The following Senate sections are from Article 7:

Section 1. Minnesota Statutes 2020, section 3.9741, subdivision 5, is amended to read:

Subd. 5. State Data security account; appropriation.

(a) The data security account is created in the special revenue fund. Receipts credited to the account are appropriated to the legislative auditor for the purpose of oversight relating to security of data stored and transmitted by state systems.

(b) Subject to available funds appropriated under paragraph (a), the legislative auditor shall:

1. review and audit the audit reports of subscribers and requesters submitted under section 168.327, subdivision 6, including producing findings and opinions;

2. in collaboration with the commissioner and affected subscribers and requesters, recommend corrective action plans to remediate any deficiencies identified under clause 1; and

3. review and audit driver records subscription services and bulk data practices of the Department of Public Safety, including identifying any deficiencies and making recommendations to the commissioner.

(c) The legislative auditor shall submit any reports, findings, and recommendations under this subdivision to the legislative commission on data practices.
Sec. 2. Minnesota Statutes 2020, section 4.075, is amended by adding a subdivision to read:

Subd. 5. Traffic Safety Advisory Council; membership. The advisory council consists of the following members:

1. The chair, which is filled on a two-year rotating basis by:
   (i) a designee from the Office of Traffic Safety in the Department of Public Safety; and
   (ii) a designee from the Office of Traffic Engineering in the Department of Transportation; and
   (iii) a designee from the Injury and Violence Prevention Section in the Department of Health;

2. Two vice chairs, which must be filled by the two designees who are not currently serving as chair of the advisory council under clause (1);

3. The director of the state Toward Zero Deaths program;

4. The chief of the State Patrol or a designee;

5. A regional coordinator from the Toward Zero Deaths program;

6. The state traffic safety engineer in the Department of Transportation or a designee;

7. A law enforcement liaison from the Department of Public Safety;

8. A representative from the Department of Human Services;

9. A representative from the Department of Education;

10. A representative from the Council on Disability;

11. A representative for Tribal governments appointed by the commissioner of public safety;

12. A representative from the Center for Transportation Studies at the University of Minnesota;

13. A representative from the Minnesota Chiefs of Police Association;

14. A representative from the Minnesota Sheriffs’ Association;

15. A representative from the Minnesota Safety Council;

16. A representative from AAA Minnesota;

17. A representative from the Minnesota Trucking Association;

18. A representative from the Insurance Federation of Minnesota;
(19) a representative from the Association of Minnesota Counties;
(20) a representative from the League of Minnesota Cities;
(21) the American Bar Association State Judicial Outreach Liaison;
(22) a representative from the City Engineers Association of Minnesota;
(23) a representative from the Minnesota County Engineers Association;
(24) a representative from the Bicycle Alliance of Minnesota;
(25) an individual representing vulnerable road users, including pedestrians, bicyclists,
and other operators of a personal conveyance, appointed by the Bicycle Alliance of
Minnesota;
(26) a representative from Our Streets Minneapolis; and
(27) a representative from Minnesota Operation Lifesaver.

Sec. 3. Minnesota Statutes 2020, section 4.075, is amended by adding a subdivision to
read:

Subd. 6. Traffic Safety Advisory Council; administration. (a) The Department of
Public Safety Office of Traffic Safety, in cooperation with the Departments of Transportation
and Health, must serve as the host agency for the advisory council and must manage the
financial, administrative, and operational aspects of the advisory council's activities.
(b) The Traffic Safety Advisory Council must meet no less than four times per year or
more frequently as determined by the chair, a majority of the council members, or any of
the designated commissioners.
(c) The chair must regularly report to the respective commissioners on the activities of
the advisory council and on the state of traffic safety in Minnesota.
(d) The terms, compensation, and appointment of members are governed by section
15.059.
(e) The advisory council may appoint subcommittees and working groups. Subcommittees
must consist of council members. Working groups may include nonmembers. Nonmembers
on working groups must be compensated pursuant to section 15.059, subdivision 3, only
for expenses incurred for working group activities.

Sec. 4. Minnesota Statutes 2020, section 4.075, is amended by adding a subdivision to
read:

must:
175.29 (1) advise the governor and heads of state departments and agencies on policy, programs, and services affecting traffic safety;
175.30 (2) advise the director of the state Toward Zero Deaths program and state department representatives on the activities of the Toward Zero Deaths program, including informing and educating the public about traffic safety;
176.1 (3) encourage state departments and other agencies to conduct needed research in the field of traffic safety;
176.2 (4) review recommendations of the subcommittees and working groups; and
176.3 (5) review and comment on all grants dealing with traffic safety and on the development and implementation of state and local traffic safety plans.

Sec. 5. Minnesota Statutes 2020, section 4.075, is amended by adding a subdivision to read:

Subd. 8. Traffic safety report. Annually by January 2, the commissioner of public safety must provide a traffic safety report to the governor and the chairs and ranking minority members of the legislative committees with jurisdiction over traffic safety. The report must analyze the safety of Minnesota's roads and transportation system, including but not limited to:

(1) injuries and fatalities that occur on or near a roadway or transportation system facility;
(2) factors that caused crashes resulting in injuries and fatalities;
(3) roadway and system improvements broadly and at specific locations that could reduce injuries and fatalities;
(4) enforcement and education efforts that could reduce injuries and fatalities;
(5) other safety improvements, programs, or features that will improve the quality of the roadway and transportation use experience; and
(6) existing and needed resources to make roadway and transportation system safety improvements.

Sec. 6. Minnesota Statutes 2020, section 160.08, subdivision 7, is amended to read:

Subd. 7. No commercial establishment within right-of-way; exceptions. No commercial establishment, including but not limited to automotive service stations, for serving motor vehicle users shall be constructed or located within the right-of-way of, or on publicly owned or publicly leased land acquired or used for or in connection with, a controlled-access highway; except that:

(1) structures may be built within safety rest and travel information center areas;
Space within state-owned buildings in those areas may be leased for the purpose of providing information to travelers through advertising as provided in section 160.276;

advertising signs may be erected within the right-of-way of interstate or controlled-access trunk highways by franchise agreements under section 160.80;

vending machines may be placed in rest areas, travel information centers, or weigh stations constructed or located within trunk highway rights-of-way; and

acknowledgment signs may be erected under sections 160.272 and 160.2735; and

electric vehicle charging stations may be installed, operated, and maintained in safety rest areas.

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

Sec. 7. [160.2325] HIGHWAYS FOR HABITAT PROGRAM.

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

(b) "Integrated roadside vegetation management" means an approach to right-of-way maintenance that combines a variety of techniques with sound ecological principles to establish and maintain safe, healthy, and functional roadsides. Integrated roadside vegetation management includes but is not limited to judicious use of herbicides, spot mowing, biological control, prescribed burning, mechanical tree and brush removal, erosion prevention and treatment, and prevention and treatment of other right-of-way disturbances.

(c) "Program" means the highways for habitat program established in this section.

Subd. 2. Program establishment. The commissioner must establish a highways for habitat program to enhance roadsides with pollinator and other wildlife habitat and vegetative buffers.

Subd. 3. General requirements. In implementing the program, the commissioner must:

(1) identify and prioritize highways for habitat installations under an integrated roadside vegetation management plan with priority given to new construction and reconstruction;

(2) develop and erect signage, where appropriate, that identifies highways for habitat projects and clearly marks the habitat and management restrictions;

(3) develop and require training for department personnel and contractors that apply pesticides and manage vegetation on the use of integrated roadside vegetation management and native plant identification;

(4) assess, in consultation with the commissioners of natural resources and agriculture, the categorization and management of noxious weeds to reduce the use of mowing and pesticides;
Subd. 4. Management standards. (a) The commissioner, in consultation with the
commissioner of natural resources and the Board of Water and Soil Resources, must develop
standards and best management practices for integrated roadside vegetation management
plans under the program.

(b) The standards and best management practices must include:

(1) guidance on seed and vegetation selection based on the Board of Water and Soil
Resources' native vegetation establishment and enhancement guidelines;

(2) requirements for roadside vegetation management protocols that avoid the use of
pollinator lethal insecticides as defined under section 18H.02, subdivision 28a;

(3) practices that are designed to avoid habitat destruction and protect nesting birds,
pollinators, and other wildlife; and

(4) identification of appropriate right-of-way tracts for wildflower and native habitat
establishment.

Sec. 8. Minnesota Statutes 2020, section 160.266, is amended by adding a subdivision to
read:

Subd. 7. North Star Bikeway. The North Star Bikeway is designated as a state bicycle
route. It must originate in the city of St. Paul in Ramsey County, then proceed north and
east to Duluth in St. Louis County, then proceed north and east along the shore of Lake
Superior through Grand Marais in Cook County to Minnesota's boundary with Canada, and
there terminate.

THE FOLLOWING SENATE SECTIONS ARE FROM ARTICLE 10

Section 1. Minnesota Statutes 2020, section 160.27, is amended by adding a subdivision
to read:

Subd. 7a. Micromobility facilities. (a) For purposes of this subdivision, "micromobility
facility" means an installation for micromobility devices as defined in section 169.011,
subdivision 46b, whether for personal use or shared mobility services, that provides one or
more of the following: a rack or docking station, a battery charging or swapping station, or
a storage facility.

(b) In a statutory or home rule charter city, advertisements, public art, and informational
signs may be placed and maintained on micromobility facilities if:
Sec. 9. Minnesota Statutes 2020, section 161.088, subdivision 1, is amended to read:

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

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

(i) outside of the project limits; and

(ii) along the same trunk highway; and

(iii) within the same region of the state;

(c) "City" means a statutory or home rule charter city;

(d) "Department" means the Department of Transportation;

(e) "Program" means the corridors of commerce program established in this section;

(f) "Project limits" means the estimated construction limits of a project for trunk highway construction, reconstruction, or maintenance, that is a candidate for selection under the corridors of commerce program.
(g) "Screening entity" means an area transportation partnership, the Metropolitan Council in consultation with the transportation advisory board under section 473.146, subdivision 4, or a specified county.

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

Subd. 2. Program authority; funding. (a) As provided in this section, the commissioner shall establish a corridors of commerce program for trunk highway construction, reconstruction, and improvement, including maintenance operations, that improves commerce in the state.

(b) The commissioner may expend funds under the program from appropriations to the commissioner that are:

(1) made specifically by law for use under this section;

(2) at the discretion of the commissioner, made for the budget activities in the state roads program of operations and maintenance, program planning and delivery, or state road construction, and

(3) made for the corridor investment management strategy program, unless specified otherwise.

(c) The commissioner shall include in the program the cost participation policy for local units of government.

(d) The commissioner may use up to 17 percent of any appropriation to the program under this section for program delivery and for project scoring, ranking, and selection under subdivision 5.

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

Subd. 4. Project eligibility. (a) The eligibility requirements for projects that can be funded under the program are:

(1) consistency with the statewide multimodal transportation plan under section 174.03;

(2) location of the project on an interregional corridor of the national highway system, as provided under Code of Federal Regulations, title 23, part 470, and successor requirements, for a project located outside of the Department of Transportation metropolitan district;

(3) placement into at least one project classification under subdivision 3;

(4) project construction work will commence within three years, or a longer length of time as determined by the commissioner, and

(b) The commissioner may expend funds under the program from appropriations to the commissioner that are:

(1) made specifically by law for use under this section;

(2) at the discretion of the commissioner, made for the budget activities in the state roads program of operations and maintenance, program planning and delivery, or state road construction, and

(3) made for the corridor investment management strategy program, unless specified otherwise.

(c) The commissioner shall include in the program the cost participation policy for local units of government.

(d) The commissioner may use up to 17 percent of any appropriation to the program under this section for program delivery and for project scoring, ranking, and selection under subdivision 5.

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

Subd. 4. Project eligibility. (a) The eligibility requirements for projects that can be funded under the program are:

(1) consistency with the statewide multimodal transportation plan under section 174.03;

(2) location of the project on an interregional corridor of the national highway system, as provided under Code of Federal Regulations, title 23, part 470, and successor requirements, for a project located outside of the Department of Transportation metropolitan district;

(3) placement into at least one project classification under subdivision 3;

(4) project construction work will commence within three years, or a longer length of time as determined by the commissioner, and
(5) for each type of project classification under subdivision 3, a maximum allowable amount for the total project cost estimate, as determined by the commissioner with available data; and

(6) determination of a total project cost estimate with a reasonable degree of accuracy.

(b) A project whose construction is programmed in the state transportation improvement program is not eligible for funding under the program. This paragraph does not apply to a project that is programmed as result of selection under this section.

(c) A project may be, but is not required to be, identified in the 20-year state highway investment plan under section 174.03.

(d) For each project, the commissioner must consider all of the eligibility requirements under paragraph (a). The commissioner is prohibited from considering any eligibility requirement not specified under paragraph (a).

(e) A project in the greater Minnesota area with a total project cost of more than $10,000,000 is classified as a greater Minnesota large project. A project in the greater Minnesota area with a total project cost of $10,000,000 or less is classified as a greater Minnesota small project. All projects in the metropolitan area are classified as metropolitan projects, regardless of the total project cost.

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

Sec. 12. Minnesota Statutes 2020, section 161.088, is amended by adding a subdivision to read:

Subd. 4a. Project funding; regional balance. (a) To ensure regional balance throughout the state, the commissioner must distribute all available funds under the program within the following funding categories:

(1) Metro Projects: at least 30 percent and no more than 35 percent of the funds are for projects that are located within, on, or directly adjacent to an area bounded by marked Interstate Highways 494 and 694;

(2) Metro Connector Projects: at least 30 percent and no more than 35 percent of the funds are for projects that:

(i) are not included in clause (1); and

(ii) are located within the department's metropolitan district or within 40 miles of marked Interstate Highway 494 or marked Interstate Highway 694; and

(3) Regional Center Projects: at least 30 percent of the funds are for projects that are not included in clause (1) or (2).

(b) The commissioner must calculate the percentages under paragraph (a) using total funds under the program for (1) the current project selection round, and (2) to the extent
applicable, the two most recent prior selection rounds performed on or after the effective
date of this section.

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

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

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

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

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

(c) Phase 2: Local screening and recommendations. The commissioner must present
the projects submitted during the open solicitation under Phase 1 to the appropriate screening
entity where each project is located. A screening entity must:

(1) consider all of the submitted projects for its area;

(2) solicit input from members of the legislature who represent the area for project review
and nonbinding approval or disapproval; and

(3) for projects in the greater Minnesota area:

(i) the area transportation partnership for the area must review all project
recommendations from its area;

(ii) each area transportation partnership must select up to three large projects and three
small projects as defined in subdivision 4 to recommend for advancement to the evaluation
process under paragraph (d). Each area transportation partnership may develop its own
process to determine which projects to recommend. An area transportation partnership must
not include the same segment of road in more than one project; and

(iii) the projects recommended for evaluation may be developed by the department
and scored for selection under paragraph (d). All projects not recommended for evaluation
are disqualified from further consideration and must not be evaluated under paragraph (d);

(4) for projects located in the metropolitan area:

(i) for projects in the greater Minnesota area:
(i) projects located within a county in the metropolitan area must be reviewed by the county board;
(ii) each county board must select up to two projects to recommend for advancement to the evaluation process under paragraph (d). A board must not include the same segment of road in more than one project. Each board may develop its own process to determine which project to recommend; and
(iii) only the projects submitted by the county boards as provided in this paragraph may be developed by the department and scored for selection under paragraph (d). All projects not recommended for evaluation are disqualified from further consideration and must not be evaluated under paragraph (d).

(3) recommend projects to the commissioner for formal scoring, as provided in Phase

(d) Each screening entity may recommend up to three projects to the commissioner, except that (1) the Metropolitan Council may recommend up to four projects, and (2) Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, and Washington Counties may each independently recommend up to two projects. A screening entity may recommend a replacement project for a project that the commissioner determines is ineligible under subdivision 4. Each recommendation must identify any approvals or disapprovals provided by a member of the legislature.

(e) Phase 3: Project scoring. The commissioner must confirm project eligibility under subdivision 4 and perform a complete scoring assessment on each of the eligible projects recommended by the screening entities under Phase 2.

(f) Projects must be evaluated using all of the following criteria:

(i) measures of annual average daily traffic and commercial vehicle miles traveled, which may include data near the project location on that trunk highway or on connecting trunk and local highways; and
(ii) measures of congestion or travel time reliability, which may be within or near the project limits, or both;

(4) improvements to traffic safety;

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

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

(2) measurable impacts on commerce and economic competitiveness;

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

(i) measures of annual average daily traffic and commercial vehicle miles traveled, which may include data near the project location on that trunk highway or on connecting trunk and local highways; and
(ii) measures of congestion or travel time reliability, which may be within or near the project limits, or both;

(4) improvements to traffic safety;

(5) connections to regional trade centers, local highway systems, and other transportation modes;
(6) the extent to which the project addresses multiple transportation system policy objectives and principles;

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

and

(8) the time and work needed before construction may begin on the project;

(9) regional balance throughout the state;

and

(10) written recommendations submitted as provided by subdivision 5a.

The commissioner must give the criteria in clauses (1) to (8) equal weight in the selection process. Upon completion of project scoring under Phase 3, the commissioner must develop a ranked list of projects based on total score and must select projects in rank order for funding under the program, subject to subdivision 4a. The commissioner must specify the amounts and known or anticipated sources of funding for each selected project.

The list of all projects evaluated must be made public and must include the score of each project. The commissioner must publish information regarding the selection process on the department's website. The information must include:

(1) lists of all projects submitted for consideration and all projects recommended by the screening entities;

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

(3) an overview of each selected project, including amounts and sources of funding.

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

EFFECTIVE DATE. This section is effective the day following final enactment.
Sec. 6. Minnesota Statutes 2020, section 161.088, is amended by adding a subdivision to read:

Subd. 5a. Recommendations. After receiving all projects submitted pursuant to subdivision 5 but before making final selections, the commissioner must compile a list of all projects that were submitted and transmit the list to each legislator and to the governor. The list must include the location of each project and a brief description of the work to be done. Within 30 days of the date the project list is transmitted, each legislator and the governor may submit to the commissioner a written recommendation for one project on the list. The commissioner must award one additional point to a project for each written recommendation received for that project.

Sec. 7. Minnesota Statutes 2020, section 161.088, is amended by adding a subdivision to read:

Subd. 5b. Project selection period. Between October 1, 2022, and November 1, 2022, and every four years thereafter, area transportation partnerships and the metropolitan counties must submit projects to the commissioner of transportation as provided in subdivision 5. The commissioner must evaluate the projects and select projects by March 1 of the following year. To the greatest extent possible, the commissioner must select a sufficient number of projects to ensure that all funds allocated for the four-year period are encumbered or spent by the end of the period. If all selected projects are funded in the four-year time period and there were projects that were identified and not selected, the commissioner must select additional projects from the original project submissions. If all the projects that were submitted are funded, the commissioner may authorize an additional project selection period to select projects for the remainder of the period. Except as authorized by this subdivision, the project submission and selection process must only occur every four years.

