the owner or operator
55.9 shall apply for special identification plates or certificates for the remainder of that fleet
55.10 of intercity buses. The registrar of motor vehicles shall design an appropriate plate or
55.11 identification certificate for this purpose which shall be issued upon the payment of a
55.12 fee of ~~\$10~~ \$12.50 covering each intercity bus so identified. The proceeds of such fees
55.13 shall be deposited to the credit of the vehicle services operating account under section
55.14 299A.705, subdivision 1. No intercity bus shall at any time be operated in the state of
55.15 Minnesota without either Minnesota number plates or special identification plates or
55.16 certificates issued as herein provided.

77.6 Sec. 4. Minnesota Statutes 2014, section 168A.05, is amended by adding a subdivision
77.7 to read:

77.8 Subd. 10. **Unconventional vehicles; certificate required.** Unconventional
77.9 vehicles, as defined in section 169.011, subdivision 89a, must be titled as specified in
77.10 section 168A.02. The commissioner shall issue a title for an unconventional vehicle
77.11 (1) having a vehicle identification number or other alphanumeric sequence assigned
77.12 by the manufacturer for the purpose of identifying that vehicle, and (2) for which the
77.13 requirements under this chapter are met.

55.17 Sec. 31. Minnesota Statutes 2014, section 168A.07, is amended by adding a
55.18 subdivision to read:

55.19 Subd. 3. **Fees.** The filing fee to create a conditional registration shall conform with
55.20 the fee provided in section 168.33, subdivision 7, paragraph (a), clause (3). A subsequent
55.21 removal and clearing of a conditional registration is considered a separate transaction and
55.22 requires payment of an additional filing fee of the same amount, provided the removal and
55.23 clearing was initiated by a motor vehicle dealer licensed under section 168.27.

77.14 Sec. 5. Minnesota Statutes 2014, section 168D.06, is amended to read:

77.15 **168D.06 FUEL LICENSE FEES.**

77.16 License fees paid to the commissioner under the International Fuel Tax Agreement
77.17 must be deposited in the vehicle services operating account in the special revenue fund
77.18 under section 299A.705. The commissioner shall charge an annual fuel license fee of
77.19 \$15, ~~and~~ an annual application filing fee of \$13 for quarterly reporting of fuel tax, ~~and a~~
77.20 reinstatement fee of \$100 to reinstate a revoked International Fuel Tax Agreement license.

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

77.22 Sec. 6. Minnesota Statutes 2014, section 169.011, is amended by adding a subdivision
77.23 to read:

77.24 Subd. 89a. **Unconventional vehicle.** (a) "Unconventional vehicle" means a motor
77.25 vehicle that:

77.26 (1) has at least three wheels;

77.27 (2) has an unloaded weight of 300 to 8,000 pounds;

77.28 (3) contains a permanent upright seat or saddle for the driver that is mounted at least
77.29 24 inches from the ground; and

77.30 (4) has a speed attainable in one mile of at least 60 miles per hour on a level paved
77.31 surface.

78.1 (b) An unconventional vehicle does not include any motor vehicle that is otherwise
78.2 defined under section 168.002 and able to be registered under chapter 168. The exclusion
78.3 under this paragraph applies but is not limited to an all-terrain vehicle, motorcycle,
78.4 motorized bicycle, neighborhood electric vehicle, and medium-speed electric vehicle.

78.5 Sec. 7. **[169.2245] UNCONVENTIONAL VEHICLE.**

78.6 A person may operate an unconventional vehicle on public streets and highways,
78.7 except on a freeway, as defined in section 160.02, subdivision 19. A road authority,
78.8 including the commissioner of transportation by order, may prohibit operation of
78.9 unconventional vehicles on any street or highway under the road authority's jurisdiction.

38.31 Sec. 23. Minnesota Statutes 2014, section 169.475, subdivision 2, is amended to read:

39.1 Subd. 2. **Prohibition on use; penalty.** (a) No person may operate a motor vehicle
39.2 while using a wireless communications device to compose, read, or send an electronic
39.3 message, when the vehicle is in motion or a part of traffic.

39.4 (b) A person who is convicted of a second or subsequent violation under this section
39.5 must pay a fine of \$150 plus the amount specified in the uniform fine schedule established
39.6 by the Judicial Council.

39.7 **EFFECTIVE DATE.** This section is effective August 1, 2015, and applies to
39.8 violations committed on or after that date.

39.9 Sec. 24. Minnesota Statutes 2014, section 169.49, is amended to read:

39.10 **169.49 HEADLAMPS.**

39.11 (a) Every motor vehicle, other than a motorcycle, ~~shall~~ must be equipped with at
39.12 least two headlamps, ~~with~~ including at least one on each side of the front of the motor
39.13 vehicle, ~~which~~ Headlamps shall must comply with the requirements and limitations set
39.14 forth in sections 169.47 to ~~169.79~~ 169.66.

39.15 (b) Every motorcycle shall must be equipped with at least one and not more than
39.16 two four headlamps, which shall must comply with the requirements and limitations of
39.17 sections 169.47 to ~~169.79~~ 169.66.

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

39.19 Sec. 25. Minnesota Statutes 2014, section 169.782, subdivision 1, is amended to read:

39.20 Subdivision 1. **Driver; daily inspection, report.** (a) The driver of a commercial
39.21 motor vehicle shall ~~report in writing at the completion of each day's work on~~ inspect daily
39.22 each commercial motor vehicle the driver has operated. A person who owns one or more
39.23 commercial motor vehicles and who employs drivers for those commercial motor vehicles
39.24 must require each driver to submit a written report at the completion of each day's work
39.25 as required by this section. The driver of a commercial motor vehicle subject to this
39.26 section is not required to prepare and submit a written report if no defect or deficiency
39.27 is discovered by or reported to the driver, except that the driver of a passenger-carrying
39.28 commercial motor vehicle shall prepare and submit a written report regardless of whether
39.29 any defect or deficiency is discovered by or reported to the driver.

39.30 (b) The inspection and report must cover the following parts and accessories: service
39.31 brakes, including trailer and semitrailer brake connections; parking (hand) brake; steering
39.32 mechanism; lighting devices and reflectors; tires; horn; windshield wiper or wipers; rear
39.33 vision mirror or mirrors; coupling devices; wheels and rims; and emergency equipment.

40.1 ~~(b)~~ (c) The report must identify the vehicle and list any defect or deficiency
40.2 discovered by or reported to the driver that would affect the safe operation of the vehicle or
40.3 result in its mechanical breakdown. If no defect or deficiency is discovered by or reported
40.4 to the driver, the report must so indicate. The driver must sign the report after completing
40.5 it. In the case of a commercial motor vehicle operated by two drivers, the signature of one
40.6 of the drivers satisfies the requirements of this subdivision if both drivers agree concerning
40.7 the defects or deficiencies. If a driver operates more than one commercial motor vehicle
40.8 during a day's work, a report must be prepared for each vehicle operated.

40.9 ~~(e)~~ (d) Before operating or allowing the operation of a commercial motor vehicle
40.10 on which a report has been prepared under this subdivision, the owner of the vehicle or
40.11 the owner's agent must repair defects or deficiencies listed on the report that would likely
40.12 affect the safe operation of the vehicle. Before allowing the commercial motor vehicle to
40.13 be operated again, the owner or the owner's agent must certify, on the report listing the
40.14 defect or deficiency, that the defect or deficiency has been corrected or that correction is
40.15 unnecessary. A motor carrier must keep the original vehicle inspection report for at least
40.16 three months after the date of inspection. The report must be available for inspection by
40.17 an authorized federal, state, or local official at any time during this period.

40.18 ~~(d)~~ (e) A copy of the vehicle inspection report, including a certification of corrections
 40.19 resulting from the report, must be carried in the commercial motor vehicle, or in the power
 40.20 unit of a commercial motor vehicle combination, at all times when the vehicle or power
 40.21 unit is operated until the next inspection report is completed under this subdivision. The
 40.22 copy must be made available on demand to (1) a peace officer, (2) a person authorized
 40.23 under section 221.221, and (3) a person described in section 299D.06.

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

40.25 Sec. 26. Minnesota Statutes 2014, section 169.782, subdivision 2, is amended to read:

40.26 Subd. 2. **Driver; pretrip inspection.** ~~(a) Before driving~~ Prior to the first operation
 40.27 of a commercial motor vehicle following completion of a daily inspection report under
 40.28 subdivision 1, a driver must:

40.29 (1) review the most recent vehicle inspection report on the vehicle;

40.30 (2) determine that the vehicle is in safe operating condition; and

40.31 (3) sign the inspection report in the vehicle.

40.32 The driver shall sign the report only if all defects and deficiencies listed in the report
 40.33 have been certified as having been corrected or as not requiring correction.

41.1 ~~(b) If the commercial motor vehicle does not contain the previous day's inspection~~
 41.2 ~~report, the driver must make the inspection and complete the report required under~~
 41.3 ~~subdivision 1.~~

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

41.5 Sec. 27. Minnesota Statutes 2014, section 169.782, subdivision 4, is amended to read:

41.6 Subd. 4. **Exceptions.** ~~(a) With the exception of subdivision 2, paragraph (a), clause~~
 41.7 ~~(2),~~ This section does not apply to a commercial motor vehicle that is a farm truck that may
 41.8 be operated by a person not holding a commercial driver's license, provided that before
 41.9 driving the vehicle, a driver must determine that the vehicle is in safe operating condition.

41.10 (b) This section does not apply to a commercial motor vehicle held for resale by a
 41.11 motor vehicle dealer licensed under section 168.27.

41.12 (c) This section does not apply to a covered farm vehicle as defined in Code of
 41.13 Federal Regulations, title 49, section 390.5, that is not carrying hazardous materials of
 41.14 a type or quantity that requires the vehicle to be placarded in accordance with Code of
 41.15 Federal Regulations, title 49, section 172.504.

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

41.17 Sec. 28. Minnesota Statutes 2014, section 169.79, subdivision 4, is amended to read:

41.18 Subd. 4. **Collector's vehicle Optional front plate for certain vehicles.** One plate

41.19 must be displayed on the rear of the vehicle, and one plate may be displayed on the front

41.20 of the vehicle at the discretion of the owner, if the vehicle is:

41.21 (1) a collector's vehicle with a pioneer, classic car, collector, or street rod license;

41.22 (2) a vehicle that meets the requirements of a pioneer, classic, or street rod vehicle

41.23 except that the vehicle is used for general transportation purposes; or

41.24 (3) a vehicle that is of model year 1972 or earlier, not registered under section

41.25 168.10, subdivision 1c, and is used for general transportation purposes; ~~then one plate~~

41.26 ~~must be displayed on the rear of the vehicle, or one plate on the front and one on the rear,~~

41.27 ~~at the discretion of the owner; or~~

41.28 (4) a vehicle that was originally manufactured without a specifically designed

41.29 location for plate placement on the front, excluding vehicles provided for in subdivisions

41.30 3, 3a, and 5.

78.10 Sec. 8. Minnesota Statutes 2014, section 169.798, subdivision 4, is amended to read:

78.11 Subd. 4. **Attestation of Insurance information required.** Every owner, when

78.12 applying for motor vehicle or motorcycle registration, reregistration, or transfer of

78.13 ownership, must ~~attest~~ provide information showing that the motor vehicle or motorcycle

78.14 is covered by an insurance policy. Information required under this subdivision consists

78.15 of the insurance company's name, the policy number, and the policy expiration date for

78.16 the subject motor vehicle or motorcycle.

78.17 **EFFECTIVE DATE.** This section is effective January 1, 2016, and applies to

78.18 registrations, reregistrations, and transfers of ownership occurring on or after that date.

41.31 Sec. 29. Minnesota Statutes 2014, section 169.81, is amended by adding a subdivision

41.32 to read:

42.1 Subd. 3f. **Length limits exclusion; aerodynamic device.** An aerodynamic device

42.2 that meets the requirements under Code of Federal Regulations, title 23, section 658.16

42.3 (b)(4), is excluded from each calculation of length under subdivision 2, 3, or 3c, including

42.4 total vehicle length and length of a semitrailer or trailer, whether in a vehicle combination

42.5 or not.

42.6 Sec. 30. Minnesota Statutes 2014, section 169.865, subdivision 1, is amended to read:

42.7 Subdivision 1. **Six-axle vehicles.** (a) A road authority may issue an annual permit

42.8 authorizing a vehicle or combination of vehicles with a total of six or more axles to haul

42.9 ~~raw or unprocessed agricultural~~ qualifying products and be operated with a gross vehicle

42.10 weight of up to:

42.11 (1) 90,000 pounds; and

42.12 (2) 99,000 pounds during the period set by the commissioner under section 169.826,

42.13 subdivision 1.

42.14 (b) Notwithstanding subdivision 3, paragraph (a), clause (4), a vehicle or

42.15 combination of vehicles operated under this subdivision and transporting only sealed

42.16 intermodal containers may be operated on an interstate highway if allowed by the United

42.17 States Department of Transportation.

42.18 (c) Any combination of qualifying products may be transported under a single

42.19 permit issued under this subdivision.

42.20 (d) The fee for a permit issued under this subdivision is \$300, or a proportional

42.21 amount as provided in section 169.86, subdivision 5.

42.22 Sec. 31. Minnesota Statutes 2014, section 169.865, subdivision 2, is amended to read:

42.23 Subd. 2. **Seven-axle vehicles.** (a) A road authority may issue an annual permit

42.24 authorizing a vehicle or combination of vehicles with a total of seven or more axles to

42.25 haul ~~raw or unprocessed agricultural~~ qualifying products and be operated with a gross

42.26 weight of up to:

42.27 (1) 97,000 pounds; and

42.28 (2) 99,000 pounds during the period set by the commissioner under section 169.826,

42.29 subdivision 1.

42.30 (b) Drivers of vehicles operating under this subdivision must comply with driver

42.31 qualification requirements adopted under section 221.0314, subdivisions 2 to 5, and Code

42.32 of Federal Regulations, title 49, parts 40 and 382, unless exempt under section 221.031,

42.33 subdivision 2c.

43.1 (c) Any combination of qualifying products may be transported under a single

43.2 permit issued under this subdivision.

43.3 (d) The fee for a permit issued under this subdivision is \$500, or a proportional

43.4 amount as provided in section 169.86, subdivision 5.

43.5 Sec. 32. Minnesota Statutes 2014, section 169.865, is amended by adding a subdivision

43.6 to read:

43.7 Subd. 6. **Qualifying products.** For purposes of this section, "qualifying products"
43.8 consists of:

43.9 (1) raw or unprocessed agricultural products;

43.10 (2) agricultural products transported for processing as a biofuel, including but not
43.11 limited to oat hulls and other feedstocks;

43.12 (3) livestock and poultry feed, seed, fertilizer, potash, and agricultural lime; and

43.13 (4) highway and building construction materials, and associated demolition materials,

43.14 including but not limited to aggregate material as defined in section 298.75, subdivision

43.15 1, paragraph (a), hot mix asphalt, plastic concrete, cementitious materials, concrete

43.16 admixtures, asphalt cement, construction demolition materials, and recycled road materials.

43.17 Sec. 33. Minnesota Statutes 2014, section 169.87, subdivision 6, is amended to read:

43.18 Subd. 6. **Recycling and garbage vehicles.** (a) Except as provided in paragraph (b),

43.19 weight restrictions imposed under subdivisions 1 and 2 do not apply to a vehicle that

43.20 does not exceed 20,000 pounds per single axle and is designed and used exclusively for

43.21 recycling, while engaged in recycling in a political subdivision that mandates curbside

43.22 recycling pickup.

43.23 (b) Weight restrictions imposed under subdivisions 1 and 2 do not apply to: (1) a

43.24 vehicle that does not exceed 14,000 pounds per single axle and is used exclusively for

43.25 recycling as described in paragraph (a), ~~or~~; (2) a vehicle that does not exceed 14,000

43.26 pounds per single axle and is designed and used exclusively for collecting mixed municipal

43.27 solid waste, as defined in section 115A.03, subdivision 21, while engaged in such

43.28 collection; or (3) a portable toilet service vehicle that does not exceed 14,000 pounds per

43.29 single axle or 26,000 pounds gross vehicle weight, and is designed and used exclusively

43.30 for collecting liquid waste from portable toilets, while engaged in such collection.

43.31 (c) Notwithstanding section 169.80, subdivision 1, a violation of weight restrictions

43.32 imposed under subdivisions 1 and 2 by a vehicle designed and used exclusively for

43.33 recycling while engaged in recycling in a political subdivision that mandates curbside

43.34 recycling pickup while engaged in such collection, ~~or~~ by a vehicle that is designed and

44.1 used exclusively for collecting mixed municipal solid waste as defined in section 115A.03,

44.2 subdivision 21, while engaged in such collection, ~~or by a portable toilet service vehicle~~

44.3 that is designed and used exclusively for collecting liquid waste from portable toilets,

44.4 while engaged in such collection, is not subject to criminal penalties but is subject to a

44.5 civil penalty for excess weight under section 169.871.

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

78.19 Sec. 9. Minnesota Statutes 2014, section 171.01, is amended by adding a subdivision
78.20 to read:

78.21 Subd. 31c. **Driving privilege license.** "Driving privilege license" means a class
78.22 D license, instruction permit, or provisional license to operate a motor vehicle issued or
78.23 issuable under the laws of this state by the commissioner of public safety to a person who
78.24 is unable to demonstrate legal presence in this country through current lawful admission
78.25 status, permanent resident status, indefinite authorized presence status, or United
78.26 States citizenship. A driving privilege license may be used only for driving and not as
78.27 identification or proof of legal presence or citizenship. A driving privilege license must not
78.28 be used or accepted for voter registration purposes under section 201.061. All provisions
78.29 in this chapter relating to drivers' licenses, instruction permits, and provisional licenses,
78.30 including cancellation, suspension, revocation, reinstatement, examination, restriction,
78.31 expiration, renewal, and unlawful acts and violations, apply to a driving privilege license.

79.1 **EFFECTIVE DATE.** This section is effective January 1, 2016, for a new driver's
79.2 license, permit, or identification card, and a renewal issued on or after that date.

79.3 Sec. 10. Minnesota Statutes 2014, section 171.01, subdivision 37, is amended to read:

79.4 Subd. 37. **License.** "License" means any operator's license or any other license or
79.5 permit to operate a motor vehicle issued or issuable under the laws of this state by the
79.6 commissioner of public safety including:

79.7 (1) any temporary license, driving privilege license, instruction permit, or
79.8 provisional license;

79.9 (2) the privilege of any person to drive a motor vehicle whether or not the person
79.10 holds a valid license; and

79.11 (3) any nonresident's operating privilege.

79.12 **EFFECTIVE DATE.** This section is effective January 1, 2016, for a new driver's
79.13 license, permit, or identification card, and a renewal issued on or after that date.

79.14 Sec. 11. Minnesota Statutes 2014, section 171.01, subdivision 49a, is amended to read:

79.15 Subd. 49a. **Valid license; valid driver's license.** "Valid license," "valid driver's
79.16 license," "valid Minnesota driver's license," "valid standard driver's license," or other
79.17 similar term, means any operator's license, provisional license, driving privilege license,
79.18 temporary license, limited license, permit, or other license to operate a motor vehicle
79.19 issued or issuable under the laws of this state by the commissioner, or by another state or
79.20 jurisdiction if specified, that is:

79.21 (1) not expired, suspended, revoked, or canceled; and

79.22 (2) not disqualified for the class of vehicle being operated.

79.23 **EFFECTIVE DATE.** This section is effective January 1, 2016, for a new driver's
79.24 license, permit, or identification card, and a renewal issued on or after that date.

79.25 Sec. 12. Minnesota Statutes 2014, section 171.06, subdivision 1, is amended to read:

79.26 Subdivision 1. **Forms of application.** Every application for a Minnesota
79.27 identification card, for an enhanced identification card, for an instruction permit, for
79.28 a provisional license, for a driver's license, driving privilege license, or for an enhanced
79.29 driver's license must be made in a format approved by the department, and every
79.30 application must be accompanied by the proper fee. All first-time applications and
79.31 change-of-status applications must be signed in the presence of the person authorized to
79.32 accept the application, or the signature on the application may be verified by a notary
80.1 public. All applications requiring evidence of legal presence in the United States or United
80.2 States citizenship must be signed in the presence of the person authorized to accept the
80.3 application, or the signature on the application may be verified by a notary public.

80.4 **EFFECTIVE DATE.** This section is effective January 1, 2016, for a new driver's
80.5 license, permit, or identification card, and a renewal issued on or after that date.