Sec. 8. [161.0895] HIGHWAY PURPOSE; REPORT.

(a) To ensure compliance with the Minnesota Constitution, article XIV, sections 2, 5, and 6, commissioners of state agencies must not include in a biennial budget any expenditures from the trunk highway fund or the highway user tax distribution fund for a nonhighway purpose or for any purpose prohibited by section 161.20.

(b) No later than 45 days following the submission of the governor's biennial budget to the legislature under section 16A.11, the commissioner of management and budget and the attorney general must jointly submit a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. The report must examine proposed appropriations from the trunk highway fund and the highway user tax distribution fund, explain the highway purpose of the proposed appropriations, determine if any proposed appropriation is for a nonhighway purpose, and, for nonhighway purposes, recommend the fund to be used.
Sec. 14. Minnesota Statutes 2020, section 161.115, is amended by adding a subdivision to read:


Subd. 271. Route No. 340. Beginning at a point in or adjacent to Upper Sioux Agency State Park; thence extending in a general northwesterly direction to a point on Route No. 67 at or near Granite Falls.

Sec. 15. Minnesota Statutes 2020, section 161.14, is amended by adding a subdivision to read:


Subd. 103. Prince Rogers Nelson Memorial Highway. The segment of marked Trunk Highway 5 within the city limits of Chanhassen is designated "Prince Rogers Nelson Memorial Highway." The commissioner must adopt a suitable design to mark this highway that conforms to the Manual on Uniform Traffic Control Devices adopted by the commissioner under section 169.06, except that to the extent feasible, the sign must include the symbol associated with the artist and be purple in color. Subject to section 161.139, the commissioner must erect appropriate signs.

Sec. 17. [161.369] INDIAN EMPLOYMENT PREFERENCE.

As authorized by United States Code, title 23, section 104, paragraph (d), the commissioner may implement an Indian employment preference for members of federally recognized Tribes on projects carried out under United States Code, title 23, on or near an Indian reservation. For purposes of this section, a project is near an Indian reservation if the project is within the distance a person seeking employment could reasonably be expected to commute to and from each workday. The commissioner, in consultation with federally recognized Minnesota Tribes, may determine when a project is near an Indian reservation.

Sec. 18. Minnesota Statutes 2020, section 162.07, subdivision 2, is amended to read:


Subd. 2. Money needs defined. For the purpose of this section, money needs of each county are defined as the estimated total annual costs of constructing, over a period of 25 years, the county state-aid highway system as located and established by that county. Costs incidental to construction, or a specified portion thereof as set forth in the commissioner's rules may be included in determining money needs. To avoid variances in costs due to differences in construction policy, construction costs shall be estimated on the basis of the
engineering standards developed cooperatively by the commissioner and the county engineers of the several counties.

Sec. 11. Minnesota Statutes 2020, section 162.09, subdivision 6, is amended to read:

Subd. 6. Location and establishment; commissioner's review.
(a) The governing bodies of such cities shall by resolution and subject to the concurrence of the commissioner locate and establish a system of municipal state-aid streets in accordance with the rules of the commissioner. A certified copy of the resolution shall be transmitted to the commissioner. Upon receipt of the resolution it shall be the duty of the commissioner to review each system, considering the availability of funds and the desirability of each system in relation to an integrated and coordinated system of highways. After review, the commissioner shall, by written order, approve each system or any portion thereof which in the commissioner's judgment is feasible and desirable. A certified copy of the order shall be filed with the clerk and the engineer of the city.

(b) If a municipal state-aid street with two or more lanes in each direction is reduced to one lane in each direction, the governing body of the city must remove that street from the municipal state-aid system. The city must adopt a new resolution reflecting the change and submit the resolution to the commissioner for review and approval. The commissioner must not approve any resolution that includes a municipal state-aid street if the number of lanes on that street have been reduced as described in this paragraph.

(c) If the commissioner determines that the number of lanes on a municipal state-aid street have been reduced as described in paragraph (b) and the city has not removed that street from the city's municipal state-aid system, the commissioner must:

(1) notify the city of the requirement to remove the street from the city's municipal state-aid system; and

(2) reduce the aid amount to the city in an amount proportionate to the street at issue.

Sec. 12. Minnesota Statutes 2020, section 162.13, subdivision 2, is amended to read:

Subd. 2. Money needs defined. For the purpose of this section money needs of each city having a population of 5,000 or more are defined as the estimated cost of constructing and maintaining over a period of 25 years the municipal state-aid street system located and established by such city. Right-of-way costs and drainage shall be included in money needs. Lighting costs and other costs incidental to construction and maintenance, or a specified portion of such costs, as set forth in the commissioner's rules, may be included in determining money needs. To avoid variances in costs due to differences in construction and maintenance policy, construction and maintenance costs shall be estimated on the basis of the engineering standards developed cooperatively by the commissioner and the engineers, or a committee thereof, of the cities.
Sec. 20. Minnesota Statutes 2020, section 162.13, subdivision 3, is amended to read:

Subd. 3. Screening board. On or before September 1 of each year, the engineer of each city having a population of 5,000 or more shall update their data and forward to the commissioner on forms prepared by the commissioner, all information relating to the money needs of the city that the commissioner deems necessary in order to apportion the municipal state-aid street fund in accordance with the apportionment formula heretofore set forth. Upon receipt of the information the commissioner shall appoint a board of city engineers. The board shall be composed of one engineer from each state highway construction district, and in addition thereto: (1) two city engineers from the metropolitan district; (2) one city engineer from each nonmetropolitan district; and (3) one engineer from each city of the first class. The board shall investigate and review the information submitted by each city. On or before November 1 of each year, the board shall submit its findings and recommendations in writing as to each city's money needs to the commissioner on a form prepared by the commissioner. Final determination of the money needs of each city shall be made by the commissioner. In the event that any city fails to submit the required information provided for herein, the commissioner shall estimate the money needs of the city. The estimate shall be used in solving the apportionment formula. The commissioner may withhold payment of the amount apportioned to the city until the information is submitted.

THE FOLLOWING SENATE SECTIONS ARE FROM ARTICLE 7

Sec. 2. Minnesota Statutes 2020, section 168.013, subdivision 1m, is amended to read:

Subd. 1m. Electric All-electric vehicle. (a) In addition to the tax under subdivision 1a, a surcharge of $229 is imposed for an all-electric vehicle, as defined in section 169.011, subdivision 1a. Notwithstanding subdivision 8, revenue from the fee imposed under this subdivision must be deposited in the highway user tax distribution fund. (b) If the gasoline excise tax imposed by section 296A.07, subdivision 3, clause (3), is increased or decreased, the surcharge under paragraph (a) must be increased or decreased, respectively, by a corresponding percentage. The commissioner must collect the adjusted surcharge amount under this paragraph on vehicle registrations occurring on or after the effective date of the gasoline excise tax adjustment.

Sec. 3. Minnesota Statutes 2020, section 168.013, is amended by adding a subdivision to read:

Subd. 1n. Plug-in hybrid electric vehicle. (a) In addition to the tax under subdivision 1a, a surcharge of $114.50 is imposed for a plug-in hybrid electric vehicle as defined in section 169.011, subdivision 54a. Notwithstanding subdivision 8, revenue from the fee imposed under this subdivision must be deposited in the highway user tax distribution fund.
(b) If the gasoline excise tax imposed by section 296A.07, subdivision 3, clause (3), is increased or decreased, the surcharge under paragraph (a) must be increased or decreased, respectively, by a corresponding percentage. The commissioner must collect the adjusted surcharge amount under this paragraph on vehicle registrations occurring on or after the effective date of the gasoline excise tax adjustment.

Sec. 4. Minnesota Statutes 2020, section 168.013, is amended by adding a subdivision to read:

Subd. 1o. All-electric motorcycle. (a) In addition to the tax under subdivision 1b, a surcharge of $46 is imposed for an all-electric motorcycle as defined in section 169.011, subdivision 1b. Notwithstanding subdivision 8, revenue from the fee imposed under this subdivision must be deposited in the highway user tax distribution fund.

(b) If the gasoline excise tax imposed by section 296A.07, subdivision 3, clause (3), is increased or decreased, the surcharge under paragraph (a) must be increased or decreased, respectively, by a corresponding percentage. The commissioner must collect the adjusted surcharge amount under this paragraph on motorcycle registrations occurring on or after the effective date of the gasoline excise tax adjustment.

Sec. 5. Minnesota Statutes 2020, section 168.013, is amended by adding a subdivision to read:

Subd. 1p. Plug-in hybrid electric motorcycle. (a) In addition to the tax under subdivision 1b, a surcharge of $23 is imposed for a plug-in hybrid electric motorcycle as defined in section 169.011, subdivision 54c. Notwithstanding subdivision 8, revenue from the fee imposed under this subdivision must be deposited in the highway user tax distribution fund.

(b) If the gasoline excise tax imposed by section 296A.07, subdivision 3, clause (3), is increased or decreased, the surcharge under paragraph (a) must be increased or decreased, respectively, by a corresponding percentage. The commissioner must collect the adjusted surcharge amount under this paragraph on motorcycle registrations occurring on or after the effective date of the gasoline excise tax adjustment.

Sec. 6. Minnesota Statutes 2020, section 168.123, subdivision 2, is amended to read:

Subd. 2. Design. The commissioner of veterans affairs must design the emblem for the veterans' special plates, subject to the approval of the commissioner, that satisfy the following requirements:

(a) For a Vietnam veteran who served after July 1, 1961, and before July 1, 1978, in the active military service in a branch of the armed forces of the United States or a nation or society allied with the United States the special plates must bear the inscription "VIETNAM VET."

(b) For a veteran stationed on the island of Oahu, Hawaii, or offshore, during the attack on Pearl Harbor on December 7, 1941, the special plates must bear the inscription "PEARL HARBOR SURVIVOR."
(c) For a veteran who served during World War II, the plates must bear the inscription "WORLD WAR VET."

(d) For a veteran who served during the Korean Conflict, the special plates must bear the inscription "KOREAN VET."

(e) For a combat wounded veteran who is a recipient of the Purple Heart medal, the plates must bear the inscription "COMBAT WOUNDED VET" and have a facsimile or an emblem of the official Purple Heart medal.

A member of the United States armed forces who is serving actively in the military and who is a recipient of the Purple Heart medal is also eligible for this license plate. The commissioner of public safety must ensure that information regarding the required proof of eligibility for any applicant under this paragraph who has not yet been issued military discharge papers is distributed to the public officials responsible for administering this section.

(f) For a Persian Gulf War veteran, the plates must bear the inscription "GULF WAR VET." For the purposes of this section, "Persian Gulf War veteran" means a person who served on active duty after August 1, 1990, in a branch of the armed forces of the United States or a nation or society allied with the United States or the United Nations during Operation Desert Shield, Operation Desert Storm, or other military operation in the Persian Gulf area combat zone as designated in United States Presidential Executive Order No. 12744, dated January 21, 1991.

(g) For a veteran who served in the Laos War after July 1, 1961, and before July 1, 1978, the special plates must bear the inscription "LAOS WAR VET."

(h) For a veteran who is the recipient of:

1. the Iraq Campaign Medal, the special plates must be inscribed with a facsimile of that medal and must bear the inscription "IRAQ WAR VET" directly below the special plate number;

2. the Afghanistan Campaign Medal, the special plates must be inscribed with a facsimile of that medal and must bear the inscription "AFGHAN WAR VET" directly below the special plate number;

3. the Global War on Terrorism Expeditionary Medal, the special plates must be inscribed with a facsimile of that medal and must bear the inscription "GWOT VETERAN" directly below the special plate number; or

4. the Armed Forces Expeditionary Medal, the special plates must bear an appropriate inscription that includes a facsimile of that medal.

(i) For a veteran who is the recipient of the Global War on Terrorism Service Medal, the special plates must be inscribed with a facsimile of that medal and must bear the inscription "GWOT VETERAN" directly below the special plate number. In addition, any
member of the National Guard or other military reserves who has been ordered to federally
funded state active service under United States Code, title 32, as defined in section 190.05,
subdivision 5b, and who is the recipient of the Global War on Terrorism Service Medal, is
group-eligible for the license plate described in this paragraph, irrespective of whether that person
qualifies as a veteran under section 197.447.
(j) For a veteran who is the recipient of the Korean Defense Service Medal, the special
plates must be inscribed with a facsimile of that medal and must bear the inscription
"KOREAN DEFENSE SERVICE" directly below the special plate number.
(k) For a veteran who is a recipient of the Bronze Star medal, the plates must bear the
inscription "BRONZE STAR VET" and have a facsimile or an emblem of the official Bronze
Star medal.
(l) For a veteran who is a recipient of the Silver Star medal, the plates must bear the
inscription "SILVER STAR VET" and have a facsimile or an emblem of the official Silver
Star medal.
m) For a veteran who is the recipient of the Air Medal, the special plates must be
inscribed with a facsimile of that medal and must bear the inscription "AIR MEDAL
VETERAN" directly below the special plate number.
(n) For a woman veteran, the plates must bear the inscription "WOMAN VETERAN"
and have a facsimile or an emblem as designated by the commissioners of veterans affairs
and public safety.
EFFECTIVE DATE. This section is effective January 1, 2023, and applies to Air Medal
veteran special license plates issued on or after that date.
Sec. 7. Minnesota Statutes 2020, section 168.1235, subdivision 1, is amended to read:
Subdivision 1. General requirements; fees. (a) The commissioner shall issue a special
plate emblem for each plate to an applicant who:
(1) is a member of a congressionally chartered veterans service organization and is a
registered owner of a passenger automobile, pickup truck, van, or self-propelled recreational
vehicle;
(2) pays the registration tax required by law;
(3) pays a fee in the amount specified for special plates under section 168.12, subdivision
5, for each set of two plates, and any other fees required by this chapter; and
(4) complies with this chapter and rules governing the registration of motor vehicles and
licensing of drivers.
(b) The additional fee is payable at the time of initial application for the special plate
emblem and when the plates must be replaced or renewed. An applicant must not be issued
more than two sets of special plate emblems for motor vehicles listed in paragraph (a) and registered to the applicant.

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

Sec. 8. Minnesota Statutes 2020, section 168.1253, subdivision 3, is amended to read:

Subd. 3. No fee. The commissioner must issue a set of Gold Star plates, or a single plate for a motorcycle, to an eligible person free of charge, and must replace the plate or plates without charge if they become damaged.

If the eligible person requests personalized Gold Star plates, the commissioner must not charge the fees listed in section 168.12, subdivision 2a.

Sec. 9. [168.1258] MINNESOTA VIKINGS FOUNDATION SPECIAL PLATES.

Subdivision 1. Issuance of plates. The commissioner must issue Minnesota Vikings Foundation special plates or a single motorcycle plate to an applicant who:

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

(2) pays an additional fee in the amount specified for special plates under section 168.12, subdivision 5;

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

(4) pays the fees required under this chapter;

(5) contributes a minimum of $30 annually to the Minnesota Vikings Foundation account; and

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

Subd. 2. Design. In consultation with the Minnesota Vikings Foundation, the commissioner must adopt a suitable plate design that includes the Minnesota Vikings Foundation's marks and colors.

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

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

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

Subd. 4. Contributions; account; appropriation. Contributions collected under subdivision 1, clause (5), must be deposited in the Minnesota Vikings Foundation account, which is established in the special revenue fund. Money in the account is appropriated to...
106.18 the commissioner of public safety. This appropriation is first for the annual cost of
106.19 administering the account funds, and the remaining funds are for distribution to the Minnesota
106.20 Vikings Foundation to advance the well-being of youth through engaging health and
106.21 education initiatives.
106.22 **EFFECTIVE DATE.** This section is effective January 1, 2023, for Minnesota Vikings
106.23 Foundation special plates issued on or after that date.
106.24 Sec. 10. [168.1259] MINNESOTA PROFESSIONAL SPORTS TEAM FOUNDATION
106.25 PLATES.
106.26 Subdivision 1. Definition. For purposes of this section, “Minnesota professional sports
106.27 team” means one of the following teams while its home stadium is located in Minnesota:
106.28 Minnesota Vikings, Minnesota Timberwolves, Minnesota Lynx, Minnesota Wild, Minnesota
106.29 Twins, or Minnesota United.
106.30 Subd. 2. General requirements and procedures. (a) The commissioner must issue
106.31 Minnesota professional sports team foundation plates to an applicant who:
106.32 (1) is a registered owner of a passenger automobile, noncommercial one-ton pickup
106.33 truck, motorcycle, or recreational vehicle;
106.34 (2) pays an additional fee in the amount specified for special plates under section 168.12,
106.35 subdivision 5;
106.36 (3) pays the registration tax required under section 168.013;
106.37 (4) pays the fees required under this chapter;
106.38 (5) contributes a minimum of $30 annually to the professional sports team foundations
106.39 account; and
106.40 (6) complies with this chapter and rules governing registration of motor vehicles and
106.41 licensing of drivers.
106.42 (b) Minnesota professional sports team foundation plates may be personalized according
106.43 to section 168.12, subdivision 2a.
106.44 Subd. 3. Design. At the request of a Minnesota professional sports team's foundation,
106.45 the commissioner must, in consultation with the foundation, adopt a suitable plate design
106.46 incorporating the foundation’s marks and colors. The commissioner may design a single
106.47 plate that incorporates the marks and colors of all foundations that have requested a plate.
106.48 Subd. 4. Plate transfers. On application to the commissioner and payment of a transfer
106.49 fee of $5, special plates issued under this section may be transferred to another motor vehicle
106.50 if the subsequent vehicle is:
106.51 (1) qualified under subdivision 2, clause (1), to bear the special plates; and
(2) registered to the same individual to whom the special plates were originally issued.

Subd. 5. Contribution and fees credited. Contributions collected under subdivision 2, clause (5), must be deposited in the Minnesota professional sports team foundations account, which is established in the special revenue fund. Money in the account is appropriated to the commissioner of public safety. This appropriation is first for the annual cost of administering the account funds, and the remaining funds are for distribution to the foundations in proportion to the total number of Minnesota professional sports team foundation plates issued for that year. Proceeds from a plate that includes the marks and colors of all foundations must be divided evenly between all foundations. The foundations must only use the proceeds for philanthropic or charitable purposes.

EFFECTIVE DATE. This section is effective January 1, 2023, for Minnesota professional sports team foundation special plates issued on or after that date.

Sec. 11. [168.1287] MINNESOTA MISSING AND MURDERED INDIGENOUS RELATIVES SPECIAL LICENSE PLATES.

Subdivision 1. Issuance of plates. The commissioner must issue Minnesota missing and murdered Indigenous relatives special license plates or a single motorcycle plate to an applicant who:

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

(2) pays an additional fee in the amount specified for special plates under section 168.12, subdivision 5;

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

(4) pays the fees required under this chapter;

(5) contributes a minimum of $20 annually to the Minnesota missing and murdered Indigenous relatives account; and

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

Subd. 2. Design. In consultation with the Office of Missing and Murdered Indigenous Relatives, the commissioner must adopt a suitable plate design that includes a red handprint to one side, a partial ribbon skirt toward the bottom corner, and reads "Missing and Murdered Indigenous Relatives" or "MMIR."

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

(1) qualified under subdivision 1, clause (1), to bear the special plates; and
Sec. 23. Minnesota Statutes 2020, section 168.27, subdivision 11, is amended to read:

Subd. 11. Dealers' licenses; location change notice; fee. (a) Application for a dealer's license or notification of a change of location of the place of business on a dealer's license must include a street address, not a post office box, and is subject to the commissioner's approval.

(b) Upon the filing of an application for a dealer's license and the proper fee, unless the application on its face appears to be invalid, the commissioner shall grant a 90-day temporary license. During the 90-day period following issuance of the temporary license, the commissioner shall inspect the place of business site and insure compliance with this section and rules adopted under this section.

(c) The commissioner may extend the temporary license 30 days to allow the temporarily licensed dealer to come into full compliance with this section and rules adopted under this section.

(d) In no more than 120 days following issuance of the temporary license, the dealer license must either be granted or denied.

(e) A license must be denied under the following conditions:

(1) The license must be denied if within the previous ten years the applicant was enjoined due to a violation of section 325F.69 or convicted of violating section 325E.14, 325E.15, 325E.16, or 325F.69, or convicted under section 609.53 of receiving or selling stolen vehicles, or convicted of violating United States Code, title 18, sections 1028, 1028a, 1030, or pleaded guilty, entered a plea of nolo contendere or no contest, or has been found guilty in a court of competent jurisdiction of any charge of failure to pay state or federal income or sales taxes or felony charge of forgery, embezzlement, obtaining money under false pretenses, theft by swindle, extortion, conspiracy to defraud, or bribery.

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

186.26 Subd. 4. Exemption. Special plates issued under this section are not subject to section 168.23, subdivision 2.

186.27 Subd. 5. Contributions; account; appropriation. Contributions collected under subdivision 1, clause (5), must be deposited in the Minnesota missing and murdered Indigenous relatives account, which is established in the special revenue fund. Money in the account is appropriated to the commissioner of public safety. This appropriation is first for the annual cost of administering the account funds, and the remaining funds are for distribution to the Office of Missing and Murdered Indigenous Relatives for investigation of unsolved cases and to establish a reward fund for information relating to missing and murdered Indigenous relatives.

186.29 EFFECTIVE DATE. This section is effective January 1, 2023, for Minnesota missing and murdered Indigenous relatives special plates issued on or after that date.

186.30 Sec. 12. Minnesota Statutes 2020, section 168.27, subdivision 11, is amended to read:

Sec. 12. Minnesota Statutes 2020, section 168.27, subdivision 11, must include a street address, not a post office box, and is subject to the commissioner's approval.

(f) Upon the filing of an application for a dealer's license and the proper fee, unless the application on its face appears to be invalid, the commissioner shall grant a 90-day temporary license. During the 90-day period following issuance of the temporary license, the commissioner shall inspect the place of business site and insure compliance with this section and rules adopted under this section.

(g) The commissioner may extend the temporary license 30 days to allow the temporarily licensed dealer to come into full compliance with this section and rules adopted under this section.

(h) In no more than 120 days following issuance of the temporary license, the dealer license must either be granted or denied.

(i) A license must be denied under the following conditions:

(1) The license must be denied if within the previous ten years the applicant was enjoined due to a violation of section 325F.69 or convicted of violating section 325E.14, 325E.15, 325E.16, or 325F.69, or convicted under section 609.53 of receiving or selling stolen vehicles, or convicted of violating United States Code, title 18, sections 1028, 1028a, 1030, or pleaded guilty, entered a plea of nolo contendere or no contest, or has been found guilty in a court of competent jurisdiction of any charge of failure to pay state or federal income or sales taxes or felony charge of forgery, embezzlement, obtaining money under false pretenses, theft by swindle, extortion, conspiracy to defraud, or bribery.

186.31 Contributions; account; appropriation. Contributions collected under subdivision 1, clause (5), must be deposited in the Minnesota missing and murdered Indigenous relatives account, which is established in the special revenue fund. Money in the account is appropriated to the commissioner of public safety. This appropriation is first for the annual cost of administering the account funds, and the remaining funds are for distribution to the Office of Missing and Murdered Indigenous Relatives for investigation of unsolved cases and to establish a reward fund for information relating to missing and murdered Indigenous relatives.

186.32 EFFECTIVE DATE. This section is effective January 1, 2023, for Minnesota missing and murdered Indigenous relatives special plates issued on or after that date.

186.33 Sec. 13. Minnesota Statutes 2020, section 168.27, subdivision 11, must include a street address, not a post office box, and is subject to the commissioner's approval.

(f) Upon the filing of an application for a dealer's license and the proper fee, unless the application on its face appears to be invalid, the commissioner shall grant a 90-day temporary license. During the 90-day period following issuance of the temporary license, the commissioner shall inspect the place of business site and insure compliance with this section and rules adopted under this section.

(g) The commissioner may extend the temporary license 30 days to allow the temporarily licensed dealer to come into full compliance with this section and rules adopted under this section.

(h) In no more than 120 days following issuance of the temporary license, the dealer license must either be granted or denied.

(i) A license must be denied under the following conditions:

(1) The license must be denied if within the previous ten years the applicant was enjoined due to a violation of section 325F.69 or convicted of violating section 325E.14, 325E.15, 325E.16, or 325F.69, or convicted under section 609.53 of receiving or selling stolen vehicles, or convicted of violating United States Code, title 18, sections 1028, 1028a, 1030, or pleaded guilty, entered a plea of nolo contendere or no contest, or has been found guilty in a court of competent jurisdiction of any charge of failure to pay state or federal income or sales taxes or felony charge of forgery, embezzlement, obtaining money under false pretenses, theft by swindle, extortion, conspiracy to defraud, or bribery.

186.34 Contributions; account; appropriation. Contributions collected under subdivision 1, clause (5), must be deposited in the Minnesota missing and murdered Indigenous relatives account, which is established in the special revenue fund. Money in the account is appropriated to the commissioner of public safety. This appropriation is first for the annual cost of administering the account funds, and the remaining funds are for distribution to the Office of Missing and Murdered Indigenous Relatives for investigation of unsolved cases and to establish a reward fund for information relating to missing and murdered Indigenous relatives.

186.35 CONTRIBUTIONS; ACCOUNT; APPROPRIATION. Contributions collected under subdivision 1, clause (5), must be deposited in the Minnesota missing and murdered Indigenous relatives account, which is established in the special revenue fund. Money in the account is appropriated to the commissioner of public safety. This appropriation is first for the annual cost of administering the account funds, and the remaining funds are for distribution to the Office of Missing and Murdered Indigenous Relatives for investigation of unsolved cases and to establish a reward fund for information relating to missing and murdered Indigenous relatives.

186.36 EFFECTIVE DATE. This section is effective January 1, 2023, for Minnesota missing and murdered Indigenous relatives special plates issued on or after that date.

186.37 Sec. 14. Minnesota Statutes 2020, section 168.27, subdivision 11, must include a street address, not a post office box, and is subject to the commissioner's approval.

(f) Upon the filing of an application for a dealer's license and the proper fee, unless the application on its face appears to be invalid, the commissioner shall grant a 90-day temporary license. During the 90-day period following issuance of the temporary license, the commissioner shall inspect the place of business site and insure compliance with this section and rules adopted under this section.

(g) The commissioner may extend the temporary license 30 days to allow the temporarily licensed dealer to come into full compliance with this section and rules adopted under this section.

(h) In no more than 120 days following issuance of the temporary license, the dealer license must either be granted or denied.

(i) A license must be denied under the following conditions:

(1) The license must be denied if within the previous ten years the applicant was enjoined due to a violation of section 325F.69 or convicted of violating section 325E.14, 325E.15, 325E.16, or 325F.69, or convicted under section 609.53 of receiving or selling stolen vehicles, or convicted of violating United States Code, title 18, sections 1028, 1028a, 1030, or pleaded guilty, entered a plea of nolo contendere or no contest, or has been found guilty in a court of competent jurisdiction of any charge of failure to pay state or federal income or sales taxes or felony charge of forgery, embezzlement, obtaining money under false pretenses, theft by swindle, extortion, conspiracy to defraud, or bribery.

186.38 Contributions; account; appropriation. Contributions collected under subdivision 1, clause (5), must be deposited in the Minnesota missing and murdered Indigenous relatives account, which is established in the special revenue fund. Money in the account is appropriated to the commissioner of public safety. This appropriation is first for the annual cost of administering the account funds, and the remaining funds are for distribution to the Office of Missing and Murdered Indigenous Relatives for investigation of unsolved cases and to establish a reward fund for information relating to missing and murdered Indigenous relatives.

186.39 EFFECTIVE DATE. This section is effective January 1, 2023, for Minnesota missing and murdered Indigenous relatives special plates issued on or after that date.
A license must be denied if the applicant has had a dealer license revoked within the previous ten years, or

(3) if, at the time of inspection, the applicant is not in compliance with location requirements or has intentionally or negligently misrepresented any information on the application that would be grounds for suspension or revocation under subdivision 12.

(f) If the application is approved, the commissioner shall license the applicant as a dealer for one year from the date the temporary license is granted and issue a certificate of license that must include a distinguishing number of identification of the dealer. The license must be displayed in a prominent place in the dealer's licensed place of business.

(g) Each initial application for a license must be accompanied by a fee of $100 in addition to the annual fee. The annual fee is $150. The initial fees and annual fees must be paid into the vehicle services operating account in the special revenue fund to the state treasury and credited to the general fund except that $50 of each initial and annual fee must be paid into the vehicle services operating account in the special revenue fund under section 299A.705.

Subd. 3.

Sec. 13. Minnesota Statutes 2020, section 168A.11, subdivision 3, is amended to read:

Subd. 31. Documentary fee. (a) A motor vehicle dealer may not charge a documentary fee or document administration fee in excess of the amounts provided under paragraph (b)

(b) For services actually rendered to, for, or on behalf of the retail buyer or lessee to prepare, handle, and process documents for the closing of a motor vehicle retail sale or lease of a vehicle being registered in the state of Minnesota. The fee must be separately stated on the sales agreement maintained under Minnesota Rules, part 7400.5200, and may be excluded from the dealer's advertised price.

(b) For motor vehicle sales or leases made on or after July 1, 2022, through June 30, 2023, the maximum fee is $125 the lesser of $200 or an amount equal to ten percent of the value of the sale or lease. For motor vehicle sales or leases made on or after July 1, 2024, the maximum fee is $125 the lesser of $275 or an amount equal to ten percent of the value of the sale or lease. For motor vehicle sales or leases made on or after July 1, 2024, the maximum fee is the lesser of $150 or an amount equal to ten percent of the value of the sale or lease.

(c) "Documentary fee" and "document administration fee" do not include an optional electronic transfer fee as defined under section 53C.01, subdivision 14.


d) Each initial application for a license must be accompanied by a fee of $100 in addition to the annual fee. The annual fee is $150. The initial fees and annual fees must be paid into the state treasury and credited to the general fund except that $50 of each initial and annual fee must be paid into the vehicle services operating account in the special revenue fund under section 299A.705.


d) Each initial application for a license must be accompanied by a fee of $100 in addition to the annual fee. The annual fee is $150. The initial fees and annual fees must be paid into the state treasury and credited to the general fund except that $50 of each initial and annual fee must be paid into the vehicle services operating account in the special revenue fund under section 299A.705.


d) Each initial application for a license must be accompanied by a fee of $100 in addition to the annual fee. The annual fee is $150. The initial fees and annual fees must be paid into the state treasury and credited to the general fund except that $50 of each initial and annual fee must be paid into the vehicle services operating account in the special revenue fund under section 299A.705.

Subd. 3.

Sec. 24. Minnesota Statutes 2020, section 168A.11, subdivision 3, is amended to read:

Subd. 3. Records. Every dealer shall maintain for three years at an established place of business a record in the form the department prescribes of every vehicle bought, sold, or exchanged, or received for sale or exchange, which shall be open to inspection by a representative of the department or peace officer during reasonable business hours.
hours as listed on the initial dealer license application or as noted on the dealer record. With respect to motor vehicles subject to the provisions of section 325E.15, the record shall include either the true mileage as stated by the previous owner or the fact that the previous owner stated the actual cumulative mileage was unknown; the record also shall include either the true mileage the dealer stated upon transferring the vehicle or the fact the dealer stated the mileage was unknown.

Sec. 15. Minnesota Statutes 2020, section 168B.045, is amended to read:

168B.045 TOWED MOTOR VEHICLES.

A person who tows and stores a motor vehicle at the request of a law enforcement officer shall have a lien on the motor vehicle for the value of the towing and recovery of the vehicle and cargo, storage of the vehicle and cargo, and accident site cleanup and must have the right to retain possession of the motor vehicle and cargo, subject to the right to retrieve contents under section 168B.07, subdivision 3, until the lien is lawfully discharged. This section does not apply to tows of vehicles parked in violation of snow emergency regulations.

Sec. 16. Minnesota Statutes 2020, section 168B.07, subdivision 1, is amended to read:

Subdivision 1. Payment of charges. The owner or any lienholder of an impounded vehicle shall have a right to reclaim such vehicle from the unit of government or impound lot operator taking it into custody upon payment of all charges for towing and storage, recovery of the vehicle and cargo, storage of the vehicle and cargo, and accident site cleanup resulting from taking the vehicle and cargo into custody within 15 or 45 days, as applicable under section 168B.051, subdivision 1a, or 2, after the date of the notice required by section 168B.06.

THE FOLLOWING SENATE SECTIONS ARE FROM ARTICLE 10

Sec. 13. Minnesota Statutes 2020, section 162.145, subdivision 2, is amended to read:

Subd. 2. Small cities assistance account. A small cities assistance account is created in the special revenue fund. The account consists of funds as provided by law, and any other money donated, allotted, transferred, or otherwise provided to the account. Money in the account is annually appropriated to the commissioner of transportation and may only be expended as provided under this section.

Sec. 14. Minnesota Statutes 2021 Supplement, section 162.145, subdivision 3, is amended to read:

Subd. 3. Administration. (a) Subject to funds made available by law, The commissioner must allocate all funds as provided in subdivision 4 and must, by June 1, certify to the commissioner of revenue the amounts to be paid.

(b) Following certification from the commissioner, the commissioner of revenue must distribute the specified funds to cities in the same manner as local government aid under
chapter 477A. An appropriation to the commissioner under this section is available to the
commissioner of revenue for the purposes specified in this paragraph.

(c) Notwithstanding other law to the contrary, in order to receive distributions under
this section, a city must conform to the standards in section 477A.017, subdivision 2. A city
that receives funds under this section must make and preserve records necessary to show
that the funds are spent in compliance with subdivision 5.

Sec. 15. Minnesota Statutes 2020, section 162.145, subdivision 4, is amended to read:

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

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

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

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

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

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

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

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

(2) the maximum aid.

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

Sec. 25. Minnesota Statutes 2020, section 168B.07, subdivision 3, is amended to read:

Subd. 3. Retrieval of contents; right to reclaim. (a) For purposes of this subdivision:

(1) "contents" does not include any permanently affixed mechanical or nonmechanical
automobile parts; automobile body parts; or automobile accessories, including audio or
video players; and

(2) "relief based on need" includes, but is not limited to, receipt of MFIP and Diversionary
Work Program, medical assistance, general assistance, emergency general assistance,
Minnesota supplemental aid, MSA-emergency assistance, MinnesotaCare, Supplemental
Security Income, energy assistance, emergency assistance, Supplemental Nutrition Assistance
Program (SNAP) benefits, earned income tax credit, or Minnesota working family tax credit.
(b) A unit of government or impound lot operator shall establish reasonable procedures for retrieval of vehicle contents, and may establish reasonable procedures to protect the safety and security of the impound lot and its personnel.

(c) At any time before the expiration of the waiting periods provided in section 168B.051, a registered owner of a vehicle who provides proof of identity that includes photographic identification and documentation from a government or nonprofit agency or legal aid office that the registered owner is homeless, receives relief based on need, or is eligible for legal aid services, has the unencumbered right to retrieve any and all contents without charge and regardless of whether the registered owner pays incurred charges or fees, transfers title, or reclaims the vehicle. A refusal by the impound lot operator to allow the registered owner to retrieve the vehicle contents after the owner provides valid documentation is a violation of this paragraph.

(d) An impound lot operator may make copies of the documents presented by the registered owner under paragraph (c), and the impound lot operator must return all of the original documents to the registered owner immediately after copying them.

Sec. 26. Minnesota Statutes 2020, section 168B.07, is amended by adding a subdivision to read:

Subd. 3a. Retrieval of contents; identification, medicine, and medical equipment. An impound lot operator must allow any registered vehicle owner to retrieve, or must retrieve for the vehicle owner, proof of identification, prescription medicine, and durable medical equipment, including wheelchairs, prosthetics, canes, crutches, walkers, and external braces, from the impounded vehicle.

Sec. 27. Minnesota Statutes 2020, section 168B.07, is amended by adding a subdivision to read:

Subd. 3b. Retrieval of contents; notice of denial. (a) This subdivision applies to an impound lot operator who operates a nonpublic impound lot or who exclusively contracts with a unit of government under section 168B.09 to operate a public impound lot solely for public use.

(b) An impound lot operator who denies a request of a registered vehicle owner to retrieve vehicle contents after the registered owner presents documentation pursuant to subdivision 3, paragraph (c), must, at the time of denial, provide the registered owner with a written statement that identifies the specific reasons for the denial.

Sec. 28. Minnesota Statutes 2020, section 168B.07, is amended by adding a subdivision to read:

Subd. 3c. Retrieval of contents; public notice. (a) This subdivision applies to an impound lot operator who operates a nonpublic impound lot or who exclusively contracts
with a unit of government under section 168B.09 to operate a public impound lot solely for
public use.