80.6 Sec. 13. Minnesota Statutes 2014, section 171.06, subdivision 2, is amended to read:

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

80.9	Classified Driver's License	D-\$17.25	C-\$21.25	B-\$28.25	A-\$36.25
80.10	Classified Under-21 D.L.	D-\$17.25	C-\$21.25	B-\$28.25	A-\$16.25
80.11	<u>Driving Privilege License</u>	<u>D-\$17.25</u>	=	=	=
80.12	Enhanced Driver's License	D-\$32.25	C-\$36.25	B-\$43.25	A-\$51.25
80.13	Instruction Permit				\$5.25

80.14 Enhanced Instruction 80.15 Permit	\$20.25
80.16 Commercial Learner's 80.17 Permit	\$2.50
80.18 Provisional License	\$8.25
80.19 Enhanced Provisional 80.20 License	\$23.25
80.21 Duplicate License or 80.22 duplicate identification 80.23 card	\$6.75
80.24 Enhanced Duplicate 80.25 License or enhanced 80.26 duplicate identification 80.27 card	\$21.75
80.28 Minnesota identification 80.29 card or Under-21 80.30 Minnesota identification 80.31 card, other than duplicate, 80.32 except as otherwise 80.33 provided in section 171.07, 80.34 subdivisions 3 and 3a	\$11.25
80.35 Enhanced Minnesota 80.36 identification card	\$26.25

80.37 In addition to each fee required in this paragraph, the commissioner shall collect a
 80.38 surcharge of: (1) \$1.75 until June 30, 2012; and (2) \$1.00 from July 1, 2012, to June 30,
 80.39 2016. Surcharges collected under this paragraph must be credited to the driver and vehicle
 80.40 services technology account in the special revenue fund under section 299A.705.

80.41 (b) Notwithstanding paragraph (a), an individual who holds a provisional license and
 80.42 has a driving record free of (1) convictions for a violation of section 169A.20, 169A.33,
 81.1 169A.35, or sections 169A.50 to 169A.53, (2) convictions for crash-related moving
 81.2 violations, and (3) convictions for moving violations that are not crash related, shall have a
 81.3 \$3.50 credit toward the fee for any classified under-21 driver's license. "Moving violation"
 81.4 has the meaning given it in section 171.04, subdivision 1.

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

81.11 (d) In addition to the fee required under paragraph (a), a driver's license agent may
 81.12 charge and retain a filing fee as provided under section 171.061, subdivision 4.

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

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

81.22 **EFFECTIVE DATE.** This section is effective January 1, 2016, for a new driver's
 81.23 license, permit, or identification card, and a renewal issued on or after that date.

81.24 Sec. 14. Minnesota Statutes 2014, section 171.06, subdivision 3, is amended to read:

81.25 Subd. 3. ~~Contents of Application; other information requirements.~~ (a) An
 81.26 application must:

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

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

81.32 (3) state:

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

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

82.4 (4) in the case of an application for an enhanced driver's license or enhanced
82.5 identification card, present:

82.6 (i) proof satisfactory to the commissioner of the applicant's full legal name, United
82.7 States citizenship, identity, date of birth, Social Security number, and residence address; and

82.8 (ii) a photographic identity document;

82.9 (5) contain a space where the applicant may indicate a desire to make an anatomical
82.10 gift according to paragraph (b);

82.11 (6) contain a notification to the applicant of the availability of a living will/health
82.12 care directive designation on the license under section 171.07, subdivision 7; ~~and~~

82.13 (7) contain a space where the applicant may request a veteran designation on the
82.14 license under section 171.07, subdivision 15, and the driving record under section 171.12,
82.15 subdivision 5a; and

82.16 (8) contain a space where the applicant must attest to a residence address in
82.17 Minnesota.

82.18 (b) If the applicant does not indicate a desire to make an anatomical gift when
82.19 the application is made, the applicant must be offered a donor document in accordance
82.20 with section 171.07, subdivision 5. The application must contain statements sufficient to
82.21 comply with the requirements of the Darlene Luther Revised Uniform Anatomical Gift
82.22 Act, chapter 525A, so that execution of the application or donor document will make
82.23 the anatomical gift as provided in section 171.07, subdivision 5, for those indicating a
82.24 desire to make an anatomical gift. The application must be accompanied by information
82.25 describing Minnesota laws regarding anatomical gifts and the need for and benefits of
82.26 anatomical gifts, and the legal implications of making an anatomical gift, including the
82.27 law governing revocation of anatomical gifts. The commissioner shall distribute a notice
82.28 that must accompany all applications for and renewals of a driver's license or Minnesota
82.29 identification card. The notice must be prepared in conjunction with a Minnesota organ
82.30 procurement organization that is certified by the federal Department of Health and Human
82.31 Services and must include:

82.32 (1) a statement that provides a fair and reasonable description of the organ donation
82.33 process, the care of the donor body after death, and the importance of informing family
82.34 members of the donation decision; and

82.35 (2) a telephone number in a certified Minnesota organ procurement organization that
82.36 may be called with respect to questions regarding anatomical gifts.

83.1 (c) The application must be accompanied also by information containing relevant
83.2 facts relating to:

83.3 (1) the effect of alcohol on driving ability;

83.4 (2) the effect of mixing alcohol with drugs;

83.5 (3) the laws of Minnesota relating to operation of a motor vehicle while under the
83.6 influence of alcohol or a controlled substance; and

83.7 (4) the levels of alcohol-related fatalities and accidents in Minnesota and of arrests
83.8 for alcohol-related violations.

83.9 (d) A government identification card is:

83.10 (1) an acceptable form of proof of identity in application for a Minnesota
83.11 identification card, instruction permit, or driver's license; and

83.12 (2) a primary document for purposes of Minnesota Rules, part 7410.0400.

83.13 (e) For purposes of this section, "government identification card" means a valid,
83.14 unexpired passport issued by a country other than the United States with a certified birth
83.15 certificate from a country other than the United States, the District of Columbia, Guam,
83.16 Puerto Rico, or the United States Virgin Islands. A passport and birth certificate under this
83.17 paragraph must have security features that make the document as impervious to alteration
83.18 as is reasonably practicable in its design and quality of material and technology, using
83.19 materials that are not readily available to the general public. Any document not in English
83.20 must be accompanied by a qualified English translation.

83.21 **EFFECTIVE DATE.** This section is effective January 1, 2016, for a new driver's
83.22 license, permit, or identification card, and a renewal issued on or after that date.

83.23 Sec. 15. Minnesota Statutes 2014, section 171.07, subdivision 1, is amended to read:

83.24 Subdivision 1. **License; contents.** (a) Upon the payment of the required fee, the
 83.25 department shall issue to every qualifying applicant a license designating the type or
 83.26 class of vehicles the applicant is authorized to drive as applied for. This license must
 83.27 bear a distinguishing number assigned to the licensee; the licensee's full name and date
 83.28 of birth; either (1) the licensee's residence address, or (2) the designated address under
 83.29 section 5B.05; a description of the licensee in a manner as the commissioner deems
 83.30 necessary; and the usual signature of the licensee. No license is valid unless it bears
 83.31 the usual signature of the licensee. Every license must bear a colored photograph or an
 83.32 electronically produced image of the licensee. A driving privilege license must be plainly
 83.33 marked "FOR DRIVING ONLY."

83.34 (b) If the United States Postal Service will not deliver mail to the applicant's
 83.35 residence address as listed on the license, then the applicant shall provide verification from
 84.1 the United States Postal Service that mail will not be delivered to the applicant's residence
 84.2 address and that mail will be delivered to a specified alternate mailing address. When an
 84.3 applicant provides an alternate mailing address under this subdivision, the commissioner
 84.4 shall use the alternate mailing address in lieu of the applicant's residence address for
 84.5 all notices and mailings to the applicant.

84.6 (c) Every license issued to an applicant under the age of 21 must be of a
 84.7 distinguishing color and plainly marked "Under-21."

84.8 (d) The department shall use processes in issuing a license that prohibit, as nearly as
 84.9 possible, the ability to alter or reproduce a license, or prohibit the ability to superimpose a
 84.10 photograph or electronically produced image on a license, without ready detection.

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

84.13 **EFFECTIVE DATE.** This section is effective January 1, 2016, for a new driver's
 84.14 license, permit, or identification card, and a renewal issued on or after that date.

44.7 Sec. 34. Minnesota Statutes 2014, section 173.02, is amended by adding a subdivision
 44.8 to read:

44.9 Subd. 18a. **Electronic advertising device.** (a) "Electronic advertising device"
 44.10 means an advertising device that is capable of displaying digital content that can be
 44.11 changed through messaging or electronic communications technology.

44.12 (b) Digital content consists of static text and images only, and does not include
 44.13 animation, flashing or moving lights, video, or other content having the appearance of
 44.14 movement.

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

44.16 Sec. 35. Minnesota Statutes 2014, section 173.15, is amended to read:

44.17 **173.15 PROHIBITED ADVERTISING DEVICES.**

44.18 (a) After June 8, 1971 no advertising device shall be erected or maintained:

44.19 (1) which purports to be or resembles an official traffic-control device, sign, or
 44.20 signal, or railroad sign or signal; or which hides from view or interferes in any material
 44.21 degree with the effectiveness of any traffic-control device, sign, or signal, or railroad sign
 44.22 or signal, or which obstructs or interferes with the driver's view of approaching, merging,
 44.23 or intersecting traffic for a distance not to exceed 500 feet;

44.24 (2) which prominently displays the word "stop" or "danger";

44.25 (3) which contains statements, words, or pictures of an obscene, indecent, or
 44.26 immoral character, or such as would offend public morals or decency;

44.27 (4) on any right-of-way of the interstate system of highways, except as otherwise
 44.28 provided by law or allowed by the commissioner;

44.29 (5) on private land without the consent of the owner or occupant thereof;

44.30 (6) on trees, shrubs, or which are painted or drawn upon rocks or natural features,
 44.31 or on public utility poles;

44.32 (7) which has distracting flashing or moving lights so designed or lighted as to
 44.33 be a traffic hazard;

45.1 (8) to which access can be obtained only from an interstate main-traveled way but
 45.2 excluding frontage roads adjacent thereto;

45.3 (9) which are structurally unsafe, are in disrepair, or are abandoned.

45.4 (b) The prohibition under paragraph (a), clause (7), does not include an electronic
 45.5 advertising device in which digital content changes no more frequently than once every
 45.6 six seconds.

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

84.15 Sec. 16. **[174.38] ACTIVE TRANSPORTATION PROGRAMS.**

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

84.18 (b) "Administering authority" or "authority" means the commissioner of
 84.19 transportation, the joint powers board under section 297A.992, or the council, as
 84.20 appropriate.

84.21 (c) "Bond-eligible cost" means:

84.22 (1) expenditures under this section for acquisition of land or permanent easements,
 84.23 predesign, design, preliminary and final engineering, environmental analysis, construction,
 84.24 and reconstruction of publicly owned infrastructure in this state with a useful life of at
 84.25 least ten years that provides for nonmotorized transportation;

84.26 (2) preparation of land for which a nonmotorized transportation route is established,
 84.27 including demolition of structures and remediation of any hazardous conditions on the
 84.28 land; and

84.29 (3) the unpaid principal on debt issued by a political subdivision for a nonmotorized
 84.30 transportation project.

84.31 (d) "Council" means the Metropolitan Council, as defined under section 473.121,
 84.32 subdivision 3.

84.33 **Subd. 2. Programs established.** (a) Upon availability of funds specifically provided
 84.34 to an administering authority for purposes of this section, the authority shall establish a
 85.1 program to support bicycling, pedestrian activities, and other forms of nonmotorized
 85.2 transportation as provided in this section.

85.3 (b) Subject to the requirements of this section, the authority may provide grants
 85.4 or other financial assistance for a project.

85.5 **Subd. 3. Active transportation accounts.** (a) An active transportation account
 85.6 is established in the bond proceeds fund. The account consists of state bond proceeds
 85.7 appropriated to the commissioner or the council. Money in the account may only be
 85.8 expended on bond-eligible costs of a project receiving financial assistance under this
 85.9 section. All uses of funds from the account must be for publicly owned property.

85.10 (b) A greater Minnesota active transportation account is established in the special
 85.11 revenue fund. The account consists of funds as provided by law, and any other money
 85.12 donated, allotted, transferred, or otherwise provided to the account. Money in the account
 85.13 may only be expended on a project that is primarily located outside of the metropolitan
 85.14 transit improvement area, as defined in section 297A.9925, subdivision 1, and receiving
 85.15 financial assistance as provided under this section.

85.16 (c) A metropolitan area active transportation account is established in the special
 85.17 revenue fund. The account consists of funds as provided by law, and any other money
 85.18 donated, allotted, transferred, or otherwise provided to the account. Money in the account
 85.19 may only be expended on a project that is primarily located within the metropolitan transit
 85.20 improvement area, as defined in section 297A.9925, subdivision 1, and receiving financial
 85.21 assistance as provided under this section.

85.22 **Subd. 4. Program administration.** (a) The authority shall establish program
 85.23 requirements, including:

- 85.24 (1) eligibility for assistance, subject to the requirements under paragraph (b);
- 85.25 (2) a process for solicitation and application that minimizes applicant burdens; and
- 85.26 (3) procedures for award and payment of financial assistance.
- 85.27 (b) Eligible recipients of financial assistance under this section are:
- 85.28 (1) a political subdivision; and
- 85.29 (2) a tax-exempt organization under section 501(c)(3) of the Internal Revenue
- 85.30 Code, as amended.
- 85.31 (c) The authority shall make reasonable efforts to publicize each solicitation
- 85.32 for applications among all eligible recipients, and provide assistance in creating and
- 85.33 submitting applications.
- 85.34 (d) The authority may expend no more than one percent of available funds in a fiscal
- 85.35 year under this section on program administration.
- 86.1 Subd. 5. **State general obligation bond funds.** The legislature determines that
- 86.2 many nonmotorized transportation infrastructure projects will constitute betterments and
- 86.3 capital improvements within the meaning of Minnesota Constitution, article XI, section 5,
- 86.4 paragraph (a), and capital expenditures under generally accepted accounting principles,
- 86.5 and will be financed more efficiently and economically under this section than by direct
- 86.6 appropriations for specific projects.
- 86.7 Subd. 6. **Use of funds.** (a) For a project funded through state bond proceeds under
- 86.8 this section, financial assistance is limited solely to bond-eligible costs.
- 86.9 (b) Subject to paragraph (a), the authority shall determine permissible uses of
- 86.10 financial assistance under this section, which must include:
- 86.11 (1) construction and maintenance of bicycle, trail, and pedestrian infrastructure,
- 86.12 including but not limited to bicycle facilities and centers, and safe routes to school
- 86.13 infrastructure; and
- 86.14 (2) noninfrastructure programming, including activities as specified in section
- 86.15 174.40, subdivision 7a, paragraph (b).
- 86.16 Subd. 7. **Project evaluation and selection.** The authority shall establish a project
- 86.17 evaluation and selection process under this section that is competitive, criteria-based, and
- 86.18 objective. The process must include criteria and prioritization of projects based on:
- 86.19 (1) inclusion of the project in a municipal or regional nonmotorized transportation
- 86.20 system plan;
- 86.21 (2) location of the project in a jurisdiction in which a complete streets policy, as
- 86.22 provided under section 174.75, is in effect;

86.23 (3) the extent to which the project supports development of continuous and
 86.24 convenient safe routes to school;

86.25 (4) the extent to which the project supports development of routes to and connections
 86.26 with educational facilities, centers of employment, governmental services, health care
 86.27 facilities, food sources, transit facilities, and other community destinations;

86.28 (5) general benefits to public health and safety as a result of the project; and

86.29 (6) geographic equity in project benefits, as well as benefits in areas or locations
 86.30 experiencing high rates of pedestrian or bicycle collisions, high rates of health disparities,
 86.31 and high concentration of poverty.

86.32 Subd. 8. **Grant cancellation.** If, five years after execution of a grant agreement,
 86.33 the authority determines that the grantee has not proceeded in a timely manner with
 86.34 implementation of the project funded, the commissioner must cancel the grant and
 86.35 the grantee must repay to the commissioner all grant money paid to the grantee for
 86.36 deposit in the active transportation account from which the grant was originally paid.
 87.1 Section 16A.642 applies to any appropriations made from the bond proceeds fund to the
 87.2 commissioner under this section that have not been awarded as financial assistance.

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

45.8 Sec. 36. Minnesota Statutes 2014, section 174.40, is amended by adding a subdivision
 45.9 to read:

45.10 Subd. 4a. **Eligibility.** A statutory or home rule charter city, county, or town is
 45.11 eligible to receive funding under this section only if it has adopted subdivision regulations
 45.12 that require safe routes to school infrastructure in developments authorized on or after
 45.13 the effective date of this section.

87.4 Sec. 17. Minnesota Statutes 2014, section 174.42, is amended by adding a subdivision
 87.5 to read:

87.6 Subd. 3. **Funding requirement for greater Minnesota.** In each federal fiscal year,
 87.7 the commissioner shall spend out of National Highway Performance Program funds a total
 87.8 amount in federal transportation funds for an active transportation competitive grant
 87.9 program in greater Minnesota that totals a minimum of \$16,000,000 in excess of the
 87.10 average annual spending on greater Minnesota transportation alternatives projects under
 87.11 section 174.38 in federal fiscal years between October 2009 and September 2012. National
 87.12 Highway Performance Program funds may be converted to Surface Transportation
 87.13 Program funds or Transportation Alternative Program funds to fulfill the requirements
 87.14 of this section. This requirement must not reduce the amount of federal transportation
 87.15 funding for metropolitan projects.

87.16 **EFFECTIVE DATE.** This section is effective October 1, 2015.

87.17 Sec. 18. Minnesota Statutes 2014, section 174.50, is amended by adding a subdivision
87.18 to read:

87.19 Subd. 6d. **Major local bridges account.** The major local bridges account is created
87.20 in the Minnesota state transportation fund for money appropriated, allocated, or transferred
87.21 into the account to fund major local bridge projects. For purposes of this subdivision, a
87.22 major local bridge project is a project that carries a total cost in excess of \$30,000,000.

68.20 Sec. 11. **[174.53] FEDERAL FUND FLEXIBILITY PROGRAM.**

68.21 The commissioner shall establish a program to allow greater flexibility and
68.22 efficiency in the allocation of federal funds for state-aid transportation projects. The
68.23 commissioner shall:

68.24 (1) establish and administer selection criteria and a process under which a local unit
68.25 of government that would otherwise receive federal funds for a local transportation project
68.26 would be able to finance the project with state funds instead of federal funds;

68.27 (2) redirect the unused federal funds to transportation projects for which federal
68.28 funds could be utilized by the state more efficiently and productively;

68.29 (3) achieve a reasonable degree of equity among the department districts in
68.30 distributing funds under the program; and

68.31 (4) ensure that the state's receipt of federal funds for transportation projects is not
68.32 jeopardized by the program.

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

55.24 Sec. 32. **[174.54] CITY STREETS AND BRIDGES ACCOUNTS.**

55.25 Subdivision 1. **Small city streets and bridges account.** A small city streets and
55.26 bridges account is created as a special revenue account and established in the state
55.27 treasury, consisting of money allotted, appropriated, or transferred through gift or grant
55.28 for the account. Money in the account must be appropriated to the commissioner of
55.29 transportation by law and apportioned among all the cities in the state that are not eligible
55.30 to receive municipal state aid and do not receive municipal state aid. The commissioner
55.31 shall apportion the money so that each city receives of the total amount the percentage that
55.32 its population bears to the total population of small cities in this state. Money apportioned
56.1 under this section must be used for construction, reconstruction, improvement, operations,
56.2 and maintenance of city streets and bridges.

56.3 Subd. 2. **Larger city streets and bridges account.** A larger city streets and
 56.4 bridges account is created as a special revenue account and established in the state
 56.5 treasury, consisting of money allotted, appropriated, or transferred through gift or grant
 56.6 for the account. Money in the account must be appropriated to the commissioner of
 56.7 transportation by law and apportioned among all the cities in the state that are eligible
 56.8 to receive municipal state aid. The commissioner shall apportion: (1) 50 percent of the
 56.9 money so that each city receives of that amount the percentage that its population bears to
 56.10 the total population of all cities that are eligible to receive municipal state aid; and (2)
 56.11 50 percent of the money so that each city receives of that amount the percentage that its
 56.12 money needs, as determined by the commissioner under section 162.13, subdivision 3,
 56.13 bears to the total money needs of all cities that are eligible to receive municipal state aid.
 56.14 Money apportioned under this section must be used for construction, reconstruction,
 56.15 improvement, operations, and maintenance of city streets and bridges.

45.14 Sec. 37. **[174.57] SNOW AND ICE CONTROL; APPROPRIATION.**

45.15 (a) In a fiscal year in which the commissioner expends at least 110 percent of
 45.16 the total biennial appropriation for snow and ice management specified in law, the
 45.17 commissioner may use an additional amount for this purpose that does not exceed 50
 45.18 percent of the reserved fund balance in the trunk highway fund. The amount identified by
 45.19 the commissioner under this paragraph is appropriated from the trunk highway fund to
 45.20 the commissioner for snow and ice management purposes.

45.21 (b) Upon using the appropriation authority in this section, the commissioner shall
 45.22 notify the commissioner of management and budget and the chairs and ranking minority
 45.23 members of the house of representatives and senate committees having jurisdiction over
 45.24 transportation finance. The commissioner shall include in each budget submission to
 45.25 the legislature under section 16A.11 the amount appropriated under this section for the
 45.26 budget biennium that is ending.

45.27 Sec. 38. Minnesota Statutes 2014, section 174.636, is amended by adding a subdivision
 45.28 to read:

45.29 Subd. 5. **Legislative authorization.** The powers conferred to the commissioner
 45.30 under sections 174.60 to 174.636 are subject to the requirements under section 174.94.

46.1 Sec. 39. Minnesota Statutes 2014, section 174.92, is amended to read:

46.2 **174.92 EXERCISE OF POWER; COMMUTER RAIL; EXERCISE OF**
 46.3 **POWER.**

46.4 **Subdivision 1. Powers.** The commissioner of transportation may exercise the
 46.5 powers granted in this chapter, as necessary, to plan, design, acquire, construct, and equip
 46.6 commuter rail facilities.