(b) An impound lot operator must post a conspicuous notice at its place of operation in
the following form:

"If you receive government benefits, are currently homeless, or are eligible for legal aid
services, you have the right to get the contents out of your car free of charge IF you give
us:

1. a photo ID (such as a driver’s license, passport, or employer ID); AND
2. documentation from a government or nonprofit agency or from a legal aid office that
you get benefits from a government program based on your income; you are homeless; or
you are eligible for legal aid services. Examples of this documentation include BUT ARE
NOT LIMITED TO:
   - an EBT card;
   - a Medical Assistance or MinnesotaCare card;
   - a Supplemental Nutrition Assistance Program (SNAP) card; and
   - a letter, e-mail, or other document from a government agency, a nonprofit organization,
or a legal aid organization showing that you get benefits from a government program based
on your income, you are homeless, or you are eligible for legal aid services."

Sec. 29. Minnesota Statutes 2020, section 168B.07, is amended by adding a subdivision
to read:

Subd. 3d. Retrieval of contents; remedy.
(a) An aggrieved registered vehicle owner
has a cause of action as provided in this subdivision against an impound lot operator who
operates a nonpublic impound lot or who exclusively contracts with a unit of government
under section 168B.09 to operate a public impound lot solely for public use if the impound
lot operator denies the registered owner the right to retrieve the vehicle contents in violation
of subdivision 3, paragraph (c).

(b) If the vehicle and its contents remain in the possession of the impound lot operator
and retrieval of the vehicle contents was denied in violation of subdivision 3, paragraph (c),
an aggrieved registered vehicle owner is entitled to injunctive relief to retrieve the vehicle
contents as well as reasonable attorney fees and costs.

(c) If an impound lot operator sells or disposes of the vehicle contents after the registered
owner has provided the documentation required under subdivision 3, paragraph (c), an
aggrieved registered vehicle owner is entitled to statutory damages in an amount of $1,000
and reasonable attorney fees and costs. An action brought pursuant to this paragraph must
be brought within 12 months of when the vehicle was impounded.
THE FOLLOWING SENATE SECTIONS ARE FROM ARTICLE 7

Sec. 17. Minnesota Statutes 2020, section 169.011, is amended by adding a subdivision to read:

Subd. 1b. All-electric motorcycle. (a) "All-electric motorcycle" means an electric motorcycle that is solely able to be powered by an electric motor drawing current from rechargeable storage batteries, fuel cells, or other portable sources of electrical current.

(b) All-electric motorcycle excludes a plug-in hybrid electric motorcycle.

Sec. 18. Minnesota Statutes 2020, section 169.011, is amended by adding a subdivision to read:

Subd. 40b. Micromobility device. (a) "Micromobility device" means a vehicle that:

(1) is capable of:

(i) being propelled solely by human power;

(ii) being powered solely by an electric motor drawing current from rechargeable storage batteries, fuel cells, or other portable sources of electrical current; or

(iii) both items (i) and (ii);

(2) when solely powered by an electric motor, is not capable of propelling the vehicle at a speed greater than 30 miles per hour on a paved level surface; and

(3) has an unloaded weight of up to 500 pounds.

(b) Micromobility device includes a bicycle, a motorized foot scooter, and an electric personal assistive mobility device. Micromobility device includes a motorized bicycle that meets the requirements under paragraph (a).

Sec. 19. Minnesota Statutes 2020, section 169.011, is amended by adding a subdivision to read:

Subd. 54c. Plug-in hybrid electric motorcycle. "Plug-in hybrid electric motorcycle" means an electric motorcycle that:

(1) contains an internal combustion engine and also allows power to be delivered to the drive wheels by a battery-powered electric motor;

(2) when connected to the electrical grid via an electrical outlet, is able to recharge its battery; and

(3) has the ability to travel at least 20 miles powered substantially by electricity.
THE FOLLOWING SENATE SECTIONS ARE FROM ARTICLE 8

129.1 Sec. 7. Minnesota Statutes 2020, section 169.06, is amended by adding a subdivision to read:

129.2 Subd. 10. Electronic sign message. The commissioner must ensure that each electronic
sign on the trunk highway system continuously displays a message designated by the commissioner. Except when the commissioner designates a different message, an electronic sign must display the message "SLOWER TRAFFIC MOVE RIGHT."

132.1 Sec. 10. Minnesota Statutes 2020, section 169.14, is amended by adding a subdivision to read:

132.2 Subd. 5i. Interstate Highway 35E. The commissioner must designate the maximum speed limit on marked Interstate Highway 35E in the city of St. Paul, from its intersection with West Seventh Street to its intersection with marked Interstate Highway 94, as 55 miles per hour. Any speed in excess of the speed designated in this subdivision is unlawful.

132.3 EFFECTIVE DATE. This section is effective on the date the commissioner erects appropriate signs designating the speed limit, which must occur on or before August 1, 2022.

191.1 Sec. 30. Minnesota Statutes 2020, section 169.14, is amended by adding a subdivision to read:

191.2 Subd. 5i. Certain speed limits in Ramsey County. (a) For purposes of this subdivision, "suburban residential roadway" means a county highway that is (1) in an area zoned exclusively for housing, or (2) adjacent to a city, county, or regional park,

191.3 (b) Ramsey County may establish a speed limit of 30 miles per hour on a suburban residential roadway under its jurisdiction, without conducting an engineering and traffic investigation.

191.4 (c) A speed limit under paragraph (b) is effective once the county erects signs designating the speed limit and indicating the beginning and end of the suburban residential roadway on which the speed limit applies.

191.5 Sec. 31. Minnesota Statutes 2020, section 169.18, subdivision 3, is amended to read:

191.6 Subd. 3. Passing. The following rules shall govern the overtaking and passing of vehicles proceeding in the same direction, subject to the limitations, exceptions, and special rules hereinafter stated:

191.7 (a) The driver of a vehicle overtaking another vehicle proceeding in the same direction shall not pass to the left thereof and shall not again drive to the right side of the roadway until safely clear of the overtaken vehicle.
(b) Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle shall give way to the right in favor of the overtaking vehicle on audible warning, and shall not increase the speed of the overtaken vehicle until completely passed by the overtaking vehicle.

(c) The operator of a motor vehicle overtaking a bicycle or individual proceeding in the same direction on the roadway shall leave or shoulder must:

1. either:
   1. maintain a safe clearance distance while passing, but in no case less than which must be at least the greater of three feet clearance when passing the bicycle or individual or one-half the width of the motor vehicle; or
   2. completely enter another lane of the roadway while passing; and shall
2. maintain clearance until the motor vehicle has safely passed the overtaken bicycle or individual.

EFFECTIVE DATE. This section is effective August 1, 2022.

Sec. 32. Minnesota Statutes 2021 Supplement, section 169.222, subdivision 4, is amended to read:

Subd. 4. Riding rules. (a) Every person operating a bicycle upon a roadway shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations as the bicycle operator determines is safe. A person operating a bicycle is not required to ride as close to the right-hand curb or edge when:

1. overtaking and passing another vehicle proceeding in the same direction;
2. preparing for a left turn at an intersection or into a private road or driveway;
3. reasonably necessary to avoid conditions that make it unsafe to continue along the right-hand curb or edge, including fixed or moving objects, vehicles, pedestrians, animals, surface hazards, or narrow-width lanes, that make it unsafe to continue along the right-hand curb or edge;
4. operating on the shoulder of a roadway or in a bicycle lane;
5. operating in a right-hand turn lane before entering an intersection;
6. If a bicycle is traveling on a shoulder of a roadway, the bicycle operator must travel in the same direction as adjacent vehicular traffic.
7. Persons riding bicycles upon a roadway or shoulder shall not ride more than two abreast and shall not impede the normal and reasonable movement of traffic and, on a one-way road, shall ride within a single lane.
(d) A person operating a bicycle upon a sidewalk, or across a roadway or shoulder on a
crosswalk, must yield the right-of-way to any pedestrian and give an audible
signal when necessary before overtaking and passing any pedestrian. A person
must not ride a bicycle upon a sidewalk within a business district unless permitted by local
authorities. Local authorities may prohibit the operation of bicycles on any sidewalk or
crosswalk under their jurisdiction.

(e) An individual operating a bicycle or other vehicle on a bikeway must (1) give
an audible signal a safe distance before overtaking a bicycle or individual, (2) leave a safe
clearance distance when overtaking a bicycle or individual proceeding in the same direction
on the bikeway, and (3) maintain clearance until safely past the overtaken bicycle or
individual.

(f) Notwithstanding section 169.06, subdivision 4, a bicycle operator may cross an
intersection proceeding from the leftmost one-third of a dedicated right-hand turn lane
without turning right.

Sec. 33. [169.4476] EMERGENCY RESPONSE SCHOOL BUS USE.

Subdivision 1. Emergency school bus use authority. A school bus, when operated by
a school district or by an operator under an agreement with a school district, may be used
to assist in the response to an emergency or disaster as defined in section 12.03 for the
purpose of evacuating a region or community.

Subd. 2. Requirements. (a) A school district or operator may operate a school bus under
this section if:

(1) an emergency or disaster has been declared by the chief fire or law enforcement
officer overseeing the response;

(2) immediate emergency evacuation or relocation is required to remove individuals
from an imminent threat to health or safety; and

(3) the transportation of individuals takes place only within the state of Minnesota.

(b) Nothing in this section exempts the school bus driver from the licensing requirements
under section 171.02.

Subd. 3. Registration exemption. A school bus operated under this section and displaying
registration in accordance with section 168.012, subdivision 1, paragraph (a), clause (2), or
168.013, subdivision 18, may be operated without reregistration of the bus, issuance of new
plates, or payment of additional taxes and fees, as may be required under chapter 168.

Subd. 4. Annual inspection requirement. For purposes of this section, a school bus
displaying a current inspection certificate issued in accordance with section 169.451,
subdivision 2, is exempt from the inspection requirements under section 169.781, subdivision
2.
Subd. 5. School bus equipment. (a) Notwithstanding section 169.441, subdivision 3, paragraph (b), or 169.448, subdivision 1, a school bus operated under this section may be:

(1) painted national school bus glossy yellow; and

(2) equipped with school bus-related equipment and printing.

(b) A school bus operated under this section is prohibited from using the equipment required under section 169.442.

Sec. 34. Minnesota Statutes 2020, section 169.8261, is amended to read:

169.8261 GROSS WEIGHT LIMITATIONS; FOREST PRODUCTS SPECIAL PERMIT.

Subdivision 1. Exemption. (a) For purposes of this section, "raw or unfinished forest products" include wood chips, paper, pulp, oriented strand board, laminated strand lumber, hardboard, treated lumber, untreated lumber, or barrel staves.

(b) In compliance with this section, a person may operate a vehicle or combination of vehicles to haul raw or unfinished forest products by the most direct route to the nearest paved highway on any highway with gross weights permitted under sections 169.823 to 169.829.

Subd. 1a. Six-axle vehicle permit. (a) A road authority may issue an annual permit authorizing a vehicle or combination of vehicles with a total of six or more axles to haul raw or unfinished forest products by the most direct route to the nearest paved highway on any highway with gross weights permitted under sections 169.823 to 169.829 and be operated with:

(1) a gross vehicle weight of up to:

(1) 90,000 pounds; and

(2) 99,000 pounds during the period set by the commissioner under section 169.826, subdivision 1.

(b) A vehicle or combination of vehicles with a permit under this subdivision must not be operated on an interstate highway, except as provided under United States Code, title 23, section 127(q), for operation on the specified segment of marked Interstate Highway 35.

Subd. 1b. Six-axle and over-width vehicle permit. (a) A road authority may issue an annual permit authorizing a vehicle or combination of vehicles with a total of six or more axles to haul raw or unfinished forest products by the most direct route to the nearest paved highway on any highway with gross weights permitted under sections 169.823 to 169.829 and be operated with:

(1) a gross vehicle weight of up to:
(i) 90,000 pounds; and
(ii) 99,000 pounds during the period set by the commissioner under section 169.826, subdivision 1; and
(2) a total outside width of the vehicle or the load that does not exceed 114 inches.
(b) In addition to the conditions in subdivision 2, a vehicle or combination of vehicles operated with a permit under this subdivision must:
(1) display red or orange flags, 18 inches square, as markers at the front and rear and on both sides of the load; and
(2) not be operated on any road in a metropolitan county, as defined in section 473.121, subdivision 4.
(c) A vehicle or combination of vehicles with a permit under this subdivision may only be operated on an interstate highway:
(1) as provided under United States Code, title 23, section 127(q), for operation on the specified segment of marked Interstate Highway 35; or
(2) if the gross vehicle weight does not exceed 80,000 pounds.
Subd. 2. Conditions. (a) A vehicle or combination of vehicles described in subdivision 1 operated under this section must:
(1) comply with seasonal load restrictions in effect between the dates set by the commissioner under section 169.87, subdivision 2;
(2) comply with bridge load limits posted under section 169.84;
(3) be equipped and operated with six or more axles and brakes on all wheels;
(4) not exceed 90,000 pounds gross vehicle weight, or 99,000 pounds gross vehicle weight during the time when seasonal increases are authorized under section 169.826;
(5) not be operated on interstate highways;
(6) obtain an annual permit from the commissioner of transportation;
(7) be operated under a permit issued by each road authority having jurisdiction over a road on which the vehicle is operated if required;
(8) obey all road and bridge postings, including those pertaining to lane or roadway width, and
(9) not exceed 20,000 pounds gross weight on any single axle.
(b) A vehicle operated under this section may exceed the legal axle weight limits listed in section 169.824 by not more than 12.5 percent; except that, the weight limits may be
not exceeded by not more than 23.75 percent during the time when seasonal increases are
authorized under section 169.826, subdivision 1.

Subd. 3. Expiration date. Upon request of the permit applicant, the expiration date for
a permit issued under this section must be the same as the expiration date of the permitted
vehicle's registration.

EFFECTIVE DATE. This section is effective August 1, 2022.

THE FOLLOWING SENATE SECTIONS ARE FROM ARTICLE 10

Sec. 16. [169.8296] WEIGHT LIMITS; TOWING AND RECOVERY VEHICLE.

Subdivision 1. Annual permit. The commissioner may issue permits to an applicant
who pays a single $300 annual fee to cover all tow trucks and towing vehicles owned by
the applicant and meets any other conditions prescribed by the commissioner. The permit
authorizes the tow truck or towing vehicle, when towing a disabled or damaged vehicle to
a place of repair or to a place of safekeeping, to exceed the length and weight limitations
of this chapter.

Subd. 2. Certain weight limits not applicable when movement is urgent. Sections
169.823 to 169.828 do not apply to a tow truck or towing vehicle when towing a disabled
or damaged vehicle, when the movement is urgent, and when the movement is for the
purpose of removing the disabled vehicle from the roadway to a place of safekeeping or to
a place of repair. A permit is not required for a vehicle operating under this subdivision.

Subd. 3. Seasonal load restrictions; exemption. (a) The seasonal load restrictions under
section 169.87, subdivisions 1 and 2, do not apply to a towing or recovery vehicle that does
not exceed a weight of 20,000 pounds per single axle and is being operated for the purpose
of towing or recovering another vehicle that:

(1) is involved in a vehicle crash or is inoperable and is located within a public road
right-of-way; or

(2) has entered a public body of water adjacent to the roadway.

(b) The exemption under this subdivision only applies when a request has been made
by a federal, state, or local law enforcement agency for a tow truck or recovery vehicle to
move a vehicle specified in paragraph (a).
Sec. 17. Minnesota Statutes 2020, section 169.865, subdivision 1a, is amended to read:

Subd. 1a. Definition. For purposes of this section, "qualifying agricultural products" means:

1. agricultural crops, including but not limited to corn, soybeans, oats, grain, and by-products of agricultural crops;
2. livestock, including but not limited to cattle, hogs, and poultry;
3. food crops, including but not limited to sugar beets, potatoes, carrots, and onions;
4. fluid milk;
5. seed and material used for or in livestock and poultry feed; and
6. livestock manure;
7. raw or processed grass seed.

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

Sec. 35. Minnesota Statutes 2021 Supplement, section 169A.60, subdivision 13, is amended to read:

Subd. 13. Special registration plates. (a) At any time during the effective period of an impoundment order, a violator or registered owner may apply to the commissioner for new registration plates, which must bear a special series of numbers or letters so as to be readily identified by traffic law enforcement officers. The commissioner may authorize the issuance of special plates if:

1. the violator has a qualified licensed driver whom the violator must identify;
2. the violator or registered owner has a limited license issued under section 171.30;
3. the registered owner is not the violator and the registered owner has a valid or limited driver's license;
4. a member of the registered owner's household has a valid driver's license; or
5. the violator has been reissued a valid driver's license.

(b) The commissioner may not issue new registration plates for that vehicle subject to plate impoundment for a period of at least one year from the date of the impoundment order. In addition, if the owner is the violator, new registration plates may not be issued for the vehicle unless the person has been reissued a valid driver's license in accordance with chapter 171.
(c) A violator may not apply for new registration plates for a vehicle at any time before the person's driver's license is reinstated.

(d) The commissioner may issue the special plates on payment of a $50 fee for each vehicle for which special plates are requested, except that a person who paid the fee required under paragraph (f) must not be required to pay an additional fee if the commissioner issued an impoundment order pursuant to paragraph (g).

(e) Paragraphs (a) to (d) notwithstanding, the commissioner must issue upon request new registration plates for any vehicle owned by a violator or registered owner for which the registration plates have been impounded if:

1. The impoundment order is rescinded;
2. The vehicle is transferred in compliance with subdivision 14; or
3. The vehicle is transferred to a Minnesota automobile dealer licensed under section 168.27, a financial institution that has submitted a repossession affidavit, or a government agency.

(f) Notwithstanding paragraphs (a) to (d), the commissioner, upon request and payment of a $100 fee for each vehicle for which special plates are requested, must issue new registration plates for any vehicle owned by a violator or registered owner for which the registration plates have been impounded if the violator becomes a program participant in the ignition interlock program under section 171.306. This paragraph does not apply if the registration plates have been impounded pursuant to paragraph (g).

(g) The commissioner shall issue a registration plate impoundment order for new registration plates issued pursuant to paragraph (f) if, before a program participant in the ignition interlock program under section 171.306 has been restored to full driving privileges, the program participant:

1. Either voluntarily or involuntarily ceases to participate in the program for more than 30 days; or
2. Fails to successfully complete the program as required by the Department of Public Safety due to:
   i. Two or more occasions of the participant's driving privileges being withdrawn for violating the terms of the program, unless the withdrawal is determined to be caused by an error of the department or the interlock provider; or
   ii. Violating the terms of the contract with the provider as determined by the provider.