46.7 Subd. 2. **Legislative authorization.** The powers conferred to the commissioner
 46.8 under sections 174.80 to 174.92 are subject to the requirements under section 174.94.

46.9 Sec. 40. Minnesota Statutes 2014, section 174.93, subdivision 1, is amended to read:

46.10 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms

46.11 have the meanings given:

46.12 (1) "commissioner" means the commissioner of transportation;

46.13 (2) "guideway" means a form of transportation service provided to the public on a
46.14 regular and ongoing basis, that operates on exclusive or controlled rights-of-way or rails
46.15 in whole or in part, and includes: (i) each line for intercity passenger rail, commuter rail,
46.16 light rail transit, streetcars, and highway bus rapid transit, and express bus service operated
46.17 primarily within a dedicated right-of-way; and (ii) any multimodal station serving two or
46.18 more lines identified in item (i); and

46.19 (3) "local unit of government" means a county, statutory or home rule charter city,
46.20 town, or other political subdivision including, but not limited to, a regional railroad
46.21 authority or joint powers board.

46.22 (b) For purposes of this section, "sources of funds" includes, but is not limited to,
46.23 money from federal aid, state appropriations, the Metropolitan Council, special taxing
46.24 districts, local units of government, fare box recovery, and nonpublic sources.

46.25 (c) For purposes of this section, "budget activity" includes, but is not limited
46.26 to, environmental analysis, land acquisition, easements, design, preliminary and
46.27 final engineering, acquisition of vehicles and rolling stock, track improvement and
46.28 rehabilitation, and construction.

46.29 (d) For purposes of this section, guideway excludes arterial bus rapid transit,
46.30 limited-stop bus service, and express bus service that is not operated primarily within a
46.31 dedicated right-of-way.

46.32 Sec. 41. **[174.94] GUIDEWAY DEVELOPMENT AUTHORIZATION.**

46.33 (a) For purposes of this section, "guideway" has the meaning given in section
46.34 174.93, subdivision 1.

47.1 (b) The commissioner and any political subdivision, including but not limited to
47.2 the Metropolitan Council, a regional railroad authority, a county, or a statutory or home
47.3 rule charter city, may not complete an alternatives analysis or select a locally preferred
47.4 alternative for a guideway project unless on or after January 1, 2015: (1) a law is enacted
47.5 that specifically identifies and authorizes the project, or (2) state funds are appropriated
47.6 specifically for the project.

47.7 (c) Nothing in this section prohibits the commissioner or any political subdivision
47.8 from (1) performing transit planning; (2) producing feasibility studies; or (3) commencing
47.9 project development, including through an alternatives analysis or preliminary
47.10 environmental analysis.

47.11 **EFFECTIVE DATE.** This section is effective the day following final enactment,
 47.12 and applies for any project not approved by the Federal Transit Administration for
 47.13 preliminary engineering or a subsequent project phase as of the effective date of this
 47.14 section. The portion that relates to the Metropolitan Council applies in the counties of
 47.15 Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

87.23 Sec. 19. **[219.016] RAILROAD COMPANY ASSESSMENT; ACCOUNT;**
 87.24 **APPROPRIATION.**

87.25 (a) As provided in this section, the commissioner shall annually assess railroad
 87.26 companies that are (1) defined as common carriers under section 218.011; (2) classified by
 87.27 federal law or regulation as Class I Railroads or Class I Rail Carriers; and (3) operating in
 87.28 this state. The total assessment amount may not exceed \$32,500,000 annually.

87.29 (b) The assessment must be by a division of the annual appropriation to the grade
 87.30 crossing safety improvement account in equal proportion between carriers based on route
 87.31 miles operated in Minnesota, assessed in equal amounts for 365 days of the calendar year.

88.1 (c) The assessments must be deposited in the rail grade crossing safety improvement
 88.2 account, which is created in the special revenue fund. Money in the account is
 88.3 appropriated to the commissioner for the creation of a rail safety office within the
 88.4 Department of Transportation, not to exceed \$1,400,000 in each year; the development,
 88.5 administration, and construction of highway-rail grade crossing improvements on rail
 88.6 corridors transporting crude oil; and other selected routes, including those carrying
 88.7 hazardous materials. Improvements may include upgrades to existing protection systems,
 88.8 the closing of crossings and necessary roadwork, and reconstruction of at-grade crossings
 88.9 to full grade separations. Funds in the account are available until expended.

47.16 Sec. 42. Minnesota Statutes 2014, section 221.031, is amended by adding a subdivision
 47.17 to read:

47.18 Subd. 9a. **Federal out-of-service order; operation prohibited.** No intrastate
 47.19 carrier, private carrier engaged in intrastate commerce, or person providing intrastate
 47.20 transportation service described in section 221.025 shall operate a commercial motor
 47.21 vehicle in Minnesota while a motor carrier out-of-service order issued by the Federal
 47.22 Motor Carrier Safety Administration under Code of Federal Regulations, title 49, part
 47.23 385 or 386, is in effect.

47.24 Sec. 43. Minnesota Statutes 2014, section 221.605, is amended by adding a subdivision
 47.25 to read:

47.26 Subd. 4. **Federal out-of-service order; operation prohibited.** No interstate carrier
 47.27 or private carrier engaged in interstate commerce shall operate a commercial motor
 47.28 vehicle in Minnesota while a motor carrier out-of-service order issued by the Federal
 47.29 Motor Carrier Safety Administration under Code of Federal Regulations, title 49, part
 47.30 385 or 386, is in effect.

88.10 Sec. 20. Minnesota Statutes 2014, section 222.50, subdivision 7, is amended to read:

88.11 Subd. 7. **Expenditures.** (a) The commissioner may expend money from the rail
 88.12 service improvement account for the following purposes:

88.13 (1) to make transfers as provided under section 222.57 or to pay interest adjustments
 88.14 on loans guaranteed under the state rail user and rail carrier loan guarantee program;

88.15 (2) to pay a portion of the costs of capital improvement projects designed to improve
 88.16 rail service of a rail user or a rail carrier;

88.17 (3) to pay a portion of the costs of rehabilitation projects designed to improve rail
 88.18 service of a rail user or a rail carrier;

88.19 (4) to acquire, maintain, manage, and dispose of railroad right-of-way pursuant to
 88.20 the state rail bank program;

88.21 (5) to provide for aerial photography survey of proposed and abandoned railroad
 88.22 tracks for the purpose of recording and reestablishing by analytical triangulation the
 88.23 existing alignment of the in-place track;

88.24 (6) to pay a portion of the costs of acquiring a rail line by a regional railroad
 88.25 authority established pursuant to chapter 398A;

88.26 (7) to pay the state matching portion of federal grants for rail-highway grade
 88.27 crossing improvement projects;

88.28 (8) for expenditures made before July 1, 2017, to pay the state matching portion
 88.29 of grants under the federal Transportation Investment Generating Economic Recovery
 88.30 (TIGER) program of the United States Department of Transportation; ~~and~~

88.31 (9) to fund rail planning studies; and

88.32 (10) to pay a portion of the costs of capital improvement projects designed to
 88.33 improve capacity or safety at rail yards.

89.1 (b) All money derived by the commissioner from the disposition of railroad
 89.2 right-of-way or of any other property acquired pursuant to sections 222.46 to 222.62 shall
 89.3 be deposited in the rail service improvement account.

22.3 Section 1. Minnesota Statutes 2014, section 296A.061, is amended to read:

22.4 **296A.061 CANCELLATION OR NONRENEWAL OF LICENSES.**

22.5 The commissioner may cancel a license or not renew a license if one of the following
22.6 conditions occurs:

22.7 (1) the license holder has not filed a petroleum tax return or report for at least one year;

22.8 (2) the license holder has not filed a gross receipts tax return for at least one year;

22.9 ~~(3) the license holder has not reported any petroleum tax liability or gross receipts~~
22.10 tax liability on the license holder's returns or reports for at least one year; or

22.11 ~~(3)~~ (4) the license holder requests cancellation of the license.

22.12 Sec. 2. **[296A.085] MOTOR FUELS GROSS RECEIPTS TAX.**

22.13 Subdivision 1. **Imposition.** A tax is imposed on the wholesale business of selling
22.14 the means or substance used for propelling vehicles on the highways of this state. The tax
22.15 is imposed at the rate of 6.5 percent of gross receipts derived by a distributor from the first
22.16 sale at wholesale of gasoline, gasoline blended with ethanol, agricultural alcohol gasoline,
22.17 and special fuels within this state for use in motor vehicles.

22.18 Subd. 2. **Exemptions.** Subdivision 1 does not apply to gasoline, denatured ethanol,
22.19 special fuel, or alternative fuel purchased by an entity described in section 296A.07,
22.20 subdivision 4, or 296A.08, subdivision 3.

22.21 Subd. 3. **Conversion of tax rate.** (a) Annually on or before August 1, the
22.22 commissioner shall determine the applicable gross receipts motor fuels tax rate per gallon.
22.23 The tax per gallon shall be the greater of either:

22.24 (1) 6.5 percent of \$2.50; or

22.25 (2) 6.5 percent of the prior fiscal year's average wholesale gasoline price per
22.26 gallon in Minnesota for all grades by refiners, as published by the United States Energy
22.27 Information Administration and rounded to the nearest tenth of a cent per gallon. The
22.28 wholesale price used must not include any tax or fee assessed by the state of Minnesota
22.29 or the United States government.

22.30 (b) The announced rate is effective for a 12-month period consisting of the next
22.31 October 1 to September 30. The commissioner shall publish on the department's Web site
22.32 the total of the gross receipts tax and the excise tax.

22.33 Subd. 4. **Administrative provisions.** Except as otherwise provided in this chapter,
22.34 the relevant audit, assessment, refund, penalty, interest, enforcement, collection remedies,
23.1 appeal, and administrative provisions of chapter 289A apply to taxes imposed under
23.2 this section.

23.3 Subd. 5. **Deposit of revenues.** The commissioner shall deposit the revenues from
23.4 the gross receipts tax into the highway user tax distribution fund.

23.5 **EFFECTIVE DATE.** This section is effective October 1, 2015, and applies to
23.6 gross receipts attributable to the described products and derived by a distributor on or
23.7 after that day.

23.8 Sec. 3. Minnesota Statutes 2014, section 296A.11, is amended to read:

23.9 **296A.11 SELLER MAY COLLECT TAX.**

23.10 A person who directly or indirectly pays a gasoline or special fuel tax or motor fuels
23.11 gross receipts tax as provided in this chapter and who does not in fact use the gasoline or
23.12 special fuel in motor vehicles in this state or receive, store, or withdraw it from storage
23.13 to be used personally for the purpose of producing or generating power for propelling
23.14 aircraft, but sells or otherwise disposes of the same, except as provided in section 296A.16,
23.15 subdivision 3, is hereby authorized to collect, from the person to whom the gasoline or
23.16 special fuel is so sold or disposed of, the tax so paid, and is hereby required, upon request,
23.17 to make, sign, and deliver to such person an invoice of such sale or disposition. The sums
23.18 collected must be held as a special fund in trust for the state of Minnesota.

23.19 Sec. 4. Minnesota Statutes 2014, section 296A.12, is amended to read:

23.20 **296A.12 GASOLINE AND SPECIAL FUEL TAX AND MOTOR FUELS**

23.21 **GROSS RECEIPTS TAX IN LIEU OF OTHER TAXES.**

23.22 Gasoline and special fuel excise taxes and motor fuels gross receipts tax shall be
23.23 in lieu of all other taxes imposed upon the business of selling or dealing in gasoline or
23.24 special fuel, whether imposed by the state or by any of its political subdivisions, but are in
23.25 addition to all ad valorem taxes now imposed by law. Nothing in this chapter is construed
23.26 as prohibiting the governing body of any city of this state from licensing and regulating
23.27 ~~such~~ a business where its authority is conferred by state law or city charter.

23.28 Sec. 5. Minnesota Statutes 2014, section 296A.16, is amended to read:

23.29 **296A.16 REFUND OR CREDIT.**

23.30 Subdivision 1. **Credit or refund of gasoline or special fuel tax paid.** The

23.31 commissioner shall allow the distributor credit or refund of the excise and motor fuels

23.32 gross receipts tax paid on gasoline and special fuel:

24.1 (1) exported or sold for export from the state, other than in the supply tank of a

24.2 motor vehicle or of an aircraft;

24.3 (2) sold to the United States government to be used exclusively in performing its

24.4 governmental functions and activities or to any "cost plus a fixed fee" contractor employed

24.5 by the United States government on any national defense project;

24.6 (3) if the fuel is placed in a tank used exclusively for residential heating;

24.7 (4) destroyed by accident while in the possession of the distributor;

24.8 (5) in error;

24.9 (6) in the case of gasoline only, sold for storage in an on-farm bulk storage tank, if
24.10 the tax was not collected on the sale; and

24.11 (7) in such other cases as the commissioner may permit, consistent with the provisions
24.12 of this chapter and other laws relating to the gasoline and special fuel excise taxes.

24.13 Subd. 2. **Fuel used in other vehicle; claim for refund.** Any person who buys and
24.14 uses gasoline for a qualifying purpose other than use in motor vehicles, snowmobiles
24.15 except as provided in clause (2), or motorboats, or special fuel for a qualifying purpose
24.16 other than use in licensed motor vehicles, and who paid the excise or gross receipts tax
24.17 directly or indirectly through the amount of the tax being included in the price of the
24.18 gasoline or special fuel, or otherwise, shall be reimbursed and repaid the amount of the
24.19 tax paid upon filing with the commissioner a claim for refund in the form and manner
24.20 prescribed by the commissioner, and containing the information the commissioner shall
24.21 require. By signing any such claim which is false or fraudulent, the applicant shall be
24.22 subject to the penalties provided in this chapter for knowingly making a false claim.
24.23 The claim shall set forth the total amount of the gasoline so purchased and used by the
24.24 applicant other than in motor vehicles, or special fuel purchased and used by the applicant
24.25 other than in licensed motor vehicles, and shall state when and for what purpose it was
24.26 used. When a claim contains an error in computation or preparation, the commissioner
24.27 is authorized to adjust the claim in accordance with the evidence shown on the claim or
24.28 other information available to the commissioner. The commissioner, on being satisfied
24.29 that the claimant is entitled to the payments, shall approve the claim and transmit it to the
24.30 commissioner of management and budget. The words "gasoline" or "special fuel" as used
24.31 in this subdivision do not include aviation gasoline or special fuel for aircraft. Gasoline or
24.32 special fuel bought and used for a "qualifying purpose" means:

24.33 (1) Gasoline or special fuel used in carrying on a trade or business, used on a farm
24.34 situated in Minnesota, and used for a farming purpose. "Farm" and "farming purpose"
24.35 have the meanings given them in section 6420(c)(2), (3), and (4) of the Internal Revenue
24.36 Code as defined in section 289A.02, subdivision 7.

25.1 (2) Gasoline or special fuel used for off-highway business use.

25.2 (i) "Off-highway business use" means any use off the public highway by a person in
25.3 that person's trade, business, or activity for the production of income.

25.4 (ii) Off-highway business use includes use of a passenger snowmobile off the public
25.5 highways as part of the operations of a resort as defined in section 157.15, subdivision 11;
25.6 and use of gasoline or special fuel to operate a power takeoff unit on a vehicle, but not
25.7 including fuel consumed during idling time.

25.8 (iii) Off-highway business use does not include use as a fuel in a motor vehicle
25.9 which, at the time of use, is registered or is required to be registered for highway use under
25.10 the laws of any state or foreign country; or use of a licensed motor vehicle fuel tank in lieu
25.11 of a separate storage tank for storing fuel to be used for a qualifying purpose, as defined in
25.12 this section. Fuel purchased to be used for a qualifying purpose cannot be placed in the
25.13 fuel tank of a licensed motor vehicle and must be stored in a separate supply tank.

25.14 (3) Gasoline or special fuel placed in the fuel tanks of new motor vehicles,
25.15 manufactured in Minnesota, and shipped by interstate carrier to destinations in other
25.16 states or foreign countries.

25.17 Subd. 3. **Destruction by accident; refund to dealer.** Notwithstanding the
25.18 provisions of subdivision 1, the commissioner shall allow a dealer a refund of:

25.19 (1) the tax paid by the distributor on, or gross receipts from the sale of, gasoline,
25.20 undyed diesel fuel, or undyed kerosene destroyed by accident while in the possession of
25.21 the dealer; or

25.22 (2) the tax paid by a distributor or special fuels dealer on, or gross receipts from the
25.23 sale of, other special fuels destroyed by accident while in the possession of the dealer.

25.24 Subd. 4. **Refrigerator units; refunds.** Notwithstanding the provisions of
25.25 subdivision 1, the commissioner shall allow a special fuel dealer a refund of the tax paid
25.26 on, or gross receipts from the sale of, fuel sold directly into a supply tank of a refrigeration
25.27 unit with a separate engine and used exclusively by that refrigeration unit. A claim for
25.28 refund may be filed as provided in this section.

25.29 Subd. 4a. **Undyed kerosene; refunds.** Notwithstanding subdivision 1, the
25.30 commissioner shall allow a refund of the tax paid on, or gross receipts from the sale of,
25.31 undyed kerosene used exclusively for a purpose other than as fuel for a motor vehicle
25.32 using the streets and highways. To obtain a refund, the person making the sale to an end
25.33 user must meet the Internal Revenue Service requirements for sales from a blocked pump.
25.34 A claim for a refund may be filed as provided in this section.

25.35 Subd. 4b. **Racing gasoline; refunds.** Notwithstanding subdivision 1, the
25.36 commissioner shall allow a licensed distributor a refund of the tax paid on, or gross
26.1 receipts from the sale of, leaded gasoline of 110 octane or more that does not meet ASTM
26.2 specification D4814 for gasoline and that is sold in bulk for use in nonregistered motor
26.3 vehicles. A claim for a refund may be filed as provided for in this section.

26.4 Subd. 5. **Qualifying service station credit.** Notwithstanding any other provision of
 26.5 law to the contrary, the tax imposed on gasoline, undyed diesel fuel, or undyed kerosene,
 26.6 together with the amount attributable to gross receipts tax on these fuels, delivered to a
 26.7 qualified service station may not exceed, or must be reduced to, a rate not more than
 26.8 three cents per gallon above the state tax rate imposed on such products sold by a service
 26.9 station in a contiguous state located within the distance indicated in this subdivision. A
 26.10 distributor shall be allowed a credit or refund for the amount of reduction computed in
 26.11 accordance with this subdivision. For purposes of this subdivision, a "qualifying service
 26.12 station" means a service station located within 7.5 miles, measured by the shortest route
 26.13 by public road, from a service station selling like product in the contiguous state.

26.14 Subd. 7. **Civil penalty for filing false claim.** A person who violates section
 26.15 296A.23, subdivision 1, shall forfeit the full amount of the claim. In addition, a person who
 26.16 is convicted under section 296A.23 for filing a false statement or claim shall, in addition
 26.17 to any criminal penalties imposed, be prohibited from filing with the commissioner any
 26.18 claim for refund upon gasoline purchased within six months after such conviction.

26.19 Subd. 8. **Appropriation.** There is appropriated to the persons entitled to refund or
 26.20 credit under this section, from the fund or account in the state treasury to which the money
 26.21 was credited, an amount sufficient to make the credit or refund.

26.22 Sec. 6. Minnesota Statutes 2014, section 296A.18, subdivision 2, is amended to read:

26.23 Subd. 2. **Motorboat.** Approximately 1-1/2 percent of all gasoline received in this
 26.24 state and 1-1/2 percent of all gasoline produced or brought into this state, except gasoline
 26.25 used for aviation purposes, is being used as fuel for the operation of motorboats on the
 26.26 waters of this state and of the total revenue derived from the imposition of the gasoline
 26.27 fuel tax and motor fuels gross receipts tax on gasoline for uses other than for aviation
 26.28 purposes, 1-1/2 percent of the revenue is the amount of tax on fuel used in motorboats
 26.29 operated on the waters of this state. The amount of unrefunded tax paid on gasoline used
 26.30 for motor boat purposes as computed in this chapter shall be paid into the state treasury
 26.31 and credited to a water recreation account in the special revenue fund for acquisition,
 26.32 development, maintenance, and rehabilitation of sites for public access and boating
 26.33 facilities on public waters; lake and river improvement; and boat and water safety.

26.34 Sec. 7. Minnesota Statutes 2014, section 296A.18, subdivision 3, is amended to read:

27.1 Subd. 3. **Snowmobile.** Approximately one percent of all gasoline received in and
 27.2 produced or brought into this state, except gasoline used for aviation purposes, is being
 27.3 used as fuel for the operation of snowmobiles in this state, and of the total revenue derived
 27.4 from the imposition of the gasoline fuel tax and motor fuels gross receipts tax on gasoline
 27.5 for uses other than for aviation purposes, one percent of such revenues is the amount of
 27.6 tax on fuel used in snowmobiles operated in this state.

27.7 Sec. 8. Minnesota Statutes 2014, section 296A.18, subdivision 4, is amended to read:

27.8 Subd. 4. **All-terrain vehicle.** Approximately 0.27 of one percent of all gasoline
27.9 received in or produced or brought into this state, except gasoline used for aviation
27.10 purposes, is being used for the operation of all-terrain vehicles in this state, and of the
27.11 total revenue derived from the imposition of the gasoline fuel tax and motor fuels gross
27.12 receipts tax on gasoline, 0.27 of one percent is the amount of tax on fuel used in all-terrain
27.13 vehicles operated in this state.

27.14 Sec. 9. Minnesota Statutes 2014, section 296A.18, subdivision 5, is amended to read:

27.15 Subd. 5. **Off-highway motorcycles.** Approximately 0.046 of one percent of
27.16 all gasoline received or produced in or brought into this state, except gasoline used for
27.17 aviation purposes, is being used for the operation of off-highway motorcycles in this state,
27.18 and of the total revenue derived from the imposition of the gasoline fuel tax and motor
27.19 fuels gross receipts tax on gasoline for uses other than for aviation purposes, 0.046 of one
27.20 percent is the amount of tax on fuel used in off-highway motorcycles operated in this state.

27.21 Sec. 10. Minnesota Statutes 2014, section 296A.18, subdivision 6, is amended to read:

27.22 Subd. 6. **Off-road vehicle.** Approximately 0.164 of one percent of all gasoline
27.23 received or produced in or brought into this state, except gasoline used for aviation
27.24 purposes, is being used for the off-road operation of off-road vehicles, as defined in
27.25 section 84.797, in this state, and of the total revenue derived from the imposition of the
27.26 gasoline fuel tax and motor fuels gross receipts tax on gasoline for uses other than aviation
27.27 purposes, 0.164 of one percent is the amount of tax on fuel used for off-road operation
27.28 of off-road vehicles in this state.

27.29 Sec. 11. Minnesota Statutes 2014, section 296A.18, subdivision 7, is amended to read:

27.30 Subd. 7. **Forest road.** Approximately 0.116 percent of the total annual unrefunded
27.31 revenue from the gasoline fuel tax and motor fuels gross receipts tax on gasoline on all
27.32 gasoline and special fuel received in, produced, or brought into this state, except gasoline
28.1 and special fuel used for aviation purposes, is derived from the operation of motor vehicles
28.2 on state forest roads and county forest access roads. This revenue, together with interest
28.3 and penalties for delinquency in payment, paid or collected pursuant to the provisions of
28.4 this chapter, is appropriated from the highway user tax distribution fund and must be
28.5 transferred and credited in equal installments on July 1 and January 1 to the state forest
28.6 road account established in section 89.70. Of this amount, 0.0605 percent is annually
28.7 derived from motor vehicles operated on state forest roads and 0.0555 percent is annually
28.8 derived from motor vehicles operated on county forest access roads in this state. An
28.9 amount equal to 0.0555 percent of the unrefunded revenue must be annually transferred to
28.10 counties for the management and maintenance of county forest roads.

56.16 Sec. 33. Minnesota Statutes 2014, section 297A.815, subdivision 3, is amended to read:

56.17 Subd. 3. **Motor vehicle lease sales tax revenue.** (a) For purposes of this
56.18 subdivision, "net revenue" means an amount equal to the revenues, including interest
56.19 and penalties, collected under this section, during the fiscal year; less ~~\$32,000,000~~
56.20 \$22,000,000 in each fiscal year.

56.21 (b) On or before June 30 of each fiscal year, the commissioner of revenue shall
56.22 estimate the amount of the ~~net revenue~~ revenues for the current fiscal year, including
56.23 interest and penalties collected during the fiscal year under this section.

56.24 (c) On or after July 1 of the subsequent fiscal year, the commissioner of management
56.25 and budget shall transfer the ~~net revenue~~ revenues as estimated in paragraph (b) from the
56.26 general fund, ~~as follows:~~

56.27 ~~(1) \$9,000,000 annually until January 1, 2015, and 50 percent annually thereafter to~~
56.28 the county state-aid highway fund.

56.29 (d) Notwithstanding any other law to the contrary, the commissioner of transportation
56.30 shall allocate the funds transferred under this clause paragraph (b) to the counties in the
56.31 metropolitan area, as defined in section 473.121, subdivision 4, excluding the counties of
56.32 Hennepin and Ramsey, so that each county shall receive of such amount the percentage
56.33 that its population, as defined in section 477A.011, subdivision 3, estimated or established
56.34 by July 15 of the year prior to the current calendar year, bears to the total population of the
56.35 counties receiving funds under this clause; and

57.1 ~~(2) the remainder to the greater Minnesota transit account.~~ For the purposes of the
57.2 calculation in this paragraph, the population of Hennepin County shall first be multiplied
57.3 by 0.25, and the population of Ramsey County shall first be multiplied by 0.5.

57.4 (e) The revenues transferred under this subdivision do not include the revenues,
57.5 including interest and penalties, generated by the sales tax imposed under section
57.6 297A.62, subdivision 1a, which must be deposited as provided under the Minnesota
57.7 Constitution, article XI, section 15.

57.8 **EFFECTIVE DATE.** Paragraphs (a) through (c) are effective January 1, 2016, and
57.9 paragraph (d) is effective the day following final enactment.

30.3 Section 1. Minnesota Statutes 2014, section 297A.992, subdivision 1, is amended to
30.4 read:

30.5 Subdivision 1. **Definitions.** For purposes of this section, the following terms have
30.6 the meanings given them:

30.7 (1) "metropolitan transportation area" means the counties participating in the joint
30.8 powers agreement under subdivision 3;

30.9 (2) "eligible county" means the county of Anoka, Carver, Dakota, Hennepin,
30.10 Ramsey, Scott, or Washington; and

30.11 (3) "~~committee~~" means the Grant Evaluation and Ranking System (GEARS)

30.12 ~~Committee;~~

30.13 (4) "minimum guarantee county" means any metropolitan county or eligible county
30.14 that is participating in the joint powers agreement under subdivision 3, whose proportion
30.15 of the annual sales tax revenue under this section collected within that county is less
30.16 than or equal to three percent; ~~and~~

30.17 (5) "~~population~~" means the population, as defined in section 477A.011, subdivision
30.18 3, ~~estimated or established by July 15 of the year prior to the calendar year in which~~
30.19 ~~the representatives will serve on the Grant Evaluation and Ranking System Committee~~
30.20 ~~established under subdivision 5.~~

30.21 Sec. 2. Minnesota Statutes 2014, section 297A.992, subdivision 4, is amended to read:

30.22 Subd. 4. **Joint powers board.** (a) The joint powers board must consist of one
30.23 or more commissioners of each county that is in the metropolitan transportation area,
30.24 appointed by its county board, and the chair of the Metropolitan Council, who must have
30.25 voting rights, subject to subdivision 3, clause (4). The joint powers board has the powers
30.26 and duties provided in this section and section 471.59.

30.27 (b) The joint powers board may utilize no more than three-fourths of one percent of
30.28 the proceeds of the taxes imposed under this section for ordinary administrative expenses
30.29 incurred in carrying out the provisions of this section. Any additional administrative
30.30 expenses must be paid by the participating counties.

30.31 (c) The joint powers board may establish a technical advisory group ~~that is separate~~
30.32 ~~from the GEARS Committee.~~ The group must consist of representatives of cities, counties,
30.33 or public agencies, including the Metropolitan Council. The technical advisory group
30.34 must be used solely for technical consultation purposes.

31.1 Sec. 3. Minnesota Statutes 2014, section 297A.992, subdivision 5, is amended to read:

31.2 Subd. 5. **Grant application and awards; ~~Grant Evaluation and Ranking System~~**
31.3 ~~(GEARS) Committee.~~ (a) The joint powers board shall establish a grant application
31.4 process and identify the amount of available funding for grant awards. Grant applications
31.5 must be submitted in a form prescribed by the joint powers board. An applicant must
31.6 provide, in addition to all other information required by the joint powers board, the
31.7 estimated cost of the project, the amount of the grant sought, possible sources of funding
31.8 in addition to the grant sought, and identification of any federal funds that will be utilized
31.9 if the grant is awarded. A grant application seeking transit capital funding must identify
31.10 the source of money necessary to operate the transit improvement.

31.11 (b) The joint powers board shall establish a timeline and procedures for the award of
 31.12 grants, and may award grants only to the state and political subdivisions. The board shall
 31.13 define objective criteria for the award of grants, which must include, but not be limited to,
 31.14 consistency with the most recent version of the transportation policy plan adopted by the
 31.15 Metropolitan Council under section 473.146. The joint powers board shall maximize the
 31.16 availability and use of federal funds in projects funded under this section.

31.17 (c) ~~The joint powers board shall establish a GEARS Committee, which must consist~~
 31.18 ~~of:~~

31.19 ~~(1) one county commissioner from each county that is in the metropolitan~~
 31.20 ~~transportation area, appointed by its county board;~~

31.21 ~~(2) one elected city representative from each county that is in the metropolitan~~
 31.22 ~~transportation area;~~

31.23 ~~(3) one additional elected city representative from each county for every additional~~
 31.24 ~~400,000 in population, or fraction of 400,000, in the county that is above 400,000 in~~
 31.25 ~~population; and~~

31.26 ~~(4) the chair of the Metropolitan Council Transportation Committee.~~

31.27 ~~(d) Each city representative must be elected at a meeting of cities in the metropolitan~~
 31.28 ~~transportation area, which must be convened for that purpose by the Association of~~
 31.29 ~~Metropolitan Municipalities.~~

31.30 ~~(e) The committee shall evaluate grant applications following objective criteria~~
 31.31 ~~established by the joint powers board, and must provide to the joint powers board a~~
 31.32 ~~selection list of transportation projects that includes a priority ranking.~~

31.33 (f) A grant award for a transit project located within the metropolitan area, as defined
 31.34 in section 473.121, subdivision 2, may be funded only after the Metropolitan Council
 31.35 reviews the project for consistency with the transit portion of the Metropolitan Council
 31.36 policy plan and one of the following occurs:

32.1 (1) the Metropolitan Council finds the project to be consistent;

32.2 (2) the Metropolitan Council initially finds the project to be inconsistent, but after a
 32.3 good faith effort to resolve the inconsistency through negotiations with the joint powers
 32.4 board, agrees that the grant award may be funded; or

32.5 (3) the Metropolitan Council finds the project to be inconsistent, and submits the
 32.6 consistency issue for final determination to a panel, which determines the project to be
 32.7 consistent. The panel is composed of a member appointed by the chair of the Metropolitan
 32.8 Council, a member appointed by the joint powers board, and a member agreed upon by
 32.9 both the chair and the joint powers board.

- 32.10 ~~(g)~~ (d) Grants must be funded by the proceeds of the taxes imposed under this
 32.11 section and under section 297A.9925, bonds, notes, or other obligations issued by the
 32.12 joint powers board under subdivision 7.
- 32.13 ~~(h)~~ Notwithstanding the provisions of this section except subdivision 6a, of
 32.14 the revenue collected under this section, the joint powers board shall allocate to the
 32.15 Metropolitan Council, in fiscal years 2012 and 2013, an amount not less than 75 percent of
 32.16 the net cost of operations for those transitways that were receiving metropolitan sales tax
 32.17 funds through an operating grant agreement on June 30, 2011.
- 32.18 ~~(i)~~ The Metropolitan Council shall expend any funds allocated under paragraph (h)
 32.19 for the operations of the specified transitways solely within those counties that are in the
 32.20 metropolitan transportation area.
- 32.21 ~~(j)~~ (e) Nothing in paragraph (h) or (i) this section prevents grant awards to
 32.22 the Metropolitan Council for capital and operating assistance for transitways and
 32.23 park-and-ride facilities.
- 32.24 Sec. 4. Minnesota Statutes 2014, section 297A.992, subdivision 6, is amended to read:
- 32.25 Subd. 6. **Allocation and use of grant awards.** (a) The board must allocate grant
 32.26 awards only for the following transit purposes:
- 32.27 (i) capital improvements to transitways, including, but not limited to, commuter rail
 32.28 rolling stock, light rail vehicles, and transitway buses;
- 32.29 (ii) capital costs for park-and-ride facilities, as defined in section 174.256,
 32.30 subdivision 2;
- 32.31 (iii) feasibility studies, planning, alternatives analyses, environmental studies,
 32.32 engineering, property acquisition for transitway purposes, and construction of transitways;
 32.33 and
- 32.34 (iv) operating assistance for transitways.
- 33.1 (b) The joint powers board must annually award grants to each minimum guarantee
 33.2 county in an amount no less than the amount of sales tax revenue collected within that
 33.3 county.
- 33.4 (c) The joint powers board must, over the duration of the Metropolitan Council's
 33.5 2030 plan, establish a goal of awarding grants in an amount totaling no less than 40
 33.6 percent of sales tax revenue collected for the year for projects in Dakota, Ramsey, or
 33.7 Washington County.
- 33.8 ~~(e)~~ (d) No more than 1.25 percent of the total awards may be annually allocated
 33.9 for planning, studies, design, construction, maintenance, and operation of pedestrian
 33.10 programs and bicycle programs and pathways.

33.11 **EFFECTIVE DATE.** This section is effective the day following final enactment
 33.12 and applies to grant awards for calendar year 2016 and after.

33.13 Sec. 5. **[297A.9925] METROPOLITAN TRANSIT IMPROVEMENT AREA**
 33.14 **TRANSIT SALES AND USE TAX; RATE; IMPOSITION; USES; PRIORITIES.**

33.15 Subdivision 1. **Definitions.** For purposes of this section, the following terms have
 33.16 the following meanings:

33.17 (1) "metropolitan transit improvement area" or "area" means the counties of Anoka,
 33.18 Carver, Dakota, Hennepin, Ramsey, Scott, and Washington;

33.19 (2) "Metropolitan Council" or "council" means the Metropolitan Council established
 33.20 by section 473.123; and

33.21 (3) "local governmental unit" means any county, city, town, school district, special
 33.22 district, or other political subdivisions or public corporation, other than the council or a
 33.23 metropolitan agency, lying in whole or in part within the metropolitan transit improvement
 33.24 area.

33.25 Subd. 2. **Metropolitan transit improvement area transit sales tax imposition;**
 33.26 **rate.** (a) Notwithstanding section 297A.99, subdivisions 1, 2, and 3, 477A.016, or any
 33.27 other law, and subject to the approval requirements in paragraph (c) and the alternative
 33.28 rate provision in paragraph (d), a metropolitan area transit sales and use tax is imposed at a
 33.29 rate of three-quarters of one percent on retail sales and uses taxable under this chapter
 33.30 occurring within the metropolitan transit improvement area.

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

34.1 (c) The tax imposed under paragraph (a) is imposed on all counties in the
 34.2 metropolitan transit improvement area, except that if the governing boards of at least
 34.3 four counties in the area vote to opt out of the tax before June 15, 2015, the tax is not
 34.4 imposed in the counties in which the governing board has voted to opt out of the tax. If
 34.5 the governing boards of fewer than four counties in the area vote to opt out of the tax, then
 34.6 the tax is imposed on all counties in the area.

34.7 (d) The rate at which the metropolitan area transit sales and use tax is imposed in
 34.8 each county will be reduced by the rate of a greater Minnesota transportation sales and
 34.9 use tax imposed by that county under section 297A.993.

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

34.13 Subd. 4. **Distribution of net revenues.** After deducting costs of collection and other
 34.14 costs under section 297A.99, subdivision 11, the commissioner of revenue shall remit:

34.15 (1) to the Counties Transit Improvement Board, an amount equal to 8.5 percent of
 34.16 the net proceeds of the tax imposed under subdivision 2; and

34.17 (2) to the Metropolitan Council, the remaining proceeds.

34.18 Subd. 5. **General purpose; consistency with transportation policy plan.** (a) The
 34.19 Metropolitan Council shall utilize the proceeds of the tax imposed under subdivision
 34.20 2 for transit purposes described under subdivision 7, within the metropolitan transit
 34.21 improvement area.

34.22 (b) Projects funded with the metropolitan transit improvement area transit sales and
 34.23 use tax proceeds must not be inconsistent with the long-range transportation policy plan
 34.24 adopted by the council under section 473.146 and located within the transit improvement
 34.25 area.

34.26 Subd. 6. **Priorities.** The council shall allocate revenues from the taxes imposed
 34.27 under this section in conformance with the following priority order:

34.28 (1) payment of debt service necessary for the fiscal year on bonds or other
 34.29 obligations secured by revenues from the tax imposed in this section;

34.30 (2) proportional distribution of an amount equal to one-eighth of the total net
 34.31 proceeds of the taxes imposed under subdivision 2 and under section 297A.992,
 34.32 subdivision 2, so that the share of each county in the metropolitan transit improvement
 34.33 area is based on the proportion of taxes generated in that county. Grant awards under
 34.34 this clause must be used by Hennepin County only for transit purposes, but by all other
 34.35 counties for any transit purpose or any transportation purpose that has a nexus to transit or
 34.36 transit-oriented development; and

35.1 (3) as otherwise authorized under subdivision 7.

35.2 Subd. 7. **Use of tax proceeds.** (a) After deducting the amount necessary under
 35.3 subdivision 6, clauses (1) and (2), the council shall allocate remaining revenues from the
 35.4 tax imposed in this section for the following purposes:

35.5 (1) operating and capital costs to preserve existing bus services that are in
 35.6 conformance with regional transit performance standards as specified in the council's
 35.7 transportation policy plan;

35.8 (2) 100 percent of the net operating costs of arterial bus rapid transit lines in operation
 35.9 on September 30, 2015, and 50 percent of the net operating costs of other transitways;

35.10 (3) grants required under paragraph (b);

35.11 (4) operating and capital costs for transit expansion in accordance with the transit
35.12 portion of the council's policy transit plan, including, but not limited to:

35.13 (i) expansion and upgrades of regular route and commuter bus service provided
35.14 by metropolitan transit and replacement services under section 473.388, with overall
35.15 expansion of service by an annual average rate of four percent;

35.16 (ii) development of arterial bus rapid transit, transitways, and streetcar systems; and

35.17 (iii) maintenance of affordable transit fares;

35.18 (5) operating and capital costs for expansion and improvement of regional
35.19 transitways and streetcars;

35.20 (6) to transit authorities to establish, replace, or modify transit shelters to conform
35.21 with design specifications and maintenance requirements within the meaning of section
35.22 473.41;

35.23 (7) as grants in the annual amount of \$390,000, payable by July 31, to transportation
35.24 management organizations that provide services exclusively or primarily in (1) each city
35.25 of the first class, as provided under section 410.01; and (2) the city having the highest
35.26 population as of the effective date of this section located along the marked Interstate
35.27 Highway 494 corridor. Permissible uses include administrative expenses and programming
35.28 and service expansion, including but not limited to staffing, communications, outreach and
35.29 education program development, and operations management;

35.30 (8) for financial assistance to replacement service providers under section 473.388
35.31 in the amount of \$1,500,000 in fiscal year 2016 and \$1,500,000 in fiscal year 2017, to
35.32 implement a demonstration project that provides regular route transit or express bus
35.33 service between municipalities in the metropolitan transportation improvement area,
35.34 excluding cities of the first class. The council shall allocate the appropriated funds as
35.35 directed by the replacement service providers who shall collectively identify one or more
35.36 demonstration projects for financial assistance under this section and submit a notification
36.1 of the allocation to the Metropolitan Council. Criteria for evaluating and identifying
36.2 demonstration projects must include but are not limited to:

36.3 (i) scope of service offering improvements;

36.4 (ii) integration with transit facilities and major business, retail, or suburban centers;

36.5 (iii) extent to which a proposed route complements existing transit service; and

36.6 (iv) density of employment along a proposed route;

36.7 (9) to the Center for Transportation Studies, University of Minnesota, \$500,000
36.8 annually for research to improve accessibility, operational efficiency, and safety of transit
36.9 systems; and

36.10 (10) any other costs payable in accordance with subdivisions 5, 6, and 7, which
 36.11 may include, but are not limited to, transit operations, capital improvements, design,
 36.12 engineering and environmental work, acquisition of real property, transit planning and
 36.13 feasibility studies, and to provide grants to local governmental units for transit purposes,
 36.14 including streetcars, or for bicycle and pedestrian projects.

36.15 (b) The council shall make available an amount equal to ten percent of the revenues
 36.16 from the tax imposed in this section and in section 297A.992 through grants to local
 36.17 units of government within the metropolitan transit improvement area for construction
 36.18 and maintenance of regional bicycle, trail, and pedestrian infrastructure for safe routes to
 36.19 school infrastructure and for active transportation programs under section 174.38.

36.20 **EFFECTIVE DATE.** This section is effective for sales and purchases made after
 36.21 September 30, 2015, and applies in the counties of Anoka, Carver, Dakota, Hennepin,
 36.22 Ramsey, Scott, and Washington, except that subdivision 2, paragraph (c), is effective the
 36.23 day following final enactment.

57.10 Sec. 34. Minnesota Statutes 2014, section 297B.03, is amended to read:

57.11 **297B.03 EXEMPTIONS.**

57.12 Subdivision 1. **Scope.** ~~There is~~ The purchases or acquisitions of a motor vehicle
 57.13 listed in this section are specifically exempted from the provisions of this chapter and from
 57.14 computation of the amount of tax imposed by it ~~the following:~~

57.15 Subd. 2. **Federal government.** ~~(+)~~ The purchase or use, including use under a
 57.16 lease purchase agreement or installment sales contract made pursuant to section 465.71,
 57.17 of any motor vehicle by the United States and its agencies and instrumentalities and
 57.18 by any person described in and subject to the conditions provided in section 297A.67,
 57.19 subdivision 11; is exempt.