THE FOLLOWING SENATE SECTIONS ARE FROM ARTICLE 7
Sec. 20. Minnesota Statutes 2020, section 171.05, subdivision 2, is amended to read:

Subd. 2. Person less than 18 years of age. (a) The department may issue an instruction permit to an applicant who is 15, 16, or 17 years of age and who:

(1) has completed a course of driver education in another state, has a previously issued valid license from another state, or;

(i) is enrolled in either behind-the-wheel training in a driver education program; and

(ii) has completed:

(A) a public, private, or commercial education program that is approved by the commissioner of public safety and that includes classroom and behind-the-wheel training; or

(B) 15 hours of classroom instruction in a driver education program that presents classroom and behind-the-wheel instruction concurrently;

(iii) an approved behind-the-wheel driver education program (C) home-classroom driver training, when the student is receiving full-time instruction in a home school within the meaning of sections 120A.22 and 120A.24, the student is working toward a homeschool diploma, the student is taking home-classroom driver training with classroom materials approved by the commissioner of public safety, and the student's parent has certified the student's homeschool status on the form approved by the commissioner; or

(D) an online driver education program authorized by section 171.395;

(2) has completed the classroom phase of instruction in the driver education program or has completed 15 hours of classroom instruction in a program that presents classroom and behind-the-wheel instruction concurrently;

(3) has passed a test of the applicant's eyesight;

(4) has passed a department-administered test of the applicant's knowledge of traffic laws;

(5) has completed the required application, which must be approved by (i) either parent when both reside in the same household as the minor applicant or, if otherwise, then (ii) the parent or spouse of the parent having custody or, in the event there is no court order for custody, then (iii) the parent or spouse of the parent with whom the minor is living or, if items (i) to (iii) do not apply, then (iv) the guardian having custody of the minor, (v) the foster parent or the director of the transitional living program in which the child resides or, in the event a person under the age of 18 has no living father, mother, or guardian, or is married or otherwise legally emancipated, then (vi) the applicant's adult spouse, adult close family member, or adult employer; provided, that the approval required by this clause...
contains a verification of the age of the applicant and the identity of the parent, guardian, 
adult spouse, adult close family member, or adult employer; and
(6) has paid all fees required in section 171.06, subdivision 2.
(b) In addition, the applicant may submit a certification stating that a primary driving 
supervisor has completed the supplemental parental curriculum under section 171.0701, 
subdivision 1a, for the purposes of provisional license requirements under section 171.055, 
subdivision 1, paragraph (a), clause (6). The certification must be completed by a driver 
education instructor, as defined under section 171.0701, subdivision 1a.
(c) For the purposes of determining compliance with the certification of paragraph (a), 
clause (1), item (ii), subitem (C), the commissioner may request verification of a student's 
homeschool status from the superintendent of the school district in which the 
student resides and the superintendent must provide that verification.
(d) A driver education program under this subdivision includes a public, private, or 
commercial program, and must be approved by the commissioner.

5. Evidence; residence in Minnesota. (a) Submission of two forms of 
documentation from the following is satisfactory evidence of an applicant's principal 
residence address in Minnesota under section 171.06, subdivision 3, paragraph (b):
(1) a home utility services bill issued no more than 12 months before the application;
(2) a home utility services hook-up work order issued no more than 12 months before 
the application;
(3) United States bank or financial information issued no more than 12 months before 
the application, with account numbers redacted, including:
(i) a bank account statement;
(ii) a credit card or debit card statement;
(iii) a brokerage account statement; or
(iv) a money market account statement;
(4) a certified transcript from a United States high school, if issued no more than 180 
days before the application;
198.11 (5) a certified transcript from a Minnesota college or university, if issued no more than
198.12 180 days before the application;
198.13 (6) an employment pay stub issued no more than 12 months before the application that
198.14 lists the employer's name and address;
198.15 (7) a Minnesota unemployment insurance benefit statement issued no more than 12
198.16 months before the application;
198.17 (8) a statement from an assisted living facility licensed under chapter 144G, nursing
198.18 home licensed under chapter 144A, or a boarding care facility licensed under sections 144.50
198.19 to 144.56, that was issued no more than 12 months before the application;
198.20 (9) a current policy or card for health, automobile, homeowner's, or renter's insurance;
198.21 (10) a federal or state income tax return for the most recent tax filing year;
198.22 (11) a Minnesota property tax statement for the current or prior calendar year or a
198.23 proposed Minnesota property tax notice for the current year that shows the applicant's
198.24 principal residential address both on the mailing portion and the portion stating what property
198.25 is being taxed;
198.26 (12) a Minnesota vehicle certificate of title;
198.27 (13) a filed property deed or title for current residence;
198.28 (14) a Supplemental Security Income award statement issued no more than 12 months
198.29 before the application;
198.30 (15) mortgage documents for the applicant's principal residence;
199.1 (16) a residential lease agreement for the applicant's principal residence issued no more
199.2 than 12 months before the application;
199.3 (17) a valid driver's license, including an instruction permit, issued under this chapter;
199.4 (18) a valid Minnesota identification card;
199.5 (19) an unexpired Minnesota professional license;
199.6 (20) an unexpired Selective Service card;
199.7 (21) military orders that are still in effect at the time of application;
199.8 (22) a cellular phone bill issued no more than 12 months before the application; or
199.9 (23) a valid license issued pursuant to the game and fish laws.
199.10 (b) In lieu of one of the two documents required by paragraph (a), an applicant under
199.11 the age of 18 may use a parent or guardian's proof of principal residence as provided in this
199.12 paragraph. The parent or guardian of the applicant must provide a document listed under
paragraph (a) that includes the parent or guardian's name and the same address as the address
on the document provided by the applicant. The parent or guardian must also certify that
the applicant is the child of the parent or guardian and lives at that address.

(c) A document under paragraph (a) must include the applicant's name and principal
residence address in Minnesota.

(d) For purposes of this section and Minnesota Rules, part 7410.0410, Internet service
is a home utility service.

Sec. 21. Minnesota Statutes 2020, section 171.07, subdivision 15, is amended to read:

Subd. 15. Veteran designation.
(a) At the request of an eligible applicant and on payment
of the required fee, the department shall issue, renew, or reissue to the applicant a
driver's license or Minnesota identification card bearing a graphic or written designation
of:

(1) Veteran; or
(2) Veteran 100% T&P.

(b) At the time of the initial application for the designation provided under this
subdivision, the applicant must:

(1) be one of the following:
   (i) a veteran, as defined in section 197.447; or
   (ii) a retired member of the National Guard or a reserve component of the United States
armed forces;

(2) provide a certified copy of the veteran's discharge papers that confirms
an honorable or general discharge under honorable conditions status or a military retiree
identification card, Veteran Identification Card, or Veteran Health Identification Card; and

(3) if the applicant is seeking the disability designation under paragraph (a), clause (2),
provide satisfactory evidence of a 100 percent total and permanent service-connected
disability as determined by the United States Department of Veterans Affairs.

(c) The commissioner of public safety is required to issue drivers' licenses and Minnesota
identification cards with the veteran designation only after entering a new contract or in
coordination with producing a new card design with modifications made as required by
law.

EFFECTIVE DATE; APPLICATION. This section is effective August 1, 2022, and
applies to applications submitted on or after that date.
Sec. 22. Minnesota Statutes 2021 Supplement, section 171.13, subdivision 1, is amended to read:

Subdivision 1. Examination subjects and locations; provisions for color blindness, disabled veterans. (a) An applicant for a driver's license must pass the examination required by this section before being issued a driver's license. Except as otherwise provided in this section 171.135, the commissioner shall examine each applicant for a driver's license by such agency as the commissioner directs must conduct the examination. This examination must include:

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

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

3. a test of the applicant's knowledge of (i) traffic laws; (ii) the effects of alcohol and drugs on a driver's ability to operate a motor vehicle safely and legally, and of the legal penalties and financial consequences resulting from violations of laws prohibiting the operation of a motor vehicle while under the influence of alcohol or drugs; (iii) railroad grade crossing safety; (iv) slow-moving vehicle safety; (v) laws relating to pupil transportation safety, including the significance of school bus lights, signals, stop arm, and passing a school bus; (vi) traffic laws related to bicycles; and (vii) the circumstances and dangers of carbon monoxide poisoning;

4. an actual demonstration of ability to exercise ordinary and reasonable control in the operation of a motor vehicle; and

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

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

(c) The commissioner shall make provision for giving the examinations under this subdivision either in the county where the applicant resides or at a place adjacent thereto reasonably convenient to the applicant.

(d) The commissioner shall ensure that an applicant is able to obtain an appointment for an examination to demonstrate ability under paragraph (a), clause (4), within 14 days of the applicant's request if, under the applicable statutes and rules of the commissioner, the applicant is eligible to take the examination.
Sec. 23. [171.135] THIRD-PARTY COMMERCIAL DRIVER'S LICENSE ROAD TESTS.

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

(b) "Applicant" means the individual or entity applying to be a third-party tester program or a third-party tester.

(c) "Road test" means the physical demonstration of ability to exercise ordinary and reasonable control in the operation of a motor vehicle as required in section 171.13, subdivision 1, paragraph (a), clause (4).

(d) "Third-party tester" or "tester" means an employee of a third-party testing program who is authorized by the commissioner to conduct the road test for a commercial driver's license.

(e) "Third-party testing program" or "program" means a program approved by the commissioner to administer the road test conducted by a third-party tester.

Subd. 2. Third-party testing program; application. (a) An applicant must apply in the manner specified by the commissioner for approval to administer the road test. A third-party testing program may administer the road test under this section if the program is approved by the commissioner.

(b) A program application to the commissioner must include:

(1) the business or entity name;

(2) a business registration number or a business or tax identification number if a nonprofit entity;

(3) mailing address, telephone number, and e-mail address of the administrative office;

(4) the name of an authorized official responsible for the program and application and the official's title and telephone number;

(5) a map, drawing, or written description of each test route to be used for road tests;

(6) the name, birth date, home address, and driver's license number of all individuals the applicant wants to employ as a certified third-party tester;

(7) the amount for fees, if any, that will be charged; and

(8) a surety bond, in the amount prescribed by the commissioner.

Subd. 3. Third-party testing program; office location. To qualify as a third-party testing program, the applicant must be located in Minnesota and must maintain an...
administrative office in at least one permanent, regularly occupied building with a permanent
address.

Subd. 4. Third-party testing program; evaluation and approval. (a) The commissioner
must evaluate each application submitted by a third-party testing program applicant. If the
application is satisfactory, the commissioner must approve the application.
(b) Upon approval of a third-party testing program application, the commissioner must
issue a letter of approval designating the third-party testing program. The letter of approval
constitutes an agreement between the state and the third-party testing program that authorizes
the program to administer the road test for a commercial driver's license.
(c) A letter of approval to operate a third-party testing program is not transferable.

Subd. 5. Third-party tester; authority. (a) An individual may conduct the road test
for a commercial driver's license under this section if the person:
(1) possesses a valid third-party tester certificate, as provided in subdivision 6; and
(2) meets the requirements under Minnesota Rules, chapter 7410, and Code of Federal
Regulations, title 49, part 380, section 605, and part 383.
(b) A third-party tester is subject to the same requirements as examiners employed by
the state, including but not limited to background checks. The third-party tester must pay
the cost for a required background check.

Subd. 6. Third-party tester; certificates. (a) The commissioner must issue a third-party
tester certificate to an individual who satisfactorily completes the required training and is
authorized as a third-party tester.
(b) A third-party tester certificate is effective on the date of issuance and expires four
years after issuance. A third-party tester must submit an application for renewal of the
certificate to the commissioner no less than 30 days before the date the previously issued
certificate expires.
(c) The third-party testing program must keep a copy of the certificate of each third-party
tester employed by the program on file in the administrative office of the program.
(d) A third-party tester certificate is not transferable.

Subd. 7. Training and information. (a) The commissioner must provide a training
process that allows an individual to become authorized as a third-party tester.
(b) The commissioner must provide to each third-party tester all relevant information
on how to conduct the road test. At a minimum, the commissioner must provide:
(1) the criteria on which applicants for a commercial driver's license must be tested
during the road test;
(2) the method of scoring and evaluating the applicant for a commercial driver's license;
(3) the method and criteria for determining test routes; and
(4) the necessary documentation to conduct the road test.

Subd. 8. Road tests. (a) A third-party tester must conduct the commercial driver's license road test in the manner and subject to the requirements of this section, section 171.131; Minnesota Rules, chapter 7410; and Code of Federal Regulations, title 49, part 383.

(b) If the third-party tester also provides behind-the-wheel instruction for student drivers or employees, the third-party tester must not use the same routes for training and conducting the road test.

Subd. 9. Prohibited road tests. (a) A third-party tester must not conduct a road test for a person who is required to be examined by the commissioner under section 171.13, subdivision 3, and Minnesota Rules, part 7410.2400.

(b) A third-party tester must not conduct a fourth or subsequent road test for a person.

Subd. 10. Immunity. The department must be held harmless for any claims, losses, damages, costs, and other proceedings made, sustained, brought, or prosecuted in any manner based on or occasioned by or attributable to any injury, infringement, or damage arising from any act or omission of the third-party tester or the third-party testing program in the performance of testing duties.

Subd. 11. Application. This section does not apply to employees of the state that conduct the road test.

Subd. 12. Oversight; investigations. (a) The commissioner must monitor and audit the road tests conducted by third-party testers. The commissioner reserves the right to cancel the delegation of third-party testing in its entirety or an individual program if a federal audit indicates that continuation of the general delegation or individual program will jeopardize the receipt of federal funds or the state's ability to issue commercial drivers' licenses.

(b) The commissioner must establish a process to investigate alleged violations of the law and complaints made against third-party testers or programs. The third-party tester or program must be given notice of an investigation and be allowed to participate in the investigation. The commissioner must provide the results of an audit or investigation to the third-party program and any third-party testers.

Subd. 13. Denial; cancellation; suspension. (a) The commissioner may deny an application for a third-party testing program or third-party tester if the applicant does not qualify for approval or certification under this section or Minnesota Rules, parts 7418.6000.
to 7410.6540. In addition, a misstatement or misrepresentation is grounds for denying a letter of approval for a third-party program or a third-party tester certificate.

(b) The commissioner may cancel the approval of a third-party testing program or third-party tester or may suspend a program or tester for:

(1) failure to comply with or satisfy any provision of this section or Minnesota Rules, parts 7410.6000 to 7410.6540;

(2) falsification of any records or information relating to the third-party testing program;

(3) performance in a manner that compromises the integrity of the third-party testing program. The commissioner must use the same standards of integrity for state-employed testers and third-party testers; or

(4) the withdrawal of a third-party tester's driving privileges.


(a) The existence of grounds for cancellation or suspension under subdivision 13 is determined at the sole discretion of the commissioner. If the commissioner determines that grounds for cancellation or suspension exist for failure to comply with or satisfy any requirement in this section or Minnesota Rules, parts 7410.6000 to 7410.6540, the commissioner may immediately cancel or suspend the third-party testing program or third-party tester from administering any further tests.

(b) When an application to be a third-party testing program or third-party tester application is denied, or when individual program approval or a tester's certificate is canceled, a notice must be mailed to the subject indicating the reasons for the denial or cancellation and that the third-party testing program or third-party tester may appeal the decision as provided in subdivision 16.

Subd. 15. Correction order.

If an audit by the commissioner identifies a situation that needs correction but does not merit suspension or cancellation, the commissioner may issue a correction order to a third-party tester or program for 30 days to correct a deficiency before the program or tester becomes subject to suspension or cancellation. The notice must include the basis for requiring the correction. The notice must notify the individual of the ability to appeal the correction order as provided in subdivision 16. The third-party testing program or third-party tester is permitted 30 days to correct the deficiency without having to reapply.

Subd. 16. Notice of denial or cancellation; request for reconsideration and hearing.

(a) Within 20 calendar days of the mailing date of a notice of cancellation or denial, a notice must be mailed to the subject indicating the reasons for the denial or cancellation and that the third-party testing program or third-party tester may appeal the decision as provided in subdivision 16.

(b) Within 20 calendar days of the mailing date of a notice of cancellation or denial, the third-party testing program or third-party tester may submit a request for reconsideration in writing to the commissioner. The commissioner must review the request for reconsideration and issue a decision within 30 days of the mailing date of the request. The third-party testing program or third-party tester may request a contested case hearing under chapter 14 within 20 days of receipt of the commissioner's decision.
(b) As an alternative to the process in paragraph (a), the third-party testing program or third-party tester may initiate a contested case proceeding within 20 calendar days of the mailing date of a notice of cancellation or denial issued pursuant to subdivision 14 or a correction order issued pursuant to subdivision 15.  

(c) If a correction order issued pursuant to subdivision 15 is appealed under paragraph (a) or (b), the commissioner must not enforce the correction order until the appeal is complete.

Subd. 17. Rulemaking.  (a) Except where otherwise provided by this section, the commissioner must apply applicable provisions from Minnesota Rules, parts 7410.6000 to 7410.6540, to third-party testing of commercial drivers' licenses. The provisions in Minnesota Rules, parts 7410.6000 to 7410.6540, or other laws do not prescribe requirements on the following topics, the commissioner may adopt rules on these topics as they pertain to third-party testing programs and testers:

(1) criteria for approval of an application of a third-party testing program or tester;
(2) requirements for training to become a third-party testing program or tester;
(3) the method of scoring and evaluating an applicant for a commercial driver's license;
(4) the method and criteria for determining test routes;
(5) documentation necessary to conduct a road test;
(6) the manner of conducting a road test for a commercial driver's license; and
(7) a process to investigate alleged violations of law and complaints made against third-party testing programs and testers.

(c) The commissioner must not adopt rules that create standards for third-party testing programs and third-party testers to provide road tests for a commercial driver's license that are higher than standards required for the state or state employees who perform road tests for commercial drivers' licenses.

(d) If the commissioner does not adopt rules by June 1, 2024, rulemaking authority under this section is repealed. Rulemaking authority under this section is not continuing authority to amend or repeal rules. Notwithstanding section 14.125, any additional action on rules after adoption must be under specific statutory authority to take the additional action.
who has been released from a period of at least 180 consecutive days of confinement or incarceration in:

(i) an adult correctional facility under the control of the commissioner of corrections or licensed by the commissioner of corrections under section 241.021;

(ii) a federal correctional facility for adults; or

(iii) an adult correctional facility operated under the control or supervision of any other state; and

(3) whose license has been suspended or revoked under the circumstances listed in section 171.30, subdivision 1, paragraph (a), clauses (1) to (4), for a violation that occurred before the individual was incarcerated for the period described in clause (2).