57.20 Subd. 3. **Purchased while a resident of another state.** ~~(2)~~ The purchase or use
 57.21 of any motor vehicle by any person who was a resident of another state or country at the
 57.22 time of the purchase and who subsequently becomes a resident of Minnesota, provided
 57.23 the purchase occurred more than 60 days prior to the date such person began residing in
 57.24 the state of Minnesota and the motor vehicle was registered in the person's name in the
 57.25 other state or country; is exempt.

57.26 Subd. 4. **Interstate motor carriers.** ~~(3)~~ The purchase or use of any motor vehicle
 57.27 by any person making a valid election to be taxed under the provisions of section 297A.90;
 57.28 is exempt.

57.29 Subd. 5. **Sale of a business.** ~~(4)~~ The purchase or use of any motor vehicle previously
 57.30 registered in the state of Minnesota when such transfer constitutes a transfer within the
 57.31 meaning of section 118, 331, 332, 336, 337, 338, 351, 355, 368, 721, 731, 1031, 1033, or
 57.32 1563(a) of the Internal Revenue Code; is exempt.

57.33 Subd. 6. **Leased vehicles for interstate commerce.** ~~(5)~~ The purchase or use of any
 57.34 vehicle owned by a resident of another state and leased to a Minnesota-based private or
 58.1 for-hire carrier for regular use in the transportation of persons or property in interstate
 58.2 commerce provided the vehicle is titled in the state of the owner or secured party, and
 58.3 that state does not impose a sales tax or sales tax on motor vehicles used in interstate
 58.4 commerce; is exempt.

58.5 Subd. 7. **Use in automotive training programs.** ~~(6)~~ The purchase or use of a motor
 58.6 vehicle by a private nonprofit or public educational institution for use as an instructional
 58.7 aid in automotive training programs operated by the institution. "Automotive training
 58.8 programs" includes motor vehicle body and mechanical repair courses but does not
 58.9 include driver education programs; is exempt.

58.10 Subd. 8. **Ambulance and emergency response.** ~~(7)~~ The purchase of a motor
 58.11 vehicle by an ambulance service licensed under section 144E.10 when that vehicle is
 58.12 equipped and specifically intended for emergency response or for providing ambulance
 58.13 service; is exempt.

58.14 Subd. 9. **Library use.** ~~(8)~~ The purchase of a motor vehicle by or for a public
 58.15 library, as defined in section 134.001, subdivision 2, as a bookmobile or library delivery
 58.16 vehicle; is exempt.

58.17 Subd. 10. **Ready-mix concrete truck.** ~~(9)~~ The purchase of a ~~ready-mixed~~
 58.18 ~~ready-mix~~ concrete truck; is exempt.

58.19 Subd. 11. **Local government road maintenance.** ~~(10)~~ The purchase or use of a
 58.20 motor vehicle by a town for use exclusively for road maintenance, including snowplows
 58.21 and dump trucks, but not including automobiles, vans, or pickup trucks; is exempt.

58.22 Subd. 12. **Charitable use.** ~~(11)~~ The purchase or use of a motor vehicle by a
 58.23 corporation, society, association, foundation, or institution organized and operated
 58.24 exclusively for charitable, religious, or educational purposes, except a public school,
 58.25 university, or library is exempt, but only if the vehicle is:

58.26 ~~(i)~~ (1) a truck, as defined in section 168.002, a bus, as defined in section 168.002, or
 58.27 a passenger automobile, as defined in section 168.002, if the automobile is designed and
 58.28 used for carrying more than nine persons including the driver; and

58.29 ~~(ii)~~ (2) intended to be used primarily to transport tangible personal property
 58.30 or individuals, other than employees, to whom the organization provides service in
 58.31 performing its charitable, religious, or educational purpose;

58.32 Subd. 13. **Transit use.** ~~(12)~~ The purchase of a motor vehicle for use by a transit
 58.33 provider exclusively to provide transit service is exempt if the transit provider is either (i)
 58.34 receiving financial assistance or reimbursement under section 174.24 or 473.384, or (ii)
 58.35 operating under section 174.29, 473.388, or 473.405; is exempt.

59.1 Subd. 14. **Job opportunity building zone.** ~~(13)~~ The purchase or use of a motor
 59.2 vehicle by a qualified business, as defined in section 469.310, located in a job opportunity
 59.3 building zone, if the motor vehicle is principally garaged in the job opportunity building
 59.4 zone and is primarily used as part of or in direct support of the person's operations carried
 59.5 on in the job opportunity building zone. The exemption under this clause applies to sales,
 59.6 if the purchase was made and delivery received during the duration of the job opportunity
 59.7 building zone. The exemption under this clause also applies to any local sales and use
 59.8 tax; is exempt.

59.9 Subd. 15. **Certain purchases from a nonprofit.** ~~(14)~~ The purchase of a leased
 59.10 vehicle by the lessee who was a participant in a lease-to-own program is exempt if the
 59.11 purchase is from a charitable organization that is:

59.12 ~~(i)~~ (1) described in section 501(c)(3) of the Internal Revenue Code; and

59.13 ~~(ii)~~ (2) licensed as a motor vehicle lessor under section 168.27, subdivision 4; ~~and.~~

59.14 Subd. 16. **Mobile medical unit.** ~~(15)~~ The purchase of a motor vehicle used
 59.15 exclusively as a mobile medical unit for the provision of medical or dental services by a
 59.16 federally qualified health center, as defined under title 19 of the Social Security Act, as
 59.17 amended by Section 4161 of the Omnibus Budget Reconciliation Act of 1990 is exempt.

59.18 Sec. 35. Minnesota Statutes 2014, section 297B.09, subdivision 1, is amended to read:

59.19 Subdivision 1. **Deposit of revenues.** (a) Money collected and received under this
 59.20 chapter must be deposited as provided in this subdivision.

59.21 (b) ~~60~~ 58 percent of the money collected and received must be deposited in the
 59.22 highway user tax distribution fund, ~~36~~ 34 percent must be deposited in the metropolitan
 59.23 area transit account under section 16A.88, and ~~four~~ eight percent must be deposited in the
 59.24 greater Minnesota transit account under section 16A.88.

59.25 (c) ~~It is the intent of the legislature that the allocations under paragraph (b) remain~~
 59.26 ~~unchanged for fiscal year 2012 and all subsequent fiscal years.~~

69.1 Sec. 12. Minnesota Statutes 2014, section 299A.465, subdivision 2, is amended to read:

69.2 Subd. 2. **Officer or firefighter killed in line of duty.** (a) This subdivision applies
 69.3 when a peace officer ~~or~~ or firefighter, ~~or volunteer firefighter~~ is killed while on duty and
 69.4 discharging the officer's ~~or~~ or firefighter's, ~~or volunteer firefighter's~~ duties as a peace officer
 69.5 ~~or~~ or firefighter, ~~or volunteer firefighter.~~

69.6 (b) The officer's or firefighter's employer shall continue to cover the deceased
 69.7 officer's or firefighter's dependents, including the officer's or firefighter's spouse:

69.8 (1) if the officer ~~or~~ or firefighter, ~~or volunteer firefighter~~ was receiving dependent
 69.9 coverage at the time of the officer's ~~or~~ or firefighter's, ~~or volunteer firefighter's~~ death under
 69.10 the employer's group health plan; or

47.31 Sec. 44. Minnesota Statutes 2014, section 299A.465, is amended by adding a
47.32 subdivision to read:

48.1 Subd. 2a. **Volunteer firefighter killed in line of duty.** (a) This subdivision
48.2 applies when a volunteer firefighter is killed while on duty and discharging the volunteer
48.3 firefighter's duties as a volunteer firefighter.

48.4 (b) The municipality or municipalities that operate the fire department that the
48.5 volunteer firefighter serves with shall provide health insurance coverage to the volunteer
48.6 firefighter's dependents, including the volunteer firefighter's spouse.

48.7 (c) The municipality or municipalities that operate the fire department that the
48.8 volunteer firefighter serves with shall pay the same level of contribution to cover the
48.9 volunteer firefighter's dependents as is required for a firefighter under subdivision 2,
48.10 paragraph (c). Coverage must continue for a spousal dependent of the volunteer firefighter
48.11 for the period of time that the person is a dependent up to the age of 65, and coverage must
48.12 continue for any other dependent until the person is age 26.

48.13 Sec. 45. Minnesota Statutes 2014, section 299A.465, subdivision 5, is amended to read:

48.14 Subd. 5. **Definition.** For purposes of this section:

69.11 (2) if the officer's ~~or~~, firefighter's, or volunteer firefighter's spouse was not covered
69.12 as a dependent at the time of the officer's ~~or~~, firefighter's, or volunteer firefighter's death,
69.13 but at that time was eligible, or afterward becomes eligible, to be a dependent on the
69.14 employer's group health plan.

69.15 (c) The employer is responsible for the employer's contribution for the coverage of
69.16 the officer's ~~or~~, firefighter's, or volunteer firefighter's dependents. Subject to subdivision
69.17 5, paragraph (b), clause (2), coverage must continue for a dependent of the officer ~~or~~,
69.18 firefighter for the period of time that the person is a dependent up to the age of 65, or
69.19 volunteer firefighter as follows: (1) for a surviving spouse, until the surviving spouse
69.20 reaches the age of 65; and (2) for each other dependent, until the dependent reaches the
69.21 age of 26, except as otherwise provided in section 62L.02, subdivision 11.

69.22 **EFFECTIVE DATE.** This section is effective January 1, 2016, and applies to
69.23 officer, firefighter, and volunteer firefighter deaths that occur on and after the effective date.

69.24 Sec. 13. Minnesota Statutes 2014, section 299A.465, is amended by adding a
69.25 subdivision to read:

69.26 Subd. 2a. **Volunteer firefighter killed in line of duty.** (a) This subdivision
69.27 applies when a volunteer firefighter is killed while on duty and discharging the volunteer
69.28 firefighter's duties as a volunteer firefighter and the municipality or municipalities that
69.29 operate the fire department did not offer a group health insurance policy to which a
69.30 volunteer firefighter was eligible to subscribe.

69.31 (b) The municipality or municipalities that operate the fire department that the
69.32 volunteer firefighter served with shall, until coverage terminates as provided under
69.33 subdivision 2, paragraph (c), either: (1) provide health insurance coverage for the
69.34 volunteer firefighter's dependents that is equivalent to the average benefit provided by the
69.35 municipality or municipalities to dependents of its employees who are covered by the
70.1 plan, or (2) reimburse the dependents, if the municipality or municipalities do not offer a
70.2 group health insurance plan for any employees, for a minimum of 50 percent of the cost of
70.3 health insurance premiums for coverage selected by the dependents.

70.4 **EFFECTIVE DATE.** This section is effective January 1, 2016, and applies to
70.5 volunteer firefighter deaths that occur on and after the effective date.

70.6 Sec. 14. Minnesota Statutes 2014, section 299A.465, subdivision 5, is amended to read:

70.7 Subd. 5. **Definition.** For purposes of this section:

48.15 (a) "Peace officer" or "officer" has the meaning given in section 626.84, subdivision 48.16 1, paragraph (c).

48.17 (b) "Dependent" means a person who meets the definition of dependent in section 48.18 62L.02, subdivision 11, at the time of the officer's or firefighter's injury or death. A person 48.19 is not a dependent for purposes of this section during the period of time the person is 48.20 covered under another group health plan.

48.21 (c) "Firefighter" has the meaning given in Minnesota Statutes 2000, section 424.03, 48.22 but does not include volunteer firefighters.

48.23 (d) "Volunteer firefighter" has the meaning given in section 299N.03, subdivision 7.

48.24 (e) "Fire department" has the meaning given in section 299N.03, subdivision 4.

48.25 Sec. 46. Minnesota Statutes 2014, section 299D.085, subdivision 2, is amended to read:

48.26 Subd. 2. **Certificate.** No person may operate as an overdimensional load escort 48.27 driver in this state without a certificate issued by the commissioner, or by a state with 48.28 which the commissioner has entered into a reciprocal agreement. The commissioner shall 48.29 assess a fee for each certificate applicant, calculated to cover the commissioner's cost of 48.30 establishing and administering the program. No other certification is required to escort 48.31 an overdimensional load.

48.32 Sec. 47. Minnesota Statutes 2014, section 299D.09, is amended to read:

48.33 **299D.09 ESCORT SERVICE; APPROPRIATION; RECEIPTS.**

49.1 (a) Fees charged for escort services provided by the State Patrol are annually 49.2 appropriated to the commissioner of public safety to administer and provide these services.

49.3 (b) The fee charged for services provided by the State Patrol ~~with a vehicle is \$79.28~~ 49.4 ~~an hour. The fee charged for services provided without a vehicle is \$59.28 an hour~~ 49.5 shall be set to recover actual costs as determined by the commissioner of public safety 49.6 by July 1 each year.

70.8 (a) "Peace officer" or "officer" has the meaning given in section 626.84, subdivision 70.9 1, paragraph (c).

70.10 (b) "Dependent" means a person who: (1) meets the definition of dependent in 70.11 section 62L.02, subdivision 11, at the time of the officer's or firefighter's injury or death—~~a~~ 70.12 ~~person—; and (2) is not a dependent for purposes of this section during the period of time the~~ 70.13 ~~person is covered under another group health plan. For purposes of this section, a volunteer~~ 70.14 ~~firefighter is deemed to be an eligible employee under section 62L.02, subdivision 13.~~

70.15 (c) "Firefighter" has the meaning given in Minnesota Statutes 2000, section 424.03, 70.16 but does not include volunteer firefighters.

70.17 (d) "Volunteer firefighter" has the meaning given in section 299N.03, subdivision 7, 70.18 and includes paid per call.

70.19 (e) "Fire department" has the meaning given in section 299N.03, subdivision 4.

70.20 **EFFECTIVE DATE.** This section is effective January 1, 2016, and applies to 70.21 officer and firefighter deaths that occur on and after the effective date.

70.22 Sec. 15. Minnesota Statutes 2014, section 299A.465, is amended by adding a 70.23 subdivision to read:

70.24 Subd. 5a. **Minimum benefit.** Nothing in this section prohibits an employer from 70.25 providing benefits to survivors of deceased volunteer firefighters that are greater than the 70.26 benefits required under this section.

70.27 Sec. 16. Minnesota Statutes 2014, section 299D.09, is amended to read:

70.28 **299D.09 ESCORT SERVICE; APPROPRIATION; RECEIPTS.**

70.29 (a) Fees charged for escort services provided by the State Patrol are annually 70.30 appropriated to the commissioner of public safety to administer and provide these services.

70.31 (b) The fee charged for services provided by the State Patrol ~~with a vehicle is \$79.28~~ 70.32 ~~an hour. The fee charged for services provided without a vehicle is \$59.28 an hour~~ 71.1 shall be set to recover actual costs as determined by the commissioner of public safety 71.2 by July 1 each year.

49.7 (c) The fees charged for State Patrol flight services are \$140 an hour for a fixed wing
 49.8 aircraft, \$490 an hour for a helicopter, and \$600 an hour for the Queen Air in fiscal year
 49.9 2012; and \$139.64 an hour for a fixed wing aircraft, \$560.83 an hour for a helicopter, and
 49.10 \$454.84 an hour for the Queen Air in fiscal year 2013 and thereafter.

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

49.12 Sec. 48. **[299F.037] REPORTING FIREFIGHTER DEATHS.**

49.13 Whenever an active firefighter dies, whether or not the death is presumed to be in the
 49.14 line of duty, the fire chief of the deceased firefighter must report, without undue delay,
 49.15 the death to the state fire marshal. The notification shall identify the cause of death and
 49.16 contain information concerning the circumstances of the death.

49.17 Sec. 49. Minnesota Statutes 2014, section 360.305, subdivision 4, is amended to read:

49.18 Subd. 4. **Costs allocated; local contribution; hangar construction account.** (a)
 49.19 ~~Except as otherwise provided in this subdivision~~ Annually by June 1, the commissioner
 49.20 of transportation shall ~~require as a condition of assistance by the state that the establish~~
 49.21 local contribution rates which will apply to a political subdivision, municipality, or public
 49.22 corporation make a substantial contribution to the cost of the construction, improvement,
 49.23 maintenance, or operation of the airport, in connection with which the assistance of the
 49.24 state is sought. These costs are referred to as project costs when applying for state or
 49.25 federal funding assistance to construct, improve, maintain, or operate an airport, or to
 49.26 acquire land for airport facilities or clear zones. If the commissioner does not establish
 49.27 local contribution rates by June 1, the previous rates apply.

49.28 (b) For any airport, whether key, intermediate, or landing strip, where only state and
 49.29 local funds are to be used, the contribution shall be not less than one-fifth of the sum of:

49.30 ~~(1) the project costs;~~

71.3 (c) The fees charged for State Patrol flight services are \$140 an hour for a fixed wing
 71.4 aircraft, \$490 an hour for a helicopter, and \$600 an hour for the Queen Air in fiscal year
 71.5 2012; and \$139.64 an hour for a fixed wing aircraft, \$560.83 an hour for a helicopter, and
 71.6 \$454.84 an hour for the Queen Air in fiscal year 2013 and thereafter.

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

71.8 Sec. 17. **[299F.037] REPORTING FIREFIGHTER DEATHS.**

71.9 Whenever an active firefighter dies, whether or not the death is presumed to be in the
 71.10 line of duty, the fire chief of the deceased firefighter must report, without undue delay,
 71.11 the death to the state fire marshal. The notification shall identify the cause of death and
 71.12 contain information concerning the circumstances of the death.

71.13 Sec. 18. Minnesota Statutes 2014, section 360.024, is amended to read:

71.14 **360.024 AIR TRANSPORTATION SERVICE CHARGE.**

71.15 The commissioner shall charge users of air transportation services provided by the
 71.16 commissioner for direct operating costs, excluding pilot salary ~~and aircraft acquisition~~
 71.17 costs. All receipts for these services shall be deposited in the air transportation services
 71.18 account in the state airports fund and are appropriated to the commissioner to pay these
 71.19 direct air service operating costs.

89.4 Sec. 21. Minnesota Statutes 2014, section 360.305, subdivision 4, is amended to read:

89.5 Subd. 4. **Costs allocated; local contribution; hangar construction account.** (a)
 89.6 ~~Except as otherwise provided in this subdivision~~ Annually by June 1, the commissioner
 89.7 of transportation shall ~~require as a condition of assistance by the state that the establish~~
 89.8 local contribution rates which will apply to a political subdivision, municipality, or public
 89.9 corporation make a substantial contribution to the cost of the construction, improvement,
 89.10 maintenance, or operation of the airport, in connection with which the assistance of the
 89.11 state is sought. These costs are referred to as project costs when applying for state or
 89.12 federal funding assistance to construct, improve, maintain, or operate an airport, or to
 89.13 acquire land for airport facilities or clear zones. If the commissioner does not establish
 89.14 local contribution rates by June 1, the previous rates apply.

89.15 (b) For any airport, whether key, intermediate, or landing strip, where only state and
 89.16 local funds are to be used, the contribution shall be not less than one-fifth of the sum of:

89.17 ~~(1) the project costs;~~

49.31 ~~(2) acquisition costs of the land and clear zones, which are referred to as acquisition~~
 49.32 ~~costs. The commissioner may pay all costs beyond the local contribution. Local~~
 49.33 ~~contribution rates shall not be less than five percent of the total cost of the activity or~~
 49.34 ~~acquisition, except that the commissioner may require less than five percent for research~~
 50.1 ~~projects, radio or navigational aids, activities, or acquisitions for which federal funds are~~
 50.2 ~~available to cover more than 90 percent of the total cost, or as otherwise necessary to~~
 50.3 ~~respond to an emergency.~~

50.4 (c) For any airport where federal, state, and local funds are to be used, the
 50.5 contribution shall not be less than five percent of the sum of the project costs and
 50.6 acquisition costs. The commissioner's establishment of local contribution rates is not
 50.7 subject to the rulemaking requirements of chapter 14.

50.8 (d) The commissioner may pay the total cost of radio and navigational aids.

50.9 (e) Notwithstanding paragraph (b) or (c), the commissioner may pay all of the
 50.10 project costs of a new landing strip, but not an intermediate airport or key airport, or may
 50.11 pay an amount equal to the federal funds granted and used for a new landing strip plus
 50.12 all of the remaining project costs; but the total amount paid by the commissioner for the
 50.13 project costs of a new landing strip, unless specifically authorized by an act appropriating
 50.14 funds for the new landing strip, shall not exceed \$200,000.

50.15 (f) Notwithstanding paragraph (b) or (c), the commissioner may pay all the project
 50.16 costs for research and development projects, including, but not limited to noise abatement;
 50.17 provided that in no event shall the sums expended under this paragraph exceed five
 50.18 percent of the amount appropriated for construction grants.

50.19 ~~(g)~~ (d) To receive aid under this section for project costs or for acquisition costs, the
 50.20 municipality must enter into an agreement with the commissioner giving assurance that
 50.21 the airport will be operated and maintained in a safe, serviceable manner for aeronautical
 50.22 purposes only for the use and benefit of the public:

50.23 (1) for 20 years after the date that the municipality receives any state funds for
 50.24 project construction or improvement costs are received by the municipality; and

50.25 (2) for 99 years after the date that the municipality receives any state funds for land
 50.26 acquisition costs are received by the municipality. If any land acquired with state funds
 50.27 ceases to be used for aviation purposes, the municipality shall repay the state airports fund
 50.28 the same percentage of the appraised value of the property as that percentage of the costs
 50.29 of acquisition and participation provided by the state to acquire the land.