(b) If the person's driver's license or permit to drive has been revoked under section 169.792 or 169.797, the commissioner may only issue a reintegration driver's license to the person after the person has presented an insurance identification card, policy, or written statement indicating that the driver or owner has insurance coverage satisfactory to the commissioner.

(c) If the person's driver's license or permit to drive has been suspended under section 171.186, the commissioner may only issue a reintegration driver's license to the person after the commissioner receives notice or a court order provided pursuant to section 518A.65, paragraph (e), showing that the person's driver's license or operating privileges should no longer be suspended.

(d) If the person's driver's license has been revoked under section 171.17, subdivision 1, paragraph (a), clause (1), the commissioner may only issue a reintegration driver's license to the person after the person has completed the applicable revocation period.

(e) The commissioner must not issue a reintegration driver's license:

(1) to any person described in section 171.04, subdivision 1, clause (7), (8), (10), or (11);

(2) to any person described in section 169A.55, subdivision 5;

(3) if the person has committed a violation after the person was released from custody that results in the suspension, revocation, or cancellation of a driver's license, including suspension for nonpayment of child support or maintenance payments as described in section 171.186, subdivision 1; or

(4) if the issuance would conflict with the requirements of the nonresident violator compact.

(f) The commissioner must not issue a class A, class B, or class C reintegration driver's license.
Subd. 2. Application. (a) Application for a reintegration driver's license must be made in the form and manner approved by the commissioner.

(b) A person seeking a reintegration driver's license who was released from confinement or incarceration on or after April 1, 2023, must apply for the license within one year of release. A person seeking a reintegration driver's license who was released from confinement or incarceration before April 1, 2023, must apply for the license by April 1, 2024.

Subd. 3. Fees prohibited. (a) For a reintegration driver's license under this section:

(1) the commissioner must not impose:

(i) a fee, surcharge, or filing fee under section 171.06, subdivision 2; and

(ii) an endorsement fee under section 171.06, subdivision 2a; and

(2) a driver's license agent must not impose a filing fee under section 171.061, subdivision 4.

(b) Issuance of a reintegration driver's license does not forgive or otherwise discharge any unpaid fees or fines.

Subd. 4. Cancellation of license. (a) The commissioner must cancel the reintegration driver's license of any person who commits a violation that would result in the suspension, revocation, or cancellation of a driver's license, including suspension for nonpayment of child support or maintenance payments as described in section 171.186, subdivision 1. The commissioner must not cancel a reintegration driver's license for payment of a fine or resolution of a criminal charge if the underlying incident occurred before the reintegration driver's license was issued, unless the conviction would have made the person ineligible to receive a reintegration driver's license. Except as described in paragraph (b), a person whose reintegration driver's license is canceled under this subdivision may not be issued another reintegration driver's license and may not operate a motor vehicle for the remainder of the period of suspension or revocation, or 30 days, whichever is longer.

(b) A person whose reintegration driver's license is canceled under paragraph (a) may apply for a new reintegration driver's license if the person is incarcerated or confined for a period of at least 180 consecutive days after the cancellation and the person meets the conditions described in subdivision 1.

(c) Nothing in this section prohibits cancellation and reinstatement of a reintegration driver's license for any other reason described in section 171.14, provided any factor making the person not eligible for a driver's license under section 171.04 occurred or became known to the commissioner after issuance of the reintegration driver's license.

Subd. 5. Expiration. A reintegration driver's license expires 15 months from the date of issuance of the license. A reintegration driver's license may not be renewed.
202.1 **Subd. 6. Issuance of regular driver’s license.** (a) Notwithstanding any statute or rule to the contrary, the commissioner must issue a REAL ID-compliant or noncompliant license to a person who possesses a reintegration driver's license if:
202.2 (1) the person has possessed the reintegration driver's license for at least one full year;
202.3 (2) the reintegration driver's license has not been canceled under subdivision 4 and has not expired under subdivision 5;
202.4 (3) the person meets the application requirements under section 171.06, including payment of the applicable fees, surcharge, and filing fee under sections 171.06, subdivisions 2 and 2a, and 171.061, subdivision 4; and
202.5 (4) issuance of the license does not conflict with the requirements of the nonresident violator compact.
202.6 (b) The commissioner must forgive any outstanding balance due on a fee or surcharge under section 171.29, subdivision 2, for a person who is eligible and applies for a license under paragraph (a).

**EFFECTIVE DATE.** This section is effective April 1, 2023.

Sec. 38. Minnesota Statutes 2021 Supplement, section 171.306, subdivision 4, is amended to read:

202.1 **Subd. 4. Issuance of restricted license.** (a) The commissioner shall issue a class D driver's license, subject to the applicable limitations and restrictions of this section, to a program participant who meets the requirements of this section and the program guidelines. The commissioner shall not issue a license unless the program participant has provided satisfactory proof that:
202.2 (1) a certified ignition interlock device has been installed on the participant's motor vehicle at an installation service center designated by the device's manufacturer; and
202.3 (2) the participant has insurance coverage on the vehicle equipped with the ignition interlock device. If the participant has previously been convicted of violating section 169.791, 169.793, or 169.797 or the participant's license has previously been suspended, revoked, or canceled under section 169.792 or 169.797, the commissioner shall require the participant to present an insurance identification card that is certified by the insurance company to be noncancelable for a period not to exceed 12 months.
202.4 (b) A license issued under authority of this section must contain a restriction prohibiting the program participant from driving, operating, or being in physical control of any motor vehicle not equipped with a functioning ignition interlock device certified by the commissioner. A participant may drive an employer-owned vehicle not equipped with an interlock device while in the normal course and scope of employment duties pursuant to the program guidelines established by the commissioner and with the employer's written consent.
(c) A program participant whose driver's license has been: (1) revoked under section 169A.52, subdivision 3, paragraph (a), clause (1), (2), or (3), or subdivision 4, paragraph (a), clause (1), (2), or (3); 169A.54, subdivision 1, clause (1), (2), (3), or (4); or 171.177, subdivision 4, paragraph (a), clause (1), (2), or (3), or subdivision 5, paragraph (a), clause (1), (2), or (3); or (2) revoked under section 171.17, subdivision 1, paragraph (a), clause (1), (2), or (3); or revoked under section 171.17, subdivision 1, paragraph (a), clause (1), (2), or (3); or 171.177, subdivision 4, paragraph (a), clause (1), (2), or (3), or subdivision 5, paragraph (a), clause (1), (2), or (3); or revoked under section 171.17, subdivision 1, paragraph (a), clause (1), (2), or (3), or subdivision 4, paragraph (a), clause (1), (2), or (3); or revoked under section 169A.52, subdivision 3, paragraph (a), clause (4), (5), or (6), or subdivision 4, paragraph (a), clause (4), (5), or (6); or revoked under section 171.17, subdivision 1, paragraph (a), clause (4), (5), or (6); or revoked under section 171.17, subdivision 1, paragraph (a), clause (4), (5), or (6); or revoked under section 609.2113, subdivision 1, clause (2), item (i) or (iii), (3), or (4); subdivision 2, clause (2), item (i) or (iii), (3), or (4); or subdivision 3, clause (2), item (i) or (iii), (3), or (4), or 609.2114, subdivision 2, or subdivision 3, clause (2), item (i) or (iii), (3), or (4), resulting in bodily harm, substantial bodily harm, or great bodily harm, where the participant has fewer than two qualified prior impaired driving incidents within the past ten years or fewer than three qualified prior impaired driving incidents ever; may apply for conditional reinstatement of the driver's license, subject to the ignition interlock restriction.

(d) A program participant whose driver's license has been: (1) revoked, canceled, or denied under section 169A.52, subdivision 3, paragraph (a), clause (4), (5), or (6), or subdivision 4, paragraph (a), clause (4), (5), or (6); 169A.54, subdivision 1, clause (4), (5), or (6), or (7); or 171.177, subdivision 4, paragraph (a), clause (4), (5), or (6), or subdivision 5, paragraph (a), clause (4), (5), or (6); or revoked under section 171.17, subdivision 1, paragraph (a), clause (4), (5), or (6); or revoked under section 171.17, subdivision 1, paragraph (a), clause (4), (5), or (6); or 609.2113, subdivision 1, clause (2), item (i) or (iii), (3), or (4); subdivision 2, clause (2), item (i) or (iii), (3), or (4); or subdivision 3, clause (2), item (i) or (iii), (3), or (4), or 609.2114, subdivision 2, or subdivision 3, clause (2), item (i) or (iii), (3), or (4), resulting in bodily harm, substantial bodily harm, or great bodily harm, where the participant has two or more qualified prior impaired driving incidents within the past ten years or three or more qualified prior impaired driving incidents ever; may apply for conditional reinstatement of the driver's license to the ignition interlock restriction, if the program participant is enrolled in a licensed chemical dependency treatment or rehabilitation program as recommended in a chemical use assessment. As a prerequisite to eligibility for eventual reinstatement of full driving privileges, a participant whose chemical use assessment recommended treatment or rehabilitation shall complete a licensed chemical dependency treatment or rehabilitation program. If the program participant's ignition interlock device subsequently registers a positive breath alcohol concentration of 0.02 or higher, the commissioner shall extend the time period that the participant must participate in the program until the participant has reached the required abstinence period described in section 169A.55, subdivision 4.

(e) Notwithstanding any statute or rule to the contrary, the commissioner has authority to determine when a program participant is eligible for restoration of full driving privileges, except that the commissioner shall not reinstate full driving privileges until the program participant has met all applicable prerequisites for reinstatement under section 169A.55 and until the program participant's device has registered no positive breath alcohol concentrations of 0.02 or higher during the preceding 90 days.
Sec. 24. ONLINE DRIVER EDUCATION PROGRAM.

(a) A licensed driver education program may provide online driver education as provided in this section. The online driver education program must satisfy the requirements for classroom driver education as provided in section 171.0701, subdivision 1, and Minnesota Rules, chapter 7411. In addition, an online driver education program must:

1. include a means for the student to measure performance outcomes;
2. use a pool of rotating quiz questions;
3. incorporate accountability features to ensure the identity of the student while engaged in the course of online study;
4. measure the amount of time that the student spends in the course;
5. provide technical support to customers that is available 24 hours per day, seven days per week;
6. require a licensed Minnesota driver education instructor to monitor each student's progress and be available to answer questions in a timely manner, provided that the instructor is not required to monitor progress or answer questions in real time;
7. store course content and student data on a secure server that is protected against data breaches and is regularly backed up;
8. incorporate preventive measures in place to protect against the access of private information;
9. include the ability to update course content uniformly throughout the state; and
10. provide online interactive supplemental parental curriculum consistent with section 171.0701, subdivision 1a.

(b) Except as required by this section, the commissioner is prohibited from imposing requirements on online driver education programs that are not equally applicable to classroom driver education programs.

Sec. 39. FEDERAL FUNDS LOCAL ASSISTANCE PROGRAM.

Subdivision 1. Definitions.

(a) For purposes of this section, the following terms have the meanings given:

(b) "Commissioner" means the commissioner of transportation.

(c) "Program" means the federal funds local assistance program established in this section.
Subd. 2. Program established. The commissioner must implement a federal funds local assistance program to provide local match aid in an application for federal discretionary or competitive grants.

Subd. 3. Program administration. (a) The commissioner must establish program requirements, including but not limited to: eligibility of projects; solicitation procedures; an application process that is designed to minimize requirements and applicant burdens and to align with federal application requirements; criteria to evaluate applications and select aid recipients subject to subdivision 6; procedures to commit and pay financial assistance; and a schedule that allows for application, evaluation, and awards of aid on a biannual or more frequent basis.

(b) The commissioner must make reasonable efforts to publicize each solicitation among all eligible grant recipients. The commissioner must assist applicants to create and submit applications.

(c) The commissioner may expend up to five percent of available funds in a fiscal year under this section on program administration.

Subd. 4. Local match aid. (a) From funds made available under the program, the commissioner must provide aid to an eligible recipient as provided under subdivision 5. The aid may be provided as direct financial assistance or as a commitment to provide a specific amount of financial assistance contingent on an award of a federal grant to the eligible grant recipient.

(b) Aid under the program:

(1) must provide for a match requirement under a federal discretionary or competitive grant in a manner that meets federal requirements;

(2) must be for a transportation-related project, program, or expenditure;

(3) may equal a portion or the entire amount necessary for the federal match requirement; and

(4) may exceed the amount necessary for the federal match requirement if the commissioner determines that an additional local match is:

(i) materially likely to increase the competitiveness of the federal application; and

(ii) anticipated to be generally comparable to competing applications for the federal grant.

(c) If a federal grant award amount differs from the amount anticipated at the time of application for aid under the program, the commissioner may adjust the aid amount provided for the project or leave the aid amount unchanged.
Subd. 5. Aid recipient eligibility. The following are eligible aid recipients under the program:

1. a local unit of government, including but not limited to metropolitan planning organizations;
2. a Tribal government of a Tribe recognized by the United States Department of the Interior Bureau of Indian Affairs;
3. a partnership of entities identified in clauses (1) and (2);
4. the commissioner on behalf of or acting as the agent of a local unit of government or a Tribal government; and
5. an entity that is eligible for a federal grant under the applicable federal program.

Subd. 6. Project evaluation. The commissioner must establish criteria to evaluate projects for aid under the program. At a minimum, the criteria must provide for prioritization and project selection based on:

1. the extent to which the project provides an identifiable impact in the following:
   i. improvements to traffic safety;
   ii. improvements to pedestrian and bicyclist safety;
   iii. reduction in vehicle miles traveled;
   iv. providing for increased use of low-emission or zero-emission vehicles;
   v. reduction in greenhouse gas emissions; and
   vi. increases in equity for transportation facilities or programs in communities that are historically or currently underrepresented in local or regional transportation planning or projects, including Indigenous communities, communities of color, low-income households, people with disabilities, and people with limited English proficiency;
2. anticipated competitiveness of the project for a federal grant or the existence of a federal grant award for the project;
3. measurable benefits with respect to transportation system performance targets or system plans; and
4. alignment with the transportation system goal under section 174.01, subdivision 2, clause (9).

Subd. 7. Allocation categories. (a) The commissioner must categorize projects into one of the allocation categories under paragraph (b). For a project that may be reasonably categorized into more than one of the allocation categories, the commissioner must determine the allocation category that reflects the predominant purpose of the project.
(b) In each fiscal year in which local match aid is provided under the program, the
commissioner must apportion the aid among the following allocation categories:
(1) 15 percent for local road and bridge projects;
(2) ten percent for transit projects outside the metropolitan area, as defined in section
473.121, subdivision 2;
(3) five percent for active transportation projects;
(4) three percent for electric vehicle infrastructure projects; and
(5) 67 percent on a flexible basis, which includes projects that are not otherwise
categorized under this paragraph and projects that are categorized under clauses (1) to (4).
(c) The commissioner may reallocate funds that remain in an allocation category under
paragraph (b) following the conclusion of aid awards in a fiscal year.

Subd. 8. Legislative report. (a) Annually by December 15, the commissioner must
submit a report on the program to the legislative committees with jurisdiction over
transportation policy and finance. At a minimum, the report must include:
(1) an overview of program implementation;
(2) a review of the project evaluation criteria established under subdivision 6;
(3) a fiscal review that includes a summary of aid awarded under the program with a
breakout by allocation category under subdivision 7 and the associated federal grants;
(4) an amount that is recommended to appropriate for the program in each of the
upcoming two fiscal years, including an analysis of development of the recommended
amount and an estimated breakout of aid by transportation mode or similar categorization;
and
(5) any recommendations for legislative changes to the program.
(b) This subdivision expires June 30, 2026.

Sec. 40. [174.127] FEDERAL GRANTS TECHNICAL ASSISTANCE.
(a) Subject to funds made available for purposes of this section, the commissioner must
establish a process that provides for technical assistance to a requesting local unit of
government or Tribal government that seeks to evaluate or submit an application for a
federal discretionary grant for a transportation project, program, or expenditure.
(b) As necessary, the commissioner must prioritize requests for technical assistance
based on applicant capacity to effectively complete a competitive federal grant application
and history of prior federal grant applications.
(c) Technical assistance includes but is not limited to:
(1) providing support for grant writing, analysis, technical review, application finalization, or similar activities;

(2) providing general programmatic or legal information necessary to complete an application; and

(3) making information available on general actions to enhance the competitiveness of federal applications.

THE FOLLOWING SENATE SECTIONS ARE FROM ARTICLE 10

Sec. 18. Minnesota Statutes 2020, section 174.185, as amended by Laws 2021, First Special Session chapter 5, article 4, section 90, is amended to read:

174.185 PAVEMENT LIFE-CYCLE COST ANALYSIS.
Subdivision 1. Definitions. For the purposes of this section, the following definitions apply.

(a) “Life-cycle cost” is the sum of the cost of the initial pavement project and all anticipated costs for maintenance, repair, and reconstructing over the life of the pavement. Anticipated costs must be based on Minnesota’s actual or reasonably projected maintenance, repair, and reconstructing schedules and costs determined by the Department of Transportation district personnel based upon recently awarded local projects and experience with local material costs.

(b) “Minimum requirements” is a combination of pavement, base, and subbase materials that minimizes the total system cost to achieve the specified design performance requirements. Design performance requirements are based on design traffic volumes, reliability, standard deviation, pavement structural characteristics, and various material properties for structural design.

(c) “Pavement” is any material used for paved traffic lanes, typically asphalt or concrete, including the underlying materials inherent to each pavement alternative considered.

(d) “Rounded value” means a measurement that is rounded to the nearest half-inch increment.
"Shoulder" is the portion of the roadway contiguous with the traveled way, outside of the edge of the pavement for accommodation of stopped vehicles, emergency use, and lateral support of base and surface courses.

"Substantial plan development" is the point in time during the plan development process after which any further activities would preclude any of the feasible alternatives from being selected or constructed.

"Superfluous materials" are materials that are in excess of rounded values and that are not necessary to meet the minimum requirements for a feasible alternative.

Subd. 2. Required analysis.
(a) For each project in the reconditioning, resurfacing, and road repair funding categories any project with 15,000 or more square yards of paving, the commissioner shall perform a life-cycle cost analysis and shall document the lowest life-cycle costs and all alternatives considered. The commissioner shall document the chosen pavement strategy and, if the lowest life cycle is not selected, document the justification for the chosen strategy. A life-cycle cost analysis is required for projects to be constructed after July 1, 2011. For projects to be constructed prior to July 1, 2011, when feasible, the department will use its best efforts to perform life-cycle cost analyses and document the chosen pavement strategy as provided by this section. The commissioner must perform the life-cycle cost analysis prior to substantial plan development.

(b) When conducting a life-cycle cost analysis, the commissioner must:
(1) derive initial and future costs from Minnesota-based historical data of roadways with similar characteristics, including but not limited to similar geographical location, rural or urban classification, traffic volumes, construction practices, staging, and vehicle classification percentages;
(2) determine the analysis period based on the longest design life of all feasible alternatives or 60 years, whichever is longer;
(3) compensate for any life added or lost due to rounding if pavement thickness is rounded up or down;
(4) ensure that each feasible alternative being considered in the analysis meets the minimum requirements for that alternative and must consider only the pavement, base, and subbase materials that are required to meet the minimum criteria for that alternative;
(5) identify all feasible alternatives, including a full range of rehabilitation strategies for both rigid and flexible pavements, which must, at a minimum, include thin asphalt overlay of less than four inches, thin concrete overlay of four inches to six inches, thick asphalt of greater than or equal to four inches, and thick concrete options greater than six inches;
(6) include agency costs, including but not limited to initial pavement, future rehabilitation and maintenance projects, overhead, design, contract administration, and routine maintenance;
(7) mobilization costs related to construction, maintenance, or rehabilitation;
(8) costs for traffic control to protect workers and the public during each construction, maintenance, or rehabilitation activity in the analysis;
(9) add the annual excess fuel consumption costs, as calculated in subdivision 2a, as an annual pavement cost;
(10) identify and use realistic timing of future maintenance and construction practices using similar characteristics, including but not limited to similar geographical location, rural or urban classification, traffic volumes, construction practices, staging, and vehicle classification percentages;
(11) for each feasible alternative with residual service life at the end of the analysis period, calculate the value of any residual service life and include it as a credit in the final year of the analysis period;
(12) include an explanation of the methodology used to produce the cost estimate and why that method was selected; and
(13) include an explanation of the timing selected of rehabilitation and maintenance and why that timing was selected.

(c) The commissioner must not include the following in a life-cycle cost analysis:
(1) elements that are the same for all alternatives;
(2) life-cycle calculations for shoulder pavement, shoulder base, or shoulder subbase;
(3) any superfluous material that is included as part of the feasible alternative but is not required to meet the minimum requirements of the feasible alternative, including any material that may be included due to the designer's preference or recommendation in the department's Pavement Design Manual. This clause does not preclude the commissioner from selecting a pavement strategy that uses superfluous materials, but the superfluous materials must not be a factor in making the selection.

Subd. 2a. Excess fuel consumption calculation. (a) For purposes of this subdivision, the following terms have the meanings given:
(1) "diesel fuel price" means the Midwest nonhighway diesel fuel price effective for the date the calculation is performed as provided by the United States Energy Information Administration;
(2) "gasoline fuel price" means the Midwest regular gasoline price effective for the date that calculation is performed as provided by the United States Energy Information Administration.
(3) "heavy commercial annual average daily traffic (HCAADT)" means the heavy
commercial annual average daily traffic provided by the department's data and based on the
traffic forecasting and analysis system;

(4) "heavy-duty MPG" means the latest fleet average miles per gallon of heavy-duty,
short-wheelbase vehicles as provided by the United States Energy Information
Administration;

(5) "heavy-duty fuel savings factor" means the percentage of rigid pavement savings
anticipated for heavy commercial vehicles as provided by department research, state or
federal agencies, or relevant academic research projects;

(6) "light-duty fuel savings factor" is the percentage of rigid pavement savings anticipated
for passenger vehicles as provided by department research, state or federal agencies, or
relevant academic research projects;

(7) "light-duty MPG" means the latest fleet average for miles per gallon of light-duty,
short-wheelbase vehicles as provided by the United States Energy Information
Administration;

(8) "passenger annual average daily traffic (PAADT)" means the passenger annual
average daily traffic provided by the department's data and based on the traffic forecasting
and analysis system; and

(9) "project length" means the centerline miles for the project.

(b) The commissioner must determine the annual excess fuel consumption cost as
provided in this subdivision. The commissioner must use the same HCAADT or PAADT
for the duration of each analysis period.

(c) The passenger excess cost is equal to the product of PAADT, gasoline fuel price,
light-duty fuel savings factor, project length, and 365 divided by light-duty MPG.

(d) The heavy commercial excess cost is equal to the product of HCAADT, gasoline fuel
price, heavy-duty fuel savings factor, project length, and 365 divided by heavy-duty MPG.

(e) The annual excess fuel consumption cost is the sum of passenger excess cost and
heavy commercial excess cost.

Subd. 2b. Review and collaboration. (a) Before finalizing a pavement selection, the
commissioner must post a draft of the life-cycle cost analysis and the draft pavement selection
on the department's Office of Materials and Road Research website for 21 days. During
this period, the commissioner must allow industry association representatives to submit
questions and comments. The commissioner must collaborate with the person who submitted
the question or comment, where necessary, to ensure the commissioner fully understands
the question or comment. The commissioner must respond to each comment or question in
writing, which must include a description of any associated changes that will be made to the life-cycle cost analysis.

(b) After the review period closes, the commissioner must make revisions to the life-cycle cost analysis in response to questions or comments received. If the commissioner revises the type of pavement from concrete to asphalt or from asphalt to concrete, the commissioner must post the revised life-cycle cost analysis for review in accordance with paragraph (a).

Subd. 2c. Selection. (a) After the review period required in subdivision 2b and any subsequent changes to the analysis, the commissioner must select the pavement strategy and prepare a document of justification. At a minimum, the document of justification must:

(1) include all comments and questions received during the review and the commissioner's responses to each;

(2) explain why the pavement strategy was selected;

(3) if the lowest life-cycle cost is not selected, justify why a strategy with a higher life-cycle cost was selected; and

(4) identify any superfluous materials, quantify the superfluous materials' associated costs, and provide the rationale for the superfluous materials' inclusion.

(b) The commissioner must submit the analysis and document of justification to a licensed professional engineer for review. A life-cycle cost analysis is not considered final until it is certified and signed by a licensed professional engineer as provided by Minnesota Rules, part 1800.4200.

(c) For all projects that began construction on or after January 1, 2022, the commissioner must store all life-cycle cost analyses and documents of justification on the department's website in a manner that allows the public to easily access the documents.

(d) After completing the certification and signature requirements of paragraph (b) and the posting requirements of paragraph (c), the commissioner may advance the project to substantial plan development.

Subd. 3. Report. The commissioner shall report annually to the chairs and ranking minority members of the senate and house of representatives committees with jurisdiction over transportation finance on the results of the analyses required in subdivision 2, the public review required by subdivision 2b, and the final selection and document of justification required by subdivision 2c.

EFFECTIVE DATE. This section is effective July 1, 2022, and applies to life-cycle cost analyses that are started on or after that date, except that subdivision 2b and any references to subdivision 2b are not effective until July 1, 2023.
State Government - Transportation Policy

House Language H4293-3

Minnesota Statutes 2020, section 174.52, subdivision 3, is amended to read:

Subd. 3. Advisory committee. (a) The commissioner shall establish a local road improvement program advisory committee consisting of the following members:

1. one county commissioner;
2. one county engineer;
3. one city engineer;
4. one council member or city administrator representing a city with a population over 5,000; and
5. one town board member appointed by the Minnesota Association of Townships.

(b) The advisory committee shall provide recommendations to the commissioner regarding expenditures from the accounts established in this section.

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

Sec. 41. Minnesota Statutes 2020, section 174.52, subdivision 3, is amended to read:

Subd. 3. Advisory committee. (a) The commissioner shall establish a local road improvement program advisory committee consisting of the following members:

1. one county commissioner;
2. one county engineer;
3. one city engineer;
4. one council member or city administrator representing a city with a population over 5,000; and
5. one town board member appointed by the Minnesota Association of Townships.

(b) The advisory committee shall provide recommendations to the commissioner regarding expenditures from the accounts established in this section.

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

Sec. 42. Minnesota Statutes 2020, section 216D.03, is amended by adding a subdivision to read:

Subd. 5. Excavation notice system performance reporting. (a) Each operator must submit a report to the Office of Pipeline Safety on a quarterly basis, using a form or database entry designated by the Office of Pipeline Safety. The report must contain the following information:

1. the total number of notifications and the number of notifications itemized by type;
2. for each notification type, the percentage of notifications marked by the start time on the notice; and
3. the number of utility damages, itemized by the cause of the damages.

(b) An operator, other than a pipeline operator subject to chapter 299F, 299J, with fewer than 5,000 notifications received during the previous calendar year is exempt from the reporting requirement under paragraph (a).

Sec. 43. Minnesota Statutes 2020, section 219.1651, is amended to read:

219.1651 GRADE CROSSING SAFETY ACCOUNT.

A Minnesota grade crossing safety account is created in the special revenue fund, consisting of money credited to the account by law. Money in the account is appropriated to the commissioner of transportation for rail-highway grade crossing safety projects on
public streets and highways, including engineering costs and other costs associated with
administration and delivery of grade crossing safety projects. At the discretion of the
commissioner of transportation, money in the account at the end of each biennium may
cancel to the trunk highway fund.

Sec. 44. Minnesota Statutes 2020, section 221.025, is amended to read:

221.025 EXEMPTIONS.

The provisions of this chapter requiring a certificate or permit to operate as a motor
carrier do not apply to the intrastate transportation described below:

(1) the transportation of students to or from school or school activities in a school bus
inspected and certified under section 169.451, the transportation of children or parents
to or from a Head Start facility or Head Start activity in a Head Start bus inspected and
certified under section 169.451, and the use of a school bus while operating in accordance
with section 169.4476;

(2) the transportation of solid waste, as defined in section 116.06, subdivision 22,
including recyclable materials and waste tires, except that the term "hazardous waste" has
the meaning given it in section 221.012, subdivision 18;

(3) a commuter van as defined in section 221.012, subdivision 9;

(4) authorized emergency vehicles as defined in section 169.011, subdivision 3, including
ambulances; and tow trucks equipped with proper and legal warning devices when picking
up and transporting (i) disabled or wrecked motor vehicles or (ii) vehicles towed or
transported under a towing order issued by a public employee authorized to issue a towing
order;

(5) the transportation of grain samples under conditions prescribed by the commissioner;

(6) the delivery of agricultural lime;

(7) the transportation of dirt and sod within an area having a 50-mile radius from the
home post office of the person performing the transportation;

(8) the transportation of sand, gravel, bituminous asphalt mix, concrete ready mix,
concrete blocks or tile and the mortar mix to be used with the concrete blocks or tile, or
crushed rock to or from the point of loading or a place of gathering within an area having
a 50-mile radius from that person's home post office or a 50-mile radius from the site of
construction or maintenance of public roads and streets;

(9) the transportation of pulpwood, cordwood, mining timber, poles, posts, decorator
evergreens, wood chips, sawdust, shavings, and bark from the place where the products are
produced to the point where they are to be used or shipped;

(10) the transportation of fresh vegetables from farms to canneries or viner stations,
from viner stations to canneries, or from canneries to canneries during the harvesting,
canning, or packing season, or transporting sugar beets, wild rice, or rutabagas from the
field of production to the first place of delivery or unloading, including a processing plant,
warehouse, or railroad siding;

(11) the transportation of unprocessed dairy products in bulk within an area having a
100-mile radius from the home post office of the person providing the transportation;

(12) the transportation of agricultural, horticultural, dairy, livestock, or other farm
products within an area having a 100-mile radius from the person's home post office and
the carrier may transport other commodities within the 100-mile radius if the destination
of each haul is a farm;

(13) the transportation of newspapers, telephone books, handbills, circulars, or pamphlets
in a vehicle with a gross vehicle weight of 10,000 pounds or less; and

(14) transportation of potatoes from the field of production, or a storage site owned or
otherwise controlled by the producer, to the first place of processing.

The exemptions provided in this section apply to a person only while the person is
exclusively engaged in exempt transportation.
first to the general obligation special tax bond debt service account in each fiscal
year the amount required by section 16A.661, subdivision 3, paragraph (b); and

(2) after the requirements of clause (1) have been met, the balance to the general fund.

(d) Beginning with sales taxes remitted after July 1, 2017, the commissioner shall deposit
in the state treasury the revenues collected under section 297A.64, subdivision 1, including
interest and penalties and minus refunds, and credit them to the highway user tax distribution
fund.

(e) The commissioner shall deposit the revenues, including interest and penalties,
collected under section 297A.64, subdivision 5, in the state treasury and credit them to the
general fund. By July 15 of each year the commissioner shall transfer to the highway user
tax distribution fund an amount equal to the excess fees collected under section 297A.64,
subdivision 5, for the previous calendar year.

(f) Beginning with sales taxes remitted after July 1, 2017, in conjunction with the deposit
of revenues under paragraph (d), the commissioner shall deposit into the state treasury and
credit to the highway user tax distribution fund an amount equal to the estimated revenues
derived from the tax rate imposed under section 297A.62, subdivision 1, on the lease or
rental for not more than 28 days of rental motor vehicles subject to section 297A.64. The
commissioner shall estimate the amount of sales tax revenue deposited under this paragraph
based on the amount of revenue deposited under paragraph (d).

(g) Starting after July 1, 2017, the commissioner shall deposit an amount of the
remittances monthly into the state treasury and credit them to the highway user tax
distribution fund as a portion of the estimated amount of taxes collected from the sale and
purchase of motor vehicle repair parts in that month. For the remittances between July 1,
2017, and June 30, 2019, the monthly deposit amount is $2,628,000. For remittances in
each subsequent fiscal year, the monthly deposit amount is $12,137,000. The commissioner
must deposit on a monthly basis the revenue derived from the tax rate imposed under section
297A.62, subdivision 1, on the sale and purchase of motor vehicle repair and replacement
parts into the state treasury and credit:

(1) 86 percent to the highway user tax distribution fund;

(2) seven percent to the small cities assistance account in the special revenue fund
established under section 162.145; and

(3) seven percent to the town road account in the county state-aid highway fund
established under section 162.081.

Between July 1, 2022, and June 30, 2023, the monthly deposit amount is $26,655,000. In
each subsequent fiscal year, the commissioner must adjust the monthly deposit amount by
the percentage change in the total amount of sales tax revenue collected for all sales and
purchases between the two preceding fiscal years. The amount as adjusted must be rounded
to the nearest $1,000 amount. For purposes of this paragraph, "motor vehicle" has the
meaning given in section 297B.01, subdivision 11, and "motor vehicle repair and replacement parts" includes (i) all parts, tires, accessories, and equipment incorporated into or affixed to the motor vehicle as part of the motor vehicle maintenance and repair, and (ii) paint, oil, and other fluids that remain on or in the motor vehicle as part of the motor vehicle maintenance or repair. For purposes of this paragraph, "tire" means any tire of the type used on highway vehicles, if wholly or partially made of rubber and if marked according to federal regulations for highway use.

(h) 72.43 percent of the revenues, including interest and penalties, transmitted to the commissioner under section 297A.65, must be deposited by the commissioner in the state treasury as follows:

1. 50 percent of the receipts must be deposited in the heritage enhancement account in the game and fish fund, and may be spent only on activities that improve, enhance, or protect fish and wildlife resources, including conservation, restoration, and enhancement of land, water, and other natural resources of the state;
2. 22.5 percent of the receipts must be deposited in the natural resources fund, and may be spent only for state parks and trails;
3. 22.5 percent of the receipts must be deposited in the natural resources fund, and may be spent only on metropolitan park and trail grants;
4. three percent of the receipts must be deposited in the natural resources fund, and may be spent only on local trail grants; and
5. two percent of the receipts must be deposited in the natural resources fund, and may be spent only for the Minnesota Zoological Garden, the Como Park Zoo and Conservatory, and the Duluth Zoo.

(i) The revenue dedicated under paragraph (h) may not be used as a substitute for traditional sources of funding for the purposes specified, but the dedicated revenue shall supplement traditional sources of funding for those purposes. Land acquired with money deposited in the game and fish fund under paragraph (h) must be open to public hunting and fishing during the open season, except that in aquatic management areas or on lands where angling easements have been acquired, fishing may be prohibited during certain times of the year and hunting may be prohibited. At least 87 percent of the money deposited in the game and fish fund for improvement, enhancement, or protection of fish and wildlife resources under paragraph (h) must be allocated for field operations.

(j) The commissioner must deposit the revenues, including interest and penalties minus any refunds, derived from the sale of items regulated under section 624.20, subdivision 1, that may be sold to persons 18 years old or older and that are not prohibited from use by the general public under section 624.21, in the state treasury and credit:

1. 25 percent to the volunteer fire assistance grant account established under section 88.068;
(2) 25 percent to the fire safety account established under section 297I.06, subdivision 3; and
(3) the remainder to the general fund.
For purposes of this paragraph, the percentage of total sales and use tax revenue derived from the sale of items regulated under section 624.20, subdivision 1, that are allowed to be sold to persons 18 years old or older and are not prohibited from use by the general public under section 624.21, is a set percentage of the total sales and use tax revenues collected in the state, with the percentage determined under Laws 2017, First Special Session chapter 1, article 3, section 39.
(k) The revenues deposited under paragraphs (a) to (j) do not include the revenues, including interest and penalties, generated by the sales tax imposed under section 297A.62, subdivision 1a, which must be deposited as provided under the Minnesota Constitution, article XI, section 15.

EFFECTIVE DATE.
This section is effective July 1, 2022.

THE FOLLOWING SENATE SECTIONS ARE FROM ARTICLE 11
Section 1. Minnesota Statutes 2020, section 297A.993, is amended by adding a subdivision to read:

Subd. 2a. Guideway uses, reporting.
By August 15 of each even-numbered year, a metropolitan area county that uses, or proposes to use, the proceeds of the transportation sales taxes to fund the planning, construction, operation, or maintenance of guideways as defined in section 473.4485, subdivision 1, must submit a report to the legislative committees with jurisdiction over transportation policy and finance. At a minimum, the report must include:

(1) actual transportation sales tax collections by the county over the previous five calendar years;
(2) an estimation of the total sales tax revenues that will be collected by the county in the current year and estimated collections for the next ten calendar years;
(3) for each of the previous five calendar years, the current calendar year, and for the next ten calendar years:

(i) the amount of sales tax revenues expended or proposed to be expended for guideway planning, construction, operation, or maintenance;
(ii) the total expenditures or proposed expenditures of sales tax revenues for nonguideway uses; and
(iii) an estimated balance of unspent or undesignated county sales tax revenues.
Sec. 45. Minnesota Statutes 2020, section 299A.41, subdivision 3, is amended to read:

Subd. 3. Killed in the line of duty. (a) "Killed in the line of duty" does not include deaths from natural causes, except as provided in this subdivision. In the case of a public safety officer, killed in the line of duty includes the death of a public safety officer caused by accidental means while the public safety officer is acting in the course and scope of duties as a public safety officer.