50.30 The agreement may contain other conditions as the commissioner deems reasonable.

89.18 ~~(2) acquisition costs of the land and clear zones, which are referred to as acquisition~~
 89.19 ~~costs. The commissioner may pay all costs beyond the local contribution. Local~~
 89.20 ~~contribution rates shall not be less than five percent of the total cost of the activity or~~
 89.21 ~~acquisition, except that the commissioner may require less than five percent for research~~
 89.22 ~~projects, radio or navigational aids, activities, or acquisitions for which federal funds are~~
 89.23 ~~available to cover more than 90 percent of the total cost, or as otherwise necessary to~~
 89.24 ~~respond to an emergency.~~

89.25 (c) For any airport where federal, state, and local funds are to be used, the
 89.26 contribution shall not be less than five percent of the sum of the project costs and
 89.27 acquisition costs. The commissioner's establishment of local contribution rates is not
 89.28 subject to the rulemaking requirements of chapter 14.

89.29 (d) The commissioner may pay the total cost of radio and navigational aids.

89.30 (e) Notwithstanding paragraph (b) or (c), the commissioner may pay all of the
 89.31 project costs of a new landing strip, but not an intermediate airport or key airport, or may
 89.32 pay an amount equal to the federal funds granted and used for a new landing strip plus
 89.33 all of the remaining project costs; but the total amount paid by the commissioner for the
 89.34 project costs of a new landing strip, unless specifically authorized by an act appropriating
 89.35 funds for the new landing strip, shall not exceed \$200,000.

90.1 (f) Notwithstanding paragraph (b) or (c), the commissioner may pay all the project
 90.2 costs for research and development projects, including, but not limited to noise abatement;
 90.3 provided that in no event shall the sums expended under this paragraph exceed five
 90.4 percent of the amount appropriated for construction grants.

90.5 ~~(g)~~ (d) To receive aid under this section for project costs or for acquisition costs, the
 90.6 municipality must enter into an agreement with the commissioner giving assurance that
 90.7 the airport will be operated and maintained in a safe, serviceable manner for aeronautical
 90.8 purposes only for the use and benefit of the public:

90.9 (1) for 20 years after the date that the municipality receives any state funds for
 90.10 project construction or improvement costs are received by the municipality; and

90.11 (2) for 99 years after the date that the municipality receives any state funds for land
 90.12 acquisition costs are received by the municipality. If any land acquired with state funds
 90.13 ceases to be used for aviation purposes, the municipality shall repay the state airports fund
 90.14 the same percentage of the appraised value of the property as that percentage of the costs
 90.15 of acquisition and participation provided by the state to acquire the land.

90.16 The agreement may contain other conditions as the commissioner deems reasonable.

50.31 ~~(h)~~ (e) The commissioner shall establish a hangar construction revolving account,
 50.32 which shall be used for the purpose of financing the construction of hangar buildings to
 50.33 be constructed by municipalities owning airports. All municipalities owning airports are
 50.34 authorized to enter into contracts for the construction of hangars, and contracts with
 50.35 the commissioner for the financing of hangar construction for an amount and period of
 50.36 time as may be determined by the commissioner and municipality. All receipts from the
 51.1 financing contracts shall be deposited in the hangar construction revolving account and
 51.2 are reappropriated for the purpose of financing construction of hangar buildings. The
 51.3 commissioner may pay from the hangar construction revolving account 80 percent of the
 51.4 cost of financing construction of hangar buildings. For purposes of this paragraph, the
 51.5 construction of hangars shall include their design. The commissioner shall transfer up to
 51.6 \$4,400,000 from the state airports fund to the hangar construction revolving account.

51.7 ~~(i)~~ (f) The commissioner may pay a portion of the purchase price of any contribute
 51.8 to costs incurred by any municipality for airport maintenance and operations, safety
 51.9 equipment, and of the actual airport snow removal costs incurred by any municipality.
 51.10 The portion to be paid by the state shall not exceed two-thirds of the cost of the purchase
 51.11 price or snow removal. To receive aid a municipality must enter into an agreement of the
 51.12 type referred to in paragraph (g).

51.13 ~~(j)~~ (g) This subdivision applies only to project costs or acquisition costs of
 51.14 municipally owned airports incurred after June 1, 1971.

51.15 Sec. 50. Minnesota Statutes 2014, section 398A.04, is amended by adding a
 51.16 subdivision to read:

51.17 Subd. 2b. Legislative authorization. The powers conferred to a regional rail
 51.18 authority under this chapter are subject to the requirements under section 174.94.

51.19 Sec. 51. Minnesota Statutes 2014, section 473.146, subdivision 4, is amended to read:

51.20 Subd. 4. **Transportation planning.** (a) The Metropolitan Council is the designated
 51.21 planning agency for any long-range comprehensive transportation planning required by
 51.22 section 134 of the Federal Highway Act of 1962, Section 4 of Urban Mass Transportation
 51.23 Act of 1964 and Section 112 of Federal Aid Highway Act of 1973 and other federal
 51.24 transportation laws. The council shall assure administration and coordination of
 51.25 transportation planning with appropriate state, regional and other agencies, counties,
 51.26 and municipalities.

51.27 (b) The council shall establish an advisory body consisting of citizens and
 51.28 representatives of municipalities, counties, and state agencies in fulfillment of the planning
 51.29 responsibilities of the council. The membership of the advisory body must consist of:

51.30 (1) the commissioner of transportation or the commissioner's designee;

51.31 (2) the commissioner of the Pollution Control Agency or the commissioner's
 51.32 designee;

90.17 ~~(h)~~ (e) The commissioner shall establish a hangar construction revolving account,
 90.18 which shall be used for the purpose of financing the construction of hangar buildings to
 90.19 be constructed by municipalities owning airports. All municipalities owning airports are
 90.20 authorized to enter into contracts for the construction of hangars, and contracts with
 90.21 the commissioner for the financing of hangar construction for an amount and period of
 90.22 time as may be determined by the commissioner and municipality. All receipts from the
 90.23 financing contracts shall be deposited in the hangar construction revolving account and
 90.24 are reappropriated for the purpose of financing construction of hangar buildings. The
 90.25 commissioner may pay from the hangar construction revolving account 80 percent of the
 90.26 cost of financing construction of hangar buildings. For purposes of this paragraph, the
 90.27 construction of hangars shall include their design. The commissioner shall transfer up to
 90.28 \$4,400,000 from the state airports fund to the hangar construction revolving account.

90.29 ~~(i)~~ (f) The commissioner may pay a portion of the purchase price of any contribute
 90.30 to costs incurred by any municipality for airport maintenance and operations, safety
 90.31 equipment, and of the actual airport snow removal costs incurred by any municipality.
 90.32 The portion to be paid by the state shall not exceed two-thirds of the cost of the purchase
 90.33 price or snow removal. To receive aid a municipality must enter into an agreement of the
 90.34 type referred to in paragraph (g).

90.35 ~~(j)~~ (g) This subdivision applies only to project costs or acquisition costs of
 90.36 municipally owned airports incurred after June 1, 1971.

51.33 (3) one member of the Metropolitan Airports Commission appointed by the
51.34 commission;

52.1 (4) one person appointed by the council to represent nonmotorized transportation;

52.2 (5) one person appointed by the commissioner of transportation to represent the
52.3 freight transportation industry;

52.4 (6) two persons appointed by the council to represent public transit, with one

52.5 appointed by the council, and one appointed by the Suburban Transit Association who

52.6 must be an elected official from a city participating in the replacement service program

52.7 under section 473.388;

52.8 (7) ten elected officials of cities within the metropolitan area, including one

52.9 representative from each first-class city, appointed by the Association of Metropolitan

52.10 Municipalities;

52.11 (8) one member of the county board of each county in the seven-county metropolitan

52.12 area, appointed by the respective county boards;

52.13 (9) eight citizens appointed by the council, one from each council precinct; and

52.14 (10) one member of the council, appointed by the council.

52.15 (c) The council shall appoint a chair from among the members of the advisory body.

52.16 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following

52.17 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,

52.18 Scott, and Washington.

71.20 Sec. 19. Minnesota Statutes 2014, section 473.167, is amended to read:

71.21 **473.167 HIGHWAY AND TRANSIT PROJECTS.**

71.22 Subd. 2. **Loans for acquisition.** (a) The council may make loans to counties, towns,

71.23 and statutory and home rule charter cities within the metropolitan area for the purchase of

71.24 property within the right-of-way of a state trunk highway shown on an official map adopted

71.25 pursuant to section 394.361 or 462.359 or, for the purchase of property within the proposed

71.26 right-of-way of a principal or intermediate arterial highway designated by the council as a

71.27 part of the metropolitan highway system plan and approved by the council pursuant to

71.28 section 473.166, or for the purchase of property needed for proposed transit-related capital

71.29 improvements, including transitways designated in the council's most recent transportation

71.30 policy plan. The loans shall be made by the council, from the fund established pursuant to

71.31 this subdivision, for purchases approved by the council. The loans shall bear no interest.

71.32 (b) The council shall make loans only:

72.1 (1) to accelerate the acquisition of primarily undeveloped property when there
72.2 is a reasonable probability that the property will increase in value before highway or
72.3 transit-related construction, and to update an expired environmental impact statement on
72.4 a project for which the right-of-way is being purchased;

72.5 (2) to avert the imminent conversion or the granting of approvals which would allow
72.6 the conversion of property to uses which would jeopardize its availability for highway or
72.7 transit-related construction;

72.8 (3) to advance planning and environmental activities on highest priority major
72.9 metropolitan river crossing projects, under the transportation development guide
72.10 chapter/policy plan; or

72.11 (4) to take advantage of open market opportunities when developed properties
72.12 become available for sale, provided all parties involved are agreeable to the sale and
72.13 funds are available.

72.14 (c) The council shall not make loans for the purchase of property at a price which
72.15 exceeds the fair market value of the property or which includes the costs of relocating or
72.16 moving persons or property. The eminent domain process may be used to settle differences
72.17 of opinion as to fair market value, provided all parties agree to the process.

72.18 (d) A private property owner may elect to receive the purchase price either in a
72.19 lump sum or in not more than four annual installments without interest on the deferred
72.20 installments. If the purchase agreement provides for installment payments, the council
72.21 shall make the loan in installments corresponding to those in the purchase agreement. The
72.22 recipient of an acquisition loan shall convey the property for the construction of the highway
72.23 at the same price which the recipient paid for the property. The price may include the costs
72.24 of preparing environmental documents that were required for the acquisition and that were
72.25 paid for with money that the recipient received from the loan fund. Upon notification by
72.26 the council that the plan to construct the highway or transit project has been abandoned or
72.27 the anticipated location of the highway or transit project changed, the recipient shall sell
72.28 the property at market value in accordance with the procedures required for the disposition
72.29 of the property. All rents and other money received because of the recipient's ownership
72.30 of the property and all proceeds from the conveyance or sale of the property shall be paid
72.31 to the council. If a recipient is not permitted to include in the conveyance price the cost
72.32 of preparing environmental documents that were required for the acquisition, then the
72.33 recipient is not required to repay the council an amount equal to 40 percent of the money
72.34 received from the loan fund and spent in preparing the environmental documents.

72.35 (e) The proceeds of the tax authorized by subdivision 3, all money paid to the
72.36 council by recipients of loans, and all interest on the proceeds and payments shall be
73.1 maintained as a separate fund. For administration of the loan program, the council may
73.2 expend from the fund each year an amount no greater than three percent of the amount of
73.3 the proceeds for that year.

73.4 Subd. 2a. **Loans for acquisition and relocation.** (a) The council may make loans
73.5 to acquiring authorities within the metropolitan area to purchase homestead property
73.6 located in a proposed state trunk highway right-of-way or project or transit-related project,
73.7 and to provide relocation assistance. Acquiring authorities are authorized to accept the
73.8 loans and to acquire the property. Except as provided in this subdivision, the loans shall
73.9 be made as provided in subdivision 2. Loans shall be in the amount of the fair market
73.10 value of the homestead property plus relocation costs and less salvage value. Before
73.11 construction of the highway or transit-related project begins, the acquiring authority shall
73.12 convey the property to the commissioner of transportation or council at the same price it
73.13 paid, plus relocation costs and less its salvage value. Acquisition and assistance under this
73.14 subdivision must conform to sections 117.50 to 117.56.

73.15 (b) The council may make loans only when:

73.16 (1) the owner of affected homestead property requests acquisition and relocation
73.17 assistance from an acquiring authority;

73.18 (2) federal or state financial participation is not available;

73.19 (3) the owner is unable to sell the homestead property at its appraised market
73.20 value because the property is located in a proposed state trunk highway right-of-way or
73.21 project as indicated on an official map or plat adopted under section 160.085, 394.361,
73.22 or 462.359, or transit-related project; and

73.23 (4) the council agrees to and approves the fair market value of the homestead
73.24 property, which approval shall not be unreasonably withheld.

73.25 (c) For purposes of this subdivision, the following terms have the meanings given
73.26 them.

73.27 (1) "Acquiring authority" means counties, towns, and statutory and home rule
73.28 charter cities in the metropolitan area.

73.29 (2) "Homestead property" means: (i) a single-family dwelling occupied by the
73.30 owner, and the surrounding land, not exceeding a total of ten acres; or (ii) a manufactured
73.31 home, as defined in section 327B.01, subdivision 13.

73.32 (3) "Salvage value" means the probable sale price of the dwelling and other property
73.33 that is severable from the land if offered for sale on the condition that it be removed from
73.34 the land at the buyer's expense, allowing a reasonable time to find a buyer with knowledge
73.35 of the possible uses of the property, including separate use of serviceable components and
73.36 scrap when there is no other reasonable prospect of sale.

74.1 Subd. 3. **Tax.** The council may levy a tax on all taxable property in the metropolitan
 74.2 area, as defined in section 473.121, to provide funds for loans made pursuant to
 74.3 subdivisions 2 and 2a. This tax for the right-of-way acquisition loan fund shall be certified
 74.4 by the council, levied, and collected in the manner provided by section 473.13. The tax
 74.5 shall be in addition to that authorized by section 473.249 and any other law and shall not
 74.6 affect the amount or rate of taxes which may be levied by the council or any metropolitan
 74.7 agency or local governmental unit. The amount of the levy shall be as determined and
 74.8 certified by the council, provided that the tax levied by the Metropolitan Council for the
 74.9 right-of-way acquisition loan fund shall not exceed \$2,828,379 for taxes payable in 2004
 74.10 and \$2,828,379 for taxes payable in 2005. ~~The amount of the levy for taxes payable in~~
 74.11 ~~2006 and subsequent years shall not exceed~~ the product of (1) the Metropolitan Council's
 74.12 property tax levy limitation under this subdivision for the previous year, multiplied by
 74.13 (2) one plus a percentage equal to the growth in the implicit price deflator as defined
 74.14 in section 275.70, subdivision 2.

74.15 Subd. 4. **State review.** The commissioner of revenue shall certify the council's levy
 74.16 limitation under this section to the council by August 1 of the levy year. The council must
 74.17 certify its proposed property tax levy to the commissioner of revenue by September 1 of
 74.18 the levy year. The commissioner of revenue shall annually determine whether the property
 74.19 tax for the right-of-way acquisition loan fund certified by the Metropolitan Council for
 74.20 levy following the adoption of its proposed budget is within the levy limitation imposed
 74.21 by this section. The determination must be completed prior to September 10 of each year.
 74.22 If current information regarding market valuation in any county is not transmitted to the
 74.23 commissioner in a timely manner, the commissioner may estimate the current market
 74.24 valuation within that county for purposes of making the calculation.

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

52.19 Sec. 52. Minnesota Statutes 2014, section 473.399, is amended by adding a subdivision
 52.20 to read:

52.21 Subd. 6. **Legislative authorization.** The powers conferred to a responsible
 52.22 authority, as defined in section 473.3993, subdivision 4, under sections 473.399 to
 52.23 473.3999 are subject to the requirements in section 174.94.

52.24 **APPLICATION.** This section applies in the counties of Anoka, Carver, Dakota,
 52.25 Hennepin, Ramsey, Scott, and Washington.

52.26 Sec. 53. Minnesota Statutes 2014, section 473.4051, subdivision 2, is amended to read:

52.27 Subd. 2. **Operating costs.** After operating revenue and federal money have been
 52.28 used to pay for light rail transit operations, 50, 100 percent of the remaining operating and
 52.29 ongoing maintenance costs must be paid by the state from nonstate sources. For purposes
 52.30 of this subdivision, state sources include but are not limited to general fund appropriations
 52.31 and revenue from the motor vehicle sales tax under chapter 297B.

52.32 **APPLICATION.** This section applies in the counties of Anoka, Carver, Dakota,
 52.33 Hennepin, Ramsey, Scott, and Washington.

53.1 Sec. 54. Laws 2009, chapter 158, section 10, as amended by Laws 2012, chapter 287,
 53.2 article 3, section 56, and Laws 2014, chapter 255, section 20, is amended to read:

53.3 Sec. 10. **EFFECTIVE DATE.**

53.4 Sections 2 and 3 are effective August 1, 2009, and the amendments made in sections
 53.5 2 and 3 to Minnesota Statutes, sections 169.011 and 169.045, expire July 31, 2015.

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

53.7 Sec. 55. Laws 2014, chapter 312, article 11, section 3, the effective date, is amended to
 53.8 read:

53.9 **EFFECTIVE DATE.** Subdivisions 1 to 4 are effective January 1, 2015, for special

53.10 Minnesota golf plates issued on or after that date. Subdivision 5 is effective January 1,

53.11 2017 July 1, 2015.

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

53.13 Sec. 56. **DEPARTMENT OF TRANSPORTATION EFFICIENCIES.**

74.26 Sec. 20. Laws 2014, chapter 312, article 11, section 33, is amended to read:

74.27 Sec. 33. **TRANSPORTATION EFFICIENCIES.**

74.28 (a) The commissioner of transportation shall include in the report under Minnesota

74.29 Statutes, section 174.56, due by December 15, 2015, information on efficiencies

74.30 implemented in fiscal year 2015 in planning and project management and delivery,

74.31 along with an explanation of the efficiencies employed to achieve the savings and the

74.32 methodology used in the calculations. The level of savings achieved must equal, in

74.33 comparison with the total state road construction budget for that year, a minimum of five

74.34 percent in fiscal year 2015. The report must identify the projects that have been advanced

74.35 or completed due to the implementation of efficiency measures.

53.14 (a) In fiscal years 2016 and 2017, the commissioner of transportation shall
 53.15 implement efficiencies identified by the Transportation Strategic Management and
 53.16 Operations Advisory Task Force report under Laws 2008, chapter 152, article 6, section 9,
 53.17 equal to 15 percent of the Department of Transportation's total appropriations for fiscal
 53.18 years 2014 and 2015.

53.19 (b) The efficiency savings amount identified in paragraph (a) is available to the
 53.20 commissioner of transportation in fiscal years 2016 and 2017 for the construction,
 53.21 maintenance, or rehabilitation, including pothole repair, of highways, roads, and bridges
 53.22 on the trunk highway system.

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

53.24 Sec. 57. **LEGISLATIVE ROUTE NO. 228 REMOVED.**

53.25 (a) Minnesota Statutes, section 161.115, subdivision 159, is repealed effective the
 53.26 day after the commissioner of transportation receives a copy of the agreement between
 53.27 the commissioner and the governing body of Otter Tail County to transfer jurisdiction of
 53.28 Legislative Route No. 228 and after the commissioner notifies the revisor of statutes
 53.29 under paragraph (b).

53.30 (b) The revisor of statutes shall delete the route identified in paragraph (a) from
 53.31 Minnesota Statutes when the commissioner of transportation sends notice to the revisor
 54.1 electronically or in writing that the conditions required to transfer the route have been
 54.2 satisfied.

75.1 (b) The commissioner shall identify in the report those recommendations from the
 75.2 Transportation Strategic Management and Operations Advisory Task Force Report dated
 75.3 January 23, 2009, submitted to the legislature by the Departments of Administration
 75.4 and Transportation, as required by Laws 2008, chapter 152, article 6, section 9,
 75.5 that the commissioner has implemented, with a description of current status of the
 75.6 recommendation and results of implementation.

75.7 (c) The commissioner shall present in the report plans to incorporate greater
 75.8 efficiencies in department operation and decision-making, including, but not limited to,
 75.9 the following: financing innovations, mode choice in project selection and design, land
 75.10 use planning, return on investment calculation, project delivery, including selection of
 75.11 materials and decreasing project delivery time, and efficiencies in multiagency permitting.

91.1 Sec. 22. Laws 2015, chapter 2, section 3, is amended to read:

91.2 Sec. 3. **DEPARTMENT OF TRANSPORTATION; APPROPRIATION.**

91.3 \$3,000,000 is appropriated from the general fund to the commissioner of
 91.4 transportation in fiscal year 2015 to provide the 20 percent local match funding required
 91.5 to obtain Federal Highway Administration emergency relief funds to repair local roads
 91.6 and bridges damaged by flooding in June 2014. This is a onetime appropriation and
 91.7 is available until June 30, 2017.

54.3 Sec. 58. **LEGISLATIVE ROUTE NO. 275 REMOVED.**

54.4 (a) Minnesota Statutes, section 161.115, subdivision 206, is repealed effective the
54.5 day after the commissioner of transportation receives a copy of the agreement between the
54.6 commissioner and the governing body of Lac qui Parle County to transfer jurisdiction
54.7 of Legislative Route No. 275 and after the commissioner notifies the revisor of statutes
54.8 under paragraph (b).

54.9 (b) The revisor of statutes shall delete the route identified in paragraph (a) from
54.10 Minnesota Statutes when the commissioner of transportation sends notice to the revisor
54.11 electronically or in writing that the conditions required to transfer the route have been
54.12 satisfied.

54.13 Sec. 59. **COST PARTICIPATION POLICY.**

54.14 The commissioner of transportation, in consultation with representatives of local
54.15 units of government, shall create and adopt a policy concerning cost participation
54.16 for cooperative construction projects and maintenance responsibilities between the
54.17 Department of Transportation and local units of government. The policy must minimize
54.18 the share of cooperative project costs to be funded by the local units of government while
54.19 complying in all respects with the state constitutional requirements concerning allowable
54.20 uses of the trunk highway fund. The policy should provide and include sufficient flexibility
54.21 for unique projects and locations if doing so results in a lower total project cost. The policy
54.22 must be completed and adopted by the commissioner no later than September 1, 2015.

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

54.24 Sec. 60. **CONCRETE DIAMOND GRINDING SLURRY.**

54.25 The commissioner of transportation shall not engage in a study, including under any
54.26 agreement with a consultant, related to the deposit of slurry generated from highway
54.27 diamond grinding on the side of roadways, unless the commissioner consults with
54.28 interested representatives of the road construction and maintenance industry regarding the
54.29 methodology and specifications for the study. The commissioner or a consultant operating
54.30 under an agreement with the commissioner shall consult with interested representatives
54.31 of the road construction and maintenance industry to evaluate methods of determining
54.32 best management practices.

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

55.2 Sec. 61. **INTERSTATE 94/694/494 INTERCHANGE SAFETY IMPROVEMENT**

55.3 **STUDY.**

55.4 The commissioner of transportation must conduct a safety improvement study for
 55.5 the interchange of signed Interstate Highways 94, 694, and 494 in the cities of Woodbury
 55.6 and Oakdale. At a minimum, the study must provide specific recommendations to
 55.7 improve the safety of the interchange and include cost estimates for each recommended
 55.8 improvement. The commissioner must report the findings and recommendations of the
 55.9 study to the legislative committees having jurisdiction over transportation policy and
 55.10 finance within 180 days after the effective date of this section.

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

55.12 Sec. 62. **LEGISLATIVE REPORT ON VEHICLE TITLE TRANSFER FEE**

55.13 **FUNDS.**

55.14 By November 1, 2015, the commissioner of the Pollution Control Agency shall
 55.15 submit a report on motor vehicle title transfer fee funds to the chairs and ranking
 55.16 minority members of the legislative committees with jurisdiction over transportation and
 55.17 environment policy and finance. At a minimum, the report must (1) identify the annual
 55.18 amount of revenue from the motor vehicle title transfer fee under Minnesota Statutes,
 55.19 section 115A.908, over fiscal years 2012 to 2015; (2) evaluate the policy rationale for
 55.20 allocation of revenue from the title transfer fee; and (3) specify uses of funds from the
 55.21 title transfer fee, including identification of any motor vehicle, road, or bridge purposes
 55.22 for which funds are used.

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

91.8 Sec. 23. **COMMUTER RAIL TRANSIT FEASIBILITY STUDY.**

91.9 Subdivision 1. **Scope of study.** The Metropolitan Council shall conduct a study of
 91.10 the feasibility of the use of commuter rail transit in a corridor aligned on marked Interstate
 91.11 Highway 394 or between marked Interstate Highway 394 and marked Trunk Highway
 91.12 55, from downtown Minneapolis to Ridgedale Drive in Minnetonka, with the alternative
 91.13 of extending to Wayzata. The study must include consideration of the feasibility of
 91.14 connecting the Southwest Light Rail Transit Corridor with the Interstate Highway 394
 91.15 Corridor between downtown Minneapolis and a point of divergence west of downtown.
 91.16 The Metropolitan Council may hire a consultant to assist in the study and report under
 91.17 subdivision 3.

91.18 Subd. 2. **Elements of study.** The commuter rail transit feasibility study must
 91.19 include, without limitation:

91.20 (1) an identification of major operational characteristics of commuter rail transit
 91.21 in the corridor;

- 91.22 (2) a quantification of capital and operating costs;
- 91.23 (3) an evaluation of the interface of a rail transit system with other transportation
91.24 systems in the corridor;
- 91.25 (4) an evaluation of the impact of a rail transit system on land use and urban
91.26 development;
- 91.27 (5) an estimate of the cost and impact of necessary associated exercise of eminent
91.28 domain;
- 91.29 (6) an evaluation of the impact of a rail transit system on energy and the environment;
- 91.30 (7) an estimate of ridership potential;
- 91.31 (8) a cost-benefit analysis that compares the total cost of the project with the benefits
91.32 of a commuter rail transit line to its users, other users of the highway, and adjacent
91.33 property owners;
- 91.34 (9) an identification of potential sources of federal, state, local, private, and other
91.35 funds;
- 92.1 (10) an identification of the conditions necessary for commuter rail transit to be
92.2 feasible in the Interstate Highway 394 Corridor; and
- 92.3 (11) an evaluation of the feasibility of connecting the Southwest Light Rail Transit
92.4 Corridor with the Interstate Highway 394 Corridor between downtown Minneapolis and
92.5 a point of divergence west of downtown.
- 92.6 Subd. 3. **Report.** The Metropolitan Council shall prepare a written report of this
92.7 study and submit it no later than December 15, 2015, to the legislature, in compliance
92.8 with Minnesota Statutes, sections 3.195 and 3.197, and to the chairs and ranking minority
92.9 members of the senate and house of representatives committees with jurisdiction over
92.10 transportation.
- 92.11 **EFFECTIVE DATE.** This section is effective the day following final enactment.
- 92.12 Sec. 24. **ENVIRONMENTAL IMPACT STATEMENT; CERTAIN TRACK**
92.13 **CONNECTION PROJECTS.**
- 92.14 Subdivision 1. **Definition.** For purposes of this section, "track connection project"
92.15 means a rail construction project that:
- 92.16 (1) is in a county within which there is located a city of the first class, as provided in
92.17 Minnesota Statutes, section 410.01;
- 92.18 (2) is located at or near the site of two intersecting tracks of rail; and

92.19 (3) establishes switches, turnouts, or other forms of connecting track between
 92.20 the two intersecting tracks, in which (i) the tracks are owned by two different railroad
 92.21 companies, and (ii) the project provides for alternative routing of unit trains, as defined
 92.22 in Minnesota Statutes, section 115E.01, subdivision 11d, transported as of the effective
 92.23 date of this section on either of the intersecting tracks through a city of the first class
 92.24 identified in clause (1).

92.25 Subd. 2. **Environmental impact statement.** An environmental impact statement
 92.26 must be conducted under Minnesota Statutes, section 116D.04, and applicable
 92.27 Environmental Quality Board rules governing track connection projects, to make a
 92.28 determination concerning the existence of a local safety or security hazard under
 92.29 applicable federal law. The Department of Transportation shall serve as the responsible
 92.30 governmental unit for the environmental impact statement. A track connection project
 92.31 may not begin construction and no final governmental decision may be made to grant a
 92.32 permit, approve the project, or begin the project until the commissioner of transportation
 92.33 has determined the environmental impact statement is adequate.

93.1 **EFFECTIVE DATE.** This section is effective the day following final enactment
 93.2 and expires December 31, 2018.

93.3 Sec. 25. **ELECTION JUDGE TRAINING.**

93.4 The secretary of state shall inform each county auditor that a driving privilege
 93.5 license as defined in Minnesota Statutes, section 171.01, subdivision 31c, must not be used
 93.6 or accepted for voter registration purposes under Minnesota Statutes, section 201.061.
 93.7 Each county auditor must inform all election officials and election judges hired for an
 93.8 election that a driving privilege license must not be used or accepted for voter registration
 93.9 purposes under Minnesota Statutes, section 201.061. County auditors and municipal
 93.10 clerks must include this information in all election judge training courses.

93.11 Sec. 26. **PUBLIC-PRIVATE PARTNERSHIP PILOT PROGRAM.**

93.12 Subdivision 1. **Public-private partnership initiatives.** (a) The commissioner
 93.13 of transportation and Metropolitan Council are authorized to consider and utilize
 93.14 public-private partnership procurement methods for up to three pilot projects as provided
 93.15 in this section. Utilization of public-private partnerships is a recognition of the importance
 93.16 to the state of an efficient and safe transportation system, and the necessity of developing
 93.17 alternative funding sources to supplement traditional sources of transportation revenues.
 93.18 A public-private partnership initiative must take advantage of the expertise and experience
 93.19 of public employees and private sector efficiencies in design and construction, along with
 93.20 expertise in finance and development, and provide a better long-term value for the state
 93.21 than could be obtained through traditional procurement methods.

55.24 Sec. 63. **PUBLIC-PRIVATE PARTNERSHIP PILOT PROGRAM.**

55.25 Subdivision 1. **Definition.** For the purposes of this section, "responsible authority"
 55.26 means the commissioner of transportation or the Metropolitan Council, as appropriate.

55.27 Subd. 2. **Public-private partnership authority.** (a) A responsible authority is
 55.28 authorized to consider and utilize public-private partnership procurement methods as
 55.29 provided in this section. A public-private partnership initiative must take advantage of
 55.30 private sector efficiencies in design and construction, along with expertise in finance and
 55.31 development, and provide a better long-term value for the state than could be obtained
 55.32 through traditional procurement methods.

56.1 (b) A responsible authority may use in the pilot program an existing public-private
 56.2 partnership mechanism or a proposed mechanism that proves the best available option
 56.3 for the state. Mechanisms that a responsible authority may use consist only of: user
 56.4 fees, construction payments, joint development agreements, negotiated exactions, and
 56.5 air rights development.

56.6 (c) A responsible authority may receive or solicit and evaluate proposals to
 56.7 build, operate, and finance projects that are not inconsistent with the department's or
 56.8 the Metropolitan Council's most recent transportation plans. If a responsible authority
 56.9 receives an unsolicited proposal, the authority shall publish a notice in the State Register
 56.10 at least once a week for two weeks stating that the authority has received the proposal and
 56.11 will accept other proposals for the same project purpose for 120 days after the initial date
 56.12 of publication. The private proposer must be selected on a competitive basis.

56.13 **Subd. 3. Pilot program restrictions.** (a) The pilot program under this section is
 56.14 for a total of up to three projects that are exclusively or primarily for infrastructure of
 56.15 a capital nature, excluding rolling stock.

56.16 (b) A responsible authority may not enter into a public-private partnership under this
 56.17 section for a project with a total project cost estimate of more than \$100,000,000.

56.18 (c) When entering into a public-private partnership, a responsible authority may not
 56.19 enter into any noncompete agreement that inhibits the state's ability to address ongoing or
 56.20 future infrastructure needs.

56.21 (d) If a responsible authority enters into a public-private partnership agreement
 56.22 that includes a temporary transfer of ownership or control of a road, bridge, or other
 56.23 infrastructure investment to the private entity, the agreement must include a provision
 56.24 requiring the return of the road, bridge, or other infrastructure investment to the state after
 56.25 a specified period of time that may not exceed 25 years.

56.26 (e) A responsible authority may only consider new projects for a public-private
 56.27 partnership. A responsible authority is prohibited from considering projects involving
 56.28 existing infrastructure for a public-private partnership, unless the proposed project adds
 56.29 capacity to the existing infrastructure.

93.22 (b) Notwithstanding Minnesota Statutes, section 160.98, or any other law to the
 93.23 contrary, the commissioner or council may consider for use in the pilot program any
 93.24 existing public-private partnership mechanism or any proposed mechanism that proves the
 93.25 best available option for the state. Mechanisms the commissioner or council may consider
 93.26 include, but are not limited to, toll facilities, BOT facilities, BTO facilities, user fees,
 93.27 construction payments, joint development agreements, negotiated exactions, air rights
 93.28 development, street improvement districts, or tax increment financing districts for transit.
 93.29 For the purposes this section, toll facilities, BOT facilities, and BTO facilities have the
 93.30 meanings given under Minnesota Statutes, section 160.84.

94.11 **Subd. 2. Pilot program restrictions and project selection.** (a) The commissioner
 94.12 or council may receive or solicit and evaluate proposals to build, operate, and finance
 94.13 projects that are not inconsistent with the commissioner's most recent statewide
 94.14 transportation plan or the council's most recent transportation policy plan. If the
 94.15 department or council receives an unsolicited proposal, the department or council shall
 94.16 publish a notice in the State Register at least once a week for two weeks stating that the
 94.17 department or council has received the proposal and will accept, for 120 days after the
 94.18 initial date of publication, other proposals for the same project purpose. The private
 94.19 proposer must be selected on a competitive basis.

94.20 (b) When entering into a public-private partnership, the commissioner or
 94.21 Metropolitan Council may not enter into any noncompete agreement that inhibits the
 94.22 state's ability to address ongoing or future infrastructure needs.

94.23 (c) If the commissioner or council enters into a public-private partnership agreement
 94.24 that includes a temporary transfer of ownership or control of a road, bridge, or other
 94.25 infrastructure investment to the private entity, the agreement must include a provision
 94.26 requiring the return of the road, bridge, or other infrastructure investment to the state
 94.27 after a specified period of time.

94.28 (d) The commissioner and council may only consider new projects for a
 94.29 public-private partnership. The commissioner and council are prohibited from considering
 94.30 projects involving existing infrastructure for a public-private partnership, unless the
 94.31 proposed project adds capacity to the existing infrastructure.

56.30 Subd. 4. **Consultation.** (a) As part of the pilot program under this section, the
 56.31 commissioner and the Metropolitan Council shall consult with the commissioner of
 56.32 management and budget, the commissioner of employment and economic development, the
 56.33 commissioner of administration, and one representative each from the American Council
 56.34 of Engineering Companies - Minnesota chapter, the Central Minnesota Transportation
 56.35 Alliance, and the Minnesota County Engineers Association. In addition, the commissioner
 57.1 shall invite the Federal Highway Administration and the Metropolitan Council shall invite
 57.2 the Federal Transit Administration to participate in consultation activities.

57.3 (b) Consultation activities include reviewing projects proposed under this section,
 57.4 reviewing any contractual or financial agreements to ensure program requirements are
 57.5 met, and ensuring that any proposed or executed agreement serves the public interest.

57.6 Subd. 5. **Evaluation and selection of private entity and project.** (a) A responsible
 57.7 authority shall contract with one or more consultants to assist in proposal evaluation. The
 57.8 consultant must possess expertise and experience in public-private partnership project
 57.9 evaluation methodology, such as value for money, costs of public-private partnership
 57.10 compared with costs of public project delivery, and cost-benefit analysis.

57.11 (b) When soliciting, evaluating, and selecting a private entity with which to enter
 57.12 into a public-private partnership and before selecting a project, a responsible authority
 57.13 must consider:

57.14 (1) the ability of the proposed project to improve safety, reduce congestion, increase
 57.15 capacity, and promote economic growth;

57.16 (2) the proposed cost of and financial plan for the project;

57.17 (3) the general reputation, qualifications, industry experience, and financial capacity
 57.18 of the private entity;

57.19 (4) the project's proposed design, operation, and feasibility;

57.20 (5) the length and extent of transportation and transit service disruption;

57.21 (6) comments from local citizens and affected jurisdictions;

57.22 (7) the benefits to the public;

57.23 (8) the safety record of the private entity; and

57.24 (9) any other criteria a responsible authority deems appropriate.

93.31 (c) As part of the pilot program, the commissioner and council are directed to form
 93.32 an independent advisory and oversight office, the Joint Program Office for Economic
 93.33 Development and Alternative Finance. The office shall consist of the commissioner of
 93.34 management and budget, the commissioner of employment and economic development,
 94.1 the commissioner of administration, the commissioner of transportation, the Metropolitan
 94.2 Council, and one representative each from the American Council of Engineering
 94.3 Companies - Minnesota chapter, the Central Minnesota Transportation Alliance, the
 94.4 Counties Transit Improvement Board, and the Minnesota County Engineers Association.
 94.5 In addition, the commissioner and Metropolitan Council shall invite the Federal Highway
 94.6 Administration and the Federal Transit Administration to participate in the office's
 94.7 activities. The office's duties shall include, but are not limited to, reviewing and approving
 94.8 projects proposed under this section, reviewing any contractual or financial agreements
 94.9 to ensure program requirements are met, and ensuring that any proposed or executed
 94.10 agreement serves the public interest.

94.32 Subd. 3. **Evaluation and selection of private entity and project.** (a) The
 94.33 commissioner and council shall contract with one or more consultants to assist in proposal
 94.34 evaluation. The consultant must possess expertise and experience in public-private
 94.35 partnership project evaluation methodology, such as value for money, costs of
 95.1 public-private partnership compared with costs of public project delivery, and cost-benefit
 95.2 analysis.

95.3 (b) When soliciting, evaluating, and selecting a private entity with which to enter
 95.4 into a public-private partnership and before selecting a project, the commissioner or
 95.5 council must consider:

95.6 (1) the ability of the proposed project to improve safety, reduce congestion, increase
 95.7 capacity, and promote economic growth;

95.8 (2) the proposed cost of and financial plan for the project;

95.9 (3) the general reputation, qualifications, industry experience, and financial capacity
 95.10 of the private entity;

95.11 (4) the project's proposed design, operation, and feasibility;

95.12 (5) length and extent of transportation and transit service disruption;

95.13 (6) comments from local citizens and affected jurisdictions;

95.14 (7) benefits to the public;

95.15 (8) the safety record of the private entity; and

95.16 (9) any other criteria the commissioner or council deems appropriate.

57.25 Subd. 6. **Public-private agreement.** (a) A public-private agreement between a
 57.26 responsible authority and a private entity must, at a minimum, specify:

57.27 (1) the planning, acquisition, financing, development, design, construction,
 57.28 reconstruction, replacement, improvement, maintenance, management, repair, leasing, or
 57.29 operation of the project;

57.30 (2) the term of the public-private agreement;

57.31 (3) the type of property interest, if any, that the private entity will have in the project;

57.32 (4) a description of the actions a responsible authority may take to ensure proper
 57.33 maintenance of the project;

57.34 (5) whether user fees will be collected on the project and the basis by which the
 57.35 user fees are determined and modified along with identification of the public agency that
 57.36 will determine and modify fees;

58.1 (6) compliance with applicable federal, state, and local laws;

58.2 (7) grounds for termination of the public-private agreement by a responsible
 58.3 authority;

58.4 (8) adequate safeguards for the traveling public and residents of the state in event of
 58.5 default on the contract;

58.6 (9) financial protection for the state in the event of default, which must include
 58.7 payment and performance bonds, for any construction, that meet the requirements under
 58.8 Minnesota Statutes, sections 574.26 to 574.32; and

58.9 (10) procedures for amendment of the agreement.

58.10 (b) A public-private agreement between a responsible authority and a private entity
 58.11 may provide for:

95.17 (c) The independent advisory and oversight office established under subdivision 1,
 95.18 paragraph (c), shall, in collaboration with authorized representatives of Department of
 95.19 Transportation workers, review proposals evaluated by the commissioner or council to
 95.20 ensure the requirements of this section are being met. The independent advisory and
 95.21 oversight office shall first determine whether the project, as proposed, serves the public
 95.22 interest. In making this determination, the office must identify and consider advantages
 95.23 and disadvantages for various stakeholders, including taxpayers, workers, transportation
 95.24 and transit providers and operators, transportation and transit users, commercial vehicle
 95.25 operators, and the general public, including the impact on the state's economy. If the
 95.26 proposed project serves the public interest, the office must evaluate the proposals
 95.27 according to the criteria specified in this section.

95.28 Subd. 4. **Public-private agreement.** (a) A public-private agreement between the
 95.29 commissioner or the council and a private entity shall, at a minimum, specify:

95.30 (1) the planning, acquisition, financing, development, design, construction,
 95.31 reconstruction, replacement, improvement, maintenance, management, repair, leasing, or
 95.32 operation of the project;

95.33 (2) the term of the public-private agreement;

95.34 (3) the type of property interest, if any, that the private entity will have in the project;

95.35 (4) a description of the actions the commissioner or council may take to ensure
 95.36 proper maintenance of the project;

96.1 (5) whether user fees will be collected on the project and the basis by which the user
 96.2 fees shall be determined and modified along with identification of the public agency that
 96.3 will determine and modify fees;

96.4 (6) compliance with applicable federal, state, and local laws;

96.5 (7) grounds for termination of the public-private agreement by the commissioner
 96.6 or council;

96.7 (8) adequate safeguards for the traveling public and residents of the state in event of
 96.8 default on the contract;

96.9 (9) the extent and nature of involvement of public employees in the proposed project;

96.10 (10) financial protection for the state in the event of default, which must include
 96.11 payment and performance bonds, for any construction, that meet the requirements under
 96.12 Minnesota Statutes, sections 574.26 to 574.32; and

96.13 (11) procedures for amendment of the agreement.

96.14 (b) A public-private agreement between the commissioner or council and a private
 96.15 entity may provide for:

58.12 (1) review and approval by a responsible authority of the private entity's plans for
 58.13 the development and operation of the project;

58.14 (2) inspection by a responsible authority of construction and improvements to the
 58.15 project;

58.16 (3) maintenance by the private entity of a liability insurance policy;

58.17 (4) filing of appropriate financial statements by the private entity on a periodic basis;

58.18 (5) filing of traffic reports by the private entity on a periodic basis;

58.19 (6) financing obligations of a responsible authority and the private entity;

58.20 (7) apportionment of expenses between a responsible authority and the private entity;

58.21 (8) the rights and remedies available in the event of a default or delay;

58.22 (9) the rights and duties of the private entity, a responsible authority, and other state
 58.23 or local governmental entities with respect to the use of the project;

58.24 (10) the terms and conditions of indemnification of the private entity by a responsible
 58.25 authority;

58.26 (11) assignment, subcontracting, or other delegations of responsibilities of (i) the
 58.27 private entity, or (ii) a responsible authority under agreement to third parties, including
 58.28 other private entities or state agencies;

58.29 (12) if applicable, sale or lease to the private entity of private property related to
 58.30 the project;

58.31 (13) traffic enforcement and other policing issues; and

58.32 (14) any other terms and conditions a responsible authority deems appropriate.

58.33 Subd. 7. **Funding from federal government.** (a) A responsible authority may
 58.34 accept from the United States or any of its agencies funds that are available to the state
 58.35 for carrying out the pilot program, whether the funds are available by grant, loan, or
 58.36 other financial assistance.

59.1 (b) A responsible authority may enter into agreements or other arrangements with
 59.2 the United States or any of its agencies as necessary for carrying out the pilot program.

96.16 (1) review and approval by the commissioner or council of the private entity's plans
 96.17 for the development and operation of the project;

96.18 (2) inspection by the commissioner or council of construction and improvements
 96.19 to the project;

96.20 (3) maintenance by the private entity of a liability insurance policy;

96.21 (4) filing of appropriate financial statements by the private entity on a periodic basis;

96.22 (5) filing of traffic reports by the private entity on a periodic basis;

96.23 (6) financing obligations of the commissioner or council and the private entity;

96.24 (7) apportionment of expenses between the commissioner or council and the private
 96.25 entity;

96.26 (8) the rights and remedies available in the event of a default or delay;

96.27 (9) the rights and duties of the private entity, the commissioner or council, and other
 96.28 state or local governmental entities with respect to the use of the project;

96.29 (10) the terms and conditions of indemnification of the private entity by the
 96.30 commissioner or council;

96.31 (11) assignment, subcontracting, or other delegations of responsibilities of (i)
 96.32 the private entity, or (ii) the commissioner or council under agreement to third parties,
 96.33 including other private entities or state agencies;

96.34 (12) if applicable, sale or lease to the private entity of private property related to
 96.35 the project;

96.36 (13) traffic enforcement and other policing issues; and

97.1 (14) any other terms and conditions the commissioner or council deems appropriate.

97.2 (c) The independent advisory and oversight office established under subdivision
 97.3 1, paragraph (c), shall review any proposed contractual agreement prior to execution
 97.4 in order to ensure that the contract serves the public interest and the requirements of
 97.5 this section are met.

97.6 Subd. 5. **Funding from federal government.** (a) The commissioner or council may
 97.7 accept from the United States or any of its agencies funds that are available to the state
 97.8 for carrying out the pilot program, whether the funds are available by grant, loan, or
 97.9 other financial assistance.

97.10 (b) The commissioner or council may enter into agreements or other arrangements
 97.11 with the United States or any of its agencies as necessary for carrying out the pilot program.

59.3 (c) A responsible authority shall seek to maximize project funding from nonstate
 59.4 sources and may combine federal, state, local, and private funds to finance a public-private
 59.5 partnership pilot project.

59.6 Subd. 8. **Legislative reporting.** By August 1 annually in 2016 through 2019, the
 59.7 commissioner of transportation and the Metropolitan Council shall jointly submit to the
 59.8 chairs and ranking minority members of the legislative committees having jurisdiction
 59.9 over transportation policy and finance a list of all agreements executed under the pilot
 59.10 program authority. At a minimum, the list must identify each agreement, the contracting
 59.11 entities, the contract amount and duration, and any repayment requirements, and provide
 59.12 an update on the project's progress. The list may be submitted electronically and is subject
 59.13 to Minnesota Statutes, section 3.195, subdivision 1.

59.14 Subd. 9. **Expiration.** The authority to enter into new agreements under this section
 59.15 expires on June 30, 2019.

97.12 (c) The commissioner or council shall seek to maximize project funding from
 97.13 nonstate sources and may combine federal, state, local, and private funds to finance a
 97.14 public-private partnership pilot project.

97.15 Subd. 6. **Reporting.** By August 1, 2016, and annually by August 1 thereafter, the
 97.16 commissioner and council shall submit to the chairs and ranking minority members of the
 97.17 house of representatives and senate committees having jurisdiction over transportation
 97.18 policy and finance a list of all agreements executed under the pilot program authority. The
 97.19 list must identify each agreement, the contracting entities, contract amount and duration,
 97.20 any repayment requirements, and provide an update on the project's progress. The list
 97.21 may be submitted electronically and is subject to Minnesota Statutes, section 3.195,
 97.22 subdivision 1.

97.23 **EFFECTIVE DATE.** This section is effective July 1, 2016.

59.27 Sec. 36. **CITY PARKING FACILITY FEE.**

59.28 Subdivision 1. **Definition.** "Parking facility" means a parking area or structure
 59.29 having parking spaces at which motor vehicles are permitted to park for a fee, whether
 59.30 publicly or privately owned, but does not include residential parking spaces or parking
 59.31 spaces on a public street, the use of which is regulated by parking meters.

59.32 Subd. 2. **Authorization to impose the fee.** (a) The city of Minneapolis may
 59.33 impose by ordinance a fee to be paid by the owner of each parking space located in a
 59.34 parking facility within an area in the city of Minneapolis described as follows: west of the
 60.1 Mississippi River, west of Interstate Highway 35W, north or east of Interstate Highway
 60.2 94, and south of Plymouth Avenue.

60.3 (b) The city of St. Paul may impose by ordinance a fee to be paid by the owner of each
 60.4 parking space located in a parking facility within an area in the city of St. Paul described
 60.5 as follows: north of the Mississippi River, west of the Lafayette bridge parking lots, south
 60.6 of Interstate Highway 35E and Interstate Highway 94, and east of Chestnut Street.

60.7 Subd. 3. **Amount of fee.** The amount of the fee may be uniform throughout the
 60.8 district, or it may vary depending upon the nature and structure of the parking facility,
 60.9 zoning, location, or other reasonable factors determined by the city.

60.10 Subd. 4. **Administration of fee.** A city imposing a parking fee on a parking facility
 60.11 under this section shall administer the fee locally. A city may provide by ordinance that
 60.12 the payment of the parking facility fee be made on a monthly, quarterly, or annual basis.

60.13 Subd. 5. **Eligible uses of proceeds.** Proceeds of the parking facility fee may be
60.14 utilized by the city imposing the fee for any eligible purpose under this section:

60.15 (1) pedestrian improvements, including, but not limited to, sidewalks, trees, planters,
60.16 landscaping, benches, lighting, trash receptacles, signage, wayfinding, and informational
60.17 kiosks;

60.18 (2) public plazas, including, but not limited to, improvements, operations,
60.19 maintenance, and programming, to include recreational and entertainment activities
60.20 designed to promote enjoyment of the city for Minnesotans and tourists of all ages. The
60.21 city of Minneapolis may designate proceeds for this purpose for downtown, or specifically
60.22 for Nicollet Mall, Peavey Plaza, or Downtown East Commons, or other similar locations.
60.23 The city of St. Paul may designate proceeds for this purpose for downtown, or specifically
60.24 for Rice Park, Mears Park, Wacouta Commons, Kellogg Park, Pedro Park, Central Station
60.25 Plaza, Cleveland Circle, or other similar locations; and

60.26 (3) transit and bicycle facilities, including, but not limited to:

60.27 (i) planning, design, engineering, property acquisition, and construction of the
60.28 downtown portion of a transit line or bicycle facility;

60.29 (ii) maintaining and acquiring equipment, transit vehicles, and related facilities, such
60.30 as maintenance facilities, that need not be located in the parking facilities fee area;

60.31 (iii) acquiring, improving, or constructing transit stations; and

60.32 (iv) acquiring or improving public space, including the construction and installation
60.33 of improvements to streets and sidewalks, decorative lighting and surfaces, and plantings
60.34 related to the downtown portion of a transit line or bicycle facility.

60.35 **EFFECTIVE DATE.** Under Minnesota Statutes, section 645.023, subdivision 1,
60.36 this section is effective on July 1, 2015, without the requirement of local approval.

97.24 Sec. 27. **TRANSPORTATION PROJECT SELECTION PROCESS.**

97.25 Subdivision 1. **Adoption of process and public input.** The commissioner of
97.26 transportation shall, after consultation with metropolitan planning organizations, regional
97.27 development commissions, area transportation partnerships, local governments, and the
97.28 Metropolitan Council, draft a proposed transportation project data-driven evaluation
97.29 process to provide an objective and consistent analysis to assist in developing the
97.30 statewide transportation plan and prioritization of highway construction, reconstruction,
97.31 and improvement projects in the state transportation improvement program. No later than
97.32 September 1, 2015, the proposed process must be reported to the chairs and ranking
97.33 minority members of the senate and house of representatives committees on transportation
97.34 policy and finance and publicized, along with a schedule for public hearings and additional
97.35 opportunities for public input electronically and at locations throughout the state. No later
98.1 than January 10, 2016, after public comment has been heard and incorporated into the
98.2 proposed evaluation process, the commissioner shall adopt a final process for use in
98.3 highway project investment decisions on and after March 1, 2016.

98.4 Subd. 2. **Factors in analysis.** The process must be based on objective, consistent,
98.5 and quantifiable analysis. Factors in the analysis must include return on investment,
98.6 benefit-cost, local rankings, safety, congestion mitigation, economic development,
98.7 accessibility, environmental quality, regional and metropolitan-rural balance, and land
98.8 use. The process may assign different weights to factors in evaluating projects on the
98.9 trunk highway system, the county state-aid highway system, and the municipal state-aid
98.10 street system.

98.11 Subd. 3. **Exemptions.** A proposed project is exempt from the process if it is:

98.12 (1) funded by a grant from:

98.13 (i) the corridors of commerce program under Minnesota Statutes, section 161.088;

98.14 (ii) the transportation economic development program under Minnesota Statutes,
98.15 section 174.12; and

98.16 (iii) the joint powers board under Minnesota Statutes, section 297A.992, subdivision
98.17 6; or

98.18 (2) preservation, maintenance, capital preventive treatment or safety project that
98.19 does not increase capacity of the infrastructure, or if subjecting it to the evaluation process
98.20 would result in a loss of federal funds.

98.21 Subd. 4. **Information on department's Web site.** For each proposed project
98.22 evaluated under this process, the applicable scoring process, the score for each factor,
98.23 and the overall score are public information and must be publicized on the department's
98.24 Web site.

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

98.26 Sec. 28. **ESTABLISHMENT OF ROAD-USER CHARGE WORKING GROUP.**

98.27 Subdivision 1. **Road-user charge.** The road-user charge working group is
 98.28 established to study and report to the legislature concerning issues related to designing
 98.29 and implementing a road-user charge in this state. The road-user charge working group
 98.30 consists of 15 members, as follows:

98.31 (1) the chairs and ranking minority members of the house of representatives and
 98.32 senate committees or divisions with jurisdiction over transportation policy and finance;

98.33 (2) the commissioner of transportation or a designee; and

98.34 (3) public members who have relevant expertise and interest, including members or
 98.35 representatives of transportation user groups; the telecommunications industry; the data
 99.1 security and privacy industry; privacy rights advocacy groups; and research and policy
 99.2 making bodies. Of these members, five must be appointed by the speaker of the house,
 99.3 and five must be appointed by the majority leader of the senate.

99.4 Subd. 2. **Duties of road-user charge working group.** The working group shall
 99.5 identify and consider policy and technical issues related to funding state transportation
 99.6 infrastructure through implementation of a road-user charge as an alternative to the motor
 99.7 fuels tax. The working group shall study and make recommendations concerning cost,
 99.8 privacy, jurisdictional issues, feasibility, complexity, public acceptance, use of revenues,
 99.9 possible constitutional dedication, security, compliance, data collection technology that
 99.10 includes privacy and user options, implementation, and related issues. In addition, the
 99.11 working group shall seek and facilitate collaboration with other states; review pilot project
 99.12 and implementation results from other states and countries; and explore federal funding
 99.13 opportunities.

99.14 Subd. 3. **Report of working group.** By January 15, 2017, the working group shall
 99.15 submit a report to the chairs of the committees in the senate and house of representatives
 99.16 with primary jurisdiction over transportation policy and transportation finance. The report
 99.17 must state findings and recommendations concerning a road-user charge. The report may
 99.18 recommend the development by the commissioner of transportation of an implementation
 99.19 plan that may:

99.20 (1) identify a project implementation timeline, which may include pilot programs,
 99.21 limited initial deployment, multiple fee structure options for road users, and phased
 99.22 implementation;

99.23 (2) identify a fee structure, which must include distance traveled and may include
 99.24 additional factors such as vehicle weight, vehicle impact on roadways, fuel type, and
 99.25 vehicle type;

99.26 (3) include a fiscal analysis that identifies costs, revenue projections, and any
 99.27 associated tax rate changes;

99.28 (4) establish a technological and operational architecture for the system;

- 99.29 (5) address program and system administration, including but not limited to data
 99.30 privacy, data integrity, and accuracy of information; and
- 99.31 (6) be based in surface transportation finance principles, including:
- 99.32 (i) efficiency, including impacts on road system use and land use;
- 99.33 (ii) equity across road system users and vehicles, including (A) user payment
 99.34 relative to user costs imposed; (B) the distribution of the burden of a fee structure that
 99.35 includes the factors required under Minnesota Statutes, section 270C.13, subdivision 1,
 100.1 clauses (1) to (3); and (C) identification of and possible fiscal offsets for any disparate
 100.2 impact on users based on geographic location of their residency;
- 100.3 (iii) revenue adequacy and long-term suitability of funding after complete
 100.4 implementation;
- 100.5 (iv) environmental impacts and sustainability;
- 100.6 (v) administrative and technical feasibility, including data privacy and protection;
- 100.7 (vi) transparency; and
- 100.8 (vii) accountability.
- 100.9 **Subd. 4. Administrative provisions.** (a) The commissioner of transportation or
 100.10 the commissioner's designee shall convene the initial meeting of the working group no
 100.11 later than September 1, 2015. Upon request of the working group, the commissioner shall
 100.12 provide meeting space and administrative services for the group. The members of the
 100.13 working group shall elect a chair or cochairs from the members of the working group at
 100.14 the initial meeting.
- 100.15 (b) Public members of the working group serve without compensation or payment of
 100.16 expenses.
- 100.17 (c) The working group expires May 1, 2017, or upon submission of the report
 100.18 required under subdivision 3, whichever is earlier.
- 100.19 (d) The working group may accept gifts and grants, which are accepted on behalf of
 100.20 the state and constitute donations to the state. Funds received under this paragraph are
 100.21 appropriated to the commissioner of transportation for purposes of the working group.
- 100.22 **Subd. 5. Deadline for appointments and designations.** The appointments and
 100.23 designations for the road-user charge working group must be completed by August 1, 2015.
- 100.24 **Sec. 29. REGULAR ROUTE TRANSIT REQUIREMENT.**

100.25 By September 1, 2015, the Metropolitan Council shall institute regular route transit
 100.26 service to the city of Hastings, provided that the governing body of the city of Hastings
 100.27 has entered into an agreement with the Metropolitan Council, no later than July 1, 2015, to
 100.28 become a part of the transit taxing district under Minnesota Statutes, section 473.4461.

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

100.30 **Sec. 30. ENHANCED ORGANIZATIONAL EFFECTIVENESS AND**
 100.31 **INNOVATION REVIEW.**

100.32 (a) A review and assessment of the organizational structure of the Department of
 100.33 Transportation is required to enhance organizational effectiveness, encourage prudent
 100.34 allocation of resources, and deliver the greatest value to Minnesota. This review and
 101.1 assessment shall be completed by a partnership that includes the Humphrey School of
 101.2 Public Affairs, Carlson School of Management, and the State Smart Transportation
 101.3 Initiative at the University of Wisconsin.

101.4 (b) A preliminary report of this review and assessment shall be submitted to the
 101.5 chairs and ranking minority members of the legislative committees having jurisdiction
 101.6 over transportation policy and finance by December 15, 2015, with the final report
 101.7 submitted by June 30, 2016.

101.8 (c) At a minimum, the review and assessment shall include:

101.9 (1) the relationship of each district, division, office, and section of the department to
 101.10 the state's transportation goals under Minnesota Statutes, section 174.01, the department's
 101.11 mission under Minnesota Statutes, section 174.02, the duties of the commissioner under
 101.12 Minnesota Statutes, section 174.03, the annual performance targets under Minnesota
 101.13 Statutes, section 174.03, subdivision 1c, and adherence to all relevant provisions of state
 101.14 statute and federal law;

101.15 (2) the budget assigned to each district, division, office, and section of the department;

101.16 (3) the ratio of employees to supervisors in each district, division, office, and section
 101.17 of the department;

101.18 (4) recommendations identifying best practices, and comparisons with other state
 101.19 departments of transportation;

101.20 (5) recommendations regarding the appropriate ratio of employees to supervisors
 101.21 for the variety of activities performed by the department;

101.22 (6) recommendations regarding the appropriate increase in department operations
 101.23 resulting from increases in capital investments;

101.24 (7) recommendations regarding the appropriate fiscal responsibility assigned to
 101.25 construction inspectors and engineers;

101.26 (8) recommendations regarding the appropriate, fiscally constrained size of the
101.27 trunk highway system; and

101.28 (9) recommendations regarding how to achieve the appropriate, fiscally constrained
101.29 size of the trunk highway system.

101.30 **EFFECTIVE DATE.** This section is effective July 1, 2015.

101.31 Sec. 31. **ACTIVE TRANSPORTATION PROGRAM DEVELOPMENT.**

101.32 (a) By October 1, 2015, the Advisory Committee on Nonmotorized Transportation
101.33 under Minnesota Statutes, section 174.37, shall develop and submit recommendations to
101.34 each administering authority under Minnesota Statutes, section 174.38, for developing
101.35 project evaluation and selection processes under Minnesota Statutes, section 174.38,
102.1 subdivision 7. The advisory committee may consult with representatives from the
102.2 Bicycle Alliance of Minnesota, Minnesota Chamber of Commerce, Metropolitan
102.3 Council Transportation Accessibility Advisory Committee, Minnesota Department of
102.4 Transportation district area transportation partnerships, Minnesota State Council on
102.5 Disability, organizations representing elderly populations, and public health organizations
102.6 with experience in active transportation.

102.7 (b) In its next annual report under Minnesota Statutes, section 174.37, subdivision
102.8 4, the advisory committee shall include a summary of the recommendations under this
102.9 section and submit a copy to the chairs and ranking minority members of the legislative
102.10 committees with jurisdiction over transportation policy and finance. The report is subject
102.11 to Minnesota Statutes, section 3.195.

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

102.13 Sec. 32. **REPORT ON DEDICATED FUND EXPENDITURES.**

102.14 By January 15, 2016, the commissioner of management and budget shall submit
102.15 a report to the chairs and ranking minority members of the legislative committees with
102.16 jurisdiction over transportation finance. The report must list detailed expenditures and
102.17 transfers from the trunk highway fund and highway user tax distribution fund for fiscal
102.18 years 2010 through 2015, and shall include information on the purpose of each expenditure.

102.19 Sec. 33. **ROAD DESIGN STANDARDS.**

102.20 By August 15, 2016, the commissioner of transportation shall, in collaboration
102.21 with city and county engineers, establish and adopt design standards and guidelines to
102.22 be applied consistently to trunk highways, county state-aid highways, and municipal
102.23 state-aid streets with similar characteristics. The standards and guidelines must align the
102.24 state-aid standards with the Department of Transportation trunk highway standards and
102.25 technical memoranda as appropriate. The commissioner shall report the adopted standards
102.26 and guidelines to the chairs and ranking minority members of the senate and house of
102.27 representatives committees with jurisdiction over transportation policy by August 15,
102.28 2016, and present an interim report by March 15, 2016.

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

28.11 Sec. 12. **REVISOR'S INSTRUCTION.**

28.12 In Minnesota Statutes, the revisor of statutes shall rename Minnesota Statutes,
28.13 chapter 296A, to be "Tax on Petroleum and Other Fuels; Gross Receipts Tax."

59.16 Sec. 64. **REPEALER.**

59.17 Minnesota Statutes 2014, section 299E.02, is repealed.

61.1 Sec. 37. **REPEALER.**

61.2 Minnesota Statutes 2014, section 161.081, subdivision 3, is repealed.

61.3 **EFFECTIVE DATE.** This section is effective July 1, 2015.

36.24 Sec. 6. **REPEALER.**

36.25 Minnesota Statutes 2014, section 473.4051, subdivision 2, is repealed.

36.26 **EFFECTIVE DATE.** This section is effective July 1, 2015.