(b) Killed in the line of duty also means if a public safety officer dies as the direct and proximate result of a heart attack, stroke, or vascular rupture, that officer shall be presumed to have died as the direct and proximate result of a personal injury sustained in the line of duty if:

(1) that officer, while on duty:

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

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

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

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

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

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

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

(c) Killed in the line of duty includes the death of a public safety officer that is:

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

(2) the result of suicide secondary to a diagnosis of post-traumatic stress disorder as described in the most recently published edition of the Diagnostic and Statistical Manual of Mental Disorders by the American Psychiatric Association.

Sec. 46. Minnesota Statutes 2020, section 299D.03, subdivision 5, is amended to read:

Subd. 5. Traffic fines and forfeited bail money. (a) All fines and forfeited bail money collected from persons apprehended or arrested by officers of the State Patrol shall be transmitted by the person or officer collecting the fines, forfeited bail money, or installments thereof, on or before the tenth day after the last day of the month in which these moneys
were collected, to the commissioner of management and budget. Except where a different
disposition is required in this subdivision or section 387.213, or otherwise provided by law,
three-eighths of these receipts must be deposited in the state treasury and credited to the
state general fund. The other five-eighths of these receipts must be deposited in the state
treasury and credited as follows: (1) the first $2,500,000 in each fiscal year must
be credited to the Minnesota grade crossing safety account in the special revenue fund, and
(2) remaining receipts must be credited to the state trunk highway fund. If, however, the
violation occurs within a municipality and the city attorney prosecutes the offense, and a
plea of not guilty is entered, one-third of the receipts shall be deposited in the state treasury
and credited to the state general fund, one-third of the receipts shall be paid to the
municipality prosecuting the offense, and one-third shall be deposited in the state treasury
and credited to the Minnesota grade crossing safety account or the state trunk highway fund
as provided in this paragraph. When section 387.213 also is applicable to the fine, section
387.213 shall be applied before this paragraph is applied. All costs of participation in a
 statewide police communication system chargeable to the state of Minnesota shall be paid
from appropriations for that purpose.

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

Sec. 47. Minnesota Statutes 2020, section 299F.60, subdivision 1, is amended to read:

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

Sec. 48. Minnesota Statutes 2020, section 299J.16, subdivision 1, is amended to read:

Subdivision 1. Civil penalty. (a) A pipeline operator who violates section 299J.07,
subdivision 1, or 299J.15, or the rules of the commissioner implementing those sections,
shall forfeit and pay to the state a civil penalty in an amount to be determined by the court,
up to $1,000,000 for each day that the operator remains in violation, subject to a maximum
of $1,000,000 for a related series of violations. The maximum penalties listed in Code of
Federal Regulations, title 49, part 190.
b) The penalty provided under this subdivision may be recovered by an action brought
by the attorney general at the request of the commissioner, in the name of the state, in
connection with an action to recover expenses of the director under section 299J.13,
subdivision 4.

1) in the District Court of Ramsey County; or

2) in the county of the defendant’s residence.

Sec. 49. Minnesota Statutes 2021 Supplement, section 360.55, subdivision 9, is amended
to read:

Subd. 9. Small unmanned aircraft systems. (a) Any small unmanned aircraft system
in which the unmanned aircraft weighs less than 55 pounds at takeoff, including payload
and anything affixed to the aircraft, either, as defined in section 360.013, subdivision 57b:

1) must be registered in the state for an annual fee of $25; or

2) is not subject to registration or an annual fee if the unmanned aircraft system is owned
and operated solely for recreational purposes.

(b) An unmanned aircraft system that meets the requirements under paragraph (a) is
exempt from aircraft registration tax under sections 360.511 to 360.67.

(c) Owners must, at the time of registration, provide proof of insurability in a form
acceptable to the commissioner. Additionally, owners must maintain records and proof that
each flight was covered by an insurance policy with limits of not less than $300,000 per
occurrence for bodily injury or death to nonpassengers in any one accident. The insurance
must comply with section 60A.081, unless that section is inapplicable under section 60A.081,
subdivision 3.

Sec. 50. Minnesota Statutes 2021 Supplement, section 360.59, subdivision 10, is amended
to read:

Subd. 10. Certificate of insurance. (a) Every owner of aircraft in this state when applying
for registration, reregistration, or transfer of ownership shall supply any information the
commissioner reasonably requires to determine that the aircraft during the period of its
contemplated operation is covered by an insurance policy with limits of not less than
$100,000 per passenger seat liability both for passenger bodily injury or death and for
property damage; not less than $100,000 for bodily injury or death to each nonpassenger
in any one accident; and not less than $300,000 per occurrence for bodily injury or death
to nonpassengers in any one accident. The insurance must comply with section 60A.081,
unless that section is inapplicable under section 60A.081, subdivision 3.

The information supplied to the commissioner must include but is not limited to the
name and address of the owner, the period of contemplated use or operation, if any, and, if

THE FOLLOWING SENATE SECTIONS ARE FROM ARTICLE 10

Subd. 9. Small unmanned aircraft systems. (a) Any small unmanned aircraft system
in which the unmanned aircraft weighs less than 55 pounds at takeoff, including payload
and anything affixed to the aircraft, either, as defined in section 360.013, subdivision 57b:

1) must be registered in the state for an annual fee of $25; or

2) is not subject to registration or an annual fee if the unmanned aircraft system is owned
and operated solely for recreational purposes.

(b) An unmanned aircraft system that meets the requirements under paragraph (a) is
exempt from aircraft registration tax under sections 360.511 to 360.67.

(c) Owners must, at the time of registration, provide proof of insurability in a form
acceptable to the commissioner. Additionally, owners must maintain records and proof that
each flight was covered by an insurance policy with limits of not less than $300,000 per
occurrence for bodily injury or death to nonpassengers in any one accident. The insurance
must comply with section 60A.081, unless that section is inapplicable under section 60A.081,
subdivision 3.

Sec. 22. Minnesota Statutes 2021 Supplement, section 360.59, subdivision 10, is amended
to read:

Subd. 10. Certificate of insurance. (a) Every owner of aircraft in this state when applying
for registration, reregistration, or transfer of ownership shall supply any information the
commissioner reasonably requires to determine that the aircraft during the period of its
contemplated operation is covered by an insurance policy with limits of not less than
$100,000 per passenger seat liability both for passenger bodily injury or death and for
property damage; not less than $100,000 for bodily injury or death to each nonpassenger
in any one accident; and not less than $300,000 per occurrence for bodily injury or death
to nonpassengers in any one accident. The insurance must comply with section 60A.081,
unless that section is inapplicable under section 60A.081, subdivision 3.

The information supplied to the commissioner must include but is not limited to the
name and address of the owner, the period of contemplated use or operation, if any, and, if

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insurance coverage is then presently required, the name of the insurer, the insurance policy number, the term of the coverage, policy limits, and any other data the commissioner requires. No certificate of registration shall be issued pursuant to subdivision 3 in the absence of the information required by this subdivision.

In the event of cancellation of aircraft insurance by the insurer, the insurer shall notify the Department of Transportation at least ten days prior to the date on which the insurance coverage is to be terminated. Unless proof of a new policy of insurance is filed with the department meeting the requirements of this subdivision during the period of the aircraft's contemplated use or operation, the registration certificate for the aircraft shall be revoked forthwith.

Nothing in this subdivision shall be construed to require an owner of aircraft to maintain passenger seat liability coverage on aircraft for which an experimental certificate has been issued by the administrator of the Federal Aviation Administration pursuant to Code of Federal Regulations, title 14, sections 21.191 to 21.195 and 91.319, whereunder persons operating the aircraft are prohibited from carrying passengers in the aircraft or for an unmanned aircraft. Whenever the aircraft becomes certificated to carry passengers, passenger seat liability coverage shall be required as provided in this subdivision.

The requirements of this subdivision shall not apply to any aircraft built by the original manufacturer prior to December 31, 1939, and owned and operated solely as a collector's item, if the owner files an affidavit with the commissioner. The affidavit shall state the owner's name and address, the name and address of the person from whom the aircraft was purchased, the make, year, and model number of the aircraft, the federal aircraft registration number, the manufacturer's identification number, and that the aircraft is owned and operated solely as a collector's item and not for general transportation purposes.

A small unmanned aircraft system that meets the requirements of section 360.55, subdivision 9, is not subject to the requirements under paragraphs (a) and (b). Owners of small unmanned aircraft systems that meet the requirements of section 360.55, subdivision 9, must, at the time of registration, provide proof of insurability in a form acceptable to the commissioner. Additionally, such operators must maintain records and proof that each flight was insured for the limits established in paragraph (a).

Subd. 9b. Safe accessibility training. (a) The council must ensure that vehicle operators who provide bus service receive training on assisting persons with disabilities and mobility limitations to enter and leave the vehicle. The training must cover assistance in circumstances where regular access to or from the vehicle is unsafe due to snow, ice, or other obstructions.
This subdivision applies to vehicle operators employed by the Metropolitan Council or by a replacement service provider.

(b) The council must consult with the Transportation Accessibility Advisory Committee on the training.

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

Subd. 19. Statistics; reports. (a) The Metropolitan Council must post on the council's website a monthly report including ridership statistics for each guideway and busway in revenue operation. In each report, the council must also include the ridership projections made at the time of the full funding grant agreement for each guideway and busway. Within 60 days after the end of a month, the council must post the report for that month. The council must ensure that a report is available on the council's website for a minimum of five years after the report is posted.

(b) The council must post on the council's website a quarterly report including crime statistics for crimes occurring on a light rail transit vehicle, bus, commuter rail car, or at any transit platform, stop, or facility. The report must break down the data by type of crime. The council must ensure that a report is available on the council's website for a minimum of five years after the report is posted.

EFFECTIVE DATE; APPLICATION. This section is effective July 1, 2022, and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Subd. 7. Limitation on certain debt obligations. The council is prohibited from issuing certificates of participation for light rail transit guideways secured in whole or in part by (1) a pledge of motor vehicle sales tax revenue received under sections 16A.88 and 297B.09, or (2) a pledge of any earnings from the council’s investment of motor vehicle sales tax revenues.

EFFECTIVE DATE; APPLICATION. This section is effective July 1, 2022, and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 4. Minnesota Statutes 2020, section 473.39, subdivision 7, is amended to read: 

"Responsible authority" means either the Metropolitan Council or, the state of Minnesota acting through the commissioner of transportation, or a county board of a metropolitan county as designated by the governor under section 473.3994, subdivision 1a, for a particular light rail transit facility.
EFFECTIVE DATE. This section is effective the day following final enactment and applies to projects that enter into full funding grant agreements on or after that date.

Sec. 6. Minnesota Statutes 2020, section 473.3994, subdivision 1a, is amended to read:

Subd. 1a. Designation of responsible authority. For each proposed light rail transit facility in the metropolitan area, the governor must designate either the Metropolitan Council or the state of Minnesota acting through the commissioner of transportation, or a county board of a metropolitan county as the entity responsible for planning, designing, acquiring, constructing, and equipping the facility. If a proposed light rail transit facility will be entirely located within a single metropolitan area county, the governor must designate the county board of that county as the entity responsible for planning, designing, acquiring, constructing, and equipping the facility. Notwithstanding such designation, the commissioner and the council, and the county board may enter into one or more cooperative agreements with respect to the planning, designing, acquiring, constructing, or equipping of a particular light rail transit facility that provide for the parties to exercise their respective authorities in support of the project in a manner that best serves the project and the public.

EFFECTIVE DATE. This section is effective the day following final enactment and applies to projects that enter into full funding grant agreements on or after that date.

215.16 Sec. 52. [473.4075] TRANSIT SAFETY REPORTING.
215.17 (a) By February 15 annually, the council must submit a report on transit safety and administrative citations to the members of the legislative committees with jurisdiction over transportation policy and finance.
215.18 (b) At a minimum, the report must:
215.19 (1) provide an overview of transit safety issues and actions taken by the council to improve safety;
215.20 (2) provide an overview of administrative citations under section 473.4085, including a summary of implementation and analysis of impacts of the program on fare compliance and customer experience for riders;
215.21 (3) for each of the previous three calendar years, provide data and statistics on:
215.22 (i) crime rates occurring on public transit vehicles and at transit stops and stations;
215.23 (ii) the number of warnings and criminal citations issued by the Metropolitan Transit Police, with a breakout by categorized reasons for a warning or citation; and
215.24 (iii) the number of administrative citations issued, with a breakout by issuance by peace officers, community service officers, and other authorized nonsworn personnel;
215.25 (4) for each of the previous three calendar years, state the number of peace officers employed by the Metropolitan Transit Police Department;
(5) state the average number of peace officers employed by the Metropolitan Transit
Police Department for the previous three calendar years; and

(6) make recommendations on how to improve safety on public transit and transit stops
and stations, and for legislative changes, if any.

APPLICATION. This section applies in the counties of Anoka, Carver, Dakota,
Hennepin, Ramsey, Scott, and Washington.

Sec. 53. [473.4085] ADMINISTRATIVE CITATIONS.

Subdivision 1. Authority. (a) Subject to requirements established by the Metropolitan
Council, the council may issue an administrative citation to a person who commits a violation
under section 609.855, subdivision 1, paragraph (a), clause (1), if the violation occurs:

(1) in a council transit vehicle or transit facility in the metropolitan area; or

(2) in the case of commuter rail service, in a council commuter vehicle or commuter
facility in any corridor that is located in whole or in part in the metropolitan area.

(b) Transit fare compliance may be enforced and administrative citations may be issued
by peace officers of the council's Metropolitan Transit Police, and by community service
officers or other nonsworn personnel as authorized by the council.

Subd. 2. Fine; contested citation; resolution. (a) A person who is issued an
administrative citation under this section must, within 90 days of issuance, pay a fine as
determined by the council. A person who fails to either pay the fine or contest the
administrative citation within the specified period is considered to have waived the contested
citation process and is subject to collections, including collection costs.

(b) The council must set the amount of the fine at no less than $35. The council may
establish an escalating fine structure for persons who fail to pay administrative citations or
who repeatedly commit a violation under section 609.855, subdivision 1, paragraph (a),
clause (1).

(c) The council may adopt an alternative resolution procedure under which a person
may resolve an administrative citation in lieu of paying a fine by complying with terms
established by the council for community service, prepayment of future transit fares, or
both. The alternative resolution procedure must be available only to a person who has
committed a violation under section 609.855, subdivision 1, paragraph (a), clause (1), for
the first time, unless the person demonstrates financial hardship under criteria established
by the council.

(d) The council must provide a civil process that allows a person to contest an
administrative citation before a neutral third party. The council may employ a person not
associated with its transit operations, or enter into an agreement with another unit of
government, to hear and rule on challenges to administrative citations.
Subd. 3. **Other requirements.** (a) An administrative citation must include notification that the person has the right to contest the citation, basic procedures for contesting the citation, and information on the timeline and consequences related to the citation.

(b) The council must not mandate or suggest a quota for the issuance of administrative citations under this section.

(c) The council must collect and maintain fines under this section in a separate account that is only used to cover costs under this section.

**EFFECTIVE DATE; APPLICATION.** This section is effective the day following final enactment and applies to violations committed on or after that date. This act applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, Sherburne, and Washington.

Sec. 7. [473.4486] **MUNICIPAL APPROVAL OF GUIDEWAY PLANS.**

Subd. 1. **Application.** “Guideway” has the meaning given in section 473.4485, subdivision 1, paragraph (d), except that this section does not apply to light rail transit.

Subd. 2. **Preliminary design plans; public hearing.** Before final design plans are prepared for a guideway in the metropolitan area, the council must hold a public hearing on the physical design component of the preliminary design plans. The council must provide appropriate public notice of the hearing and publicity to ensure that affected parties have an opportunity to present their views at the hearing. The council must summarize the proceedings and testimony and maintain the record of a hearing held under this section, including any written statements submitted.

Subd. 3. **Preliminary design plans; local approval.** At least 30 days before the hearing under subdivision 2, the council must submit the physical design component of the preliminary design plans to the governing body of each statutory and home rule charter city, county, and town in which the route is proposed to be located. The city, county, or town must hold a public hearing. Within 45 days after the hearing under subdivision 2, the city, county, or town must review and approve or disapprove the plans for the route to be located in the city, county, or town. A local unit of government that disapproves the plans must describe specific amendments to the plans that, if adopted, would cause the local unit to withdraw its disapproval. Failure to approve or disapprove the plans in writing within 45 days after the hearing is deemed to be an approval unless an extension of time is agreed to by the city, county, or town and the council.

Subd. 4. **Preliminary design plans; council hearing.** If the governing body of one or more cities, counties, or towns disapproves the preliminary design plans within the period allowed under subdivision 3, the council must hold a hearing on the plans, giving any disapproving local governmental units and other persons an opportunity to present their views on the plans. The council may conduct an independent study as it deems desirable.
and may mediate and attempt to resolve disagreements about the plans. Within 60 days after
the hearing, the council must review the plans and must decide what amendments to the
plans, if any, must be made to accommodate the objections presented by the disapproving
local governmental units. Amendments to the plans as decided by the council must be made
before continuing the planning and designing process.

Subd. 5. Final design plans. (a) If the final design plans incorporate a substantial change
from the preliminary design plans with respect to location, length, or termini of routes;
general dimension, elevation, or alignment of routes and crossings; or shelters or stops,
before beginning construction, the council must submit the changed component of the final
design plans to the governing body of each statutory and home rule charter city, county,
and town in which the changed component is proposed to be located. Within 60 days after
the submission of the plans, the city, county, or town must review and approve or disapprove
the changed component located in the city, county, or town. A local unit of government that
disapproves the change must describe specific amendments to the plans that, if adopted,
would cause the local unit to withdraw its disapproval. Failure to approve or disapprove the
changed plans in writing within the time period is deemed to be an approval, unless an
extension is agreed to by the city, county, or town.

(b) If the governing body of one or more cities, counties, or towns disapproves the
changed plans within the period allowed under paragraph (a), the council must review the
final design plans under the same procedure and with the same effect as provided in
subdivision 4 for preliminary design plans.

Subd. 6. Revocation. A city, county, or town that has approved the plan as provided by
this section may revoke its approval of the plan at any point prior to the council securing
federal funding for the project. The city, county, or town must notify the council of the
revocation. Upon receipt of the notification, the council must review the final design plans
under the same procedure and with the same effect as provided in subdivision 4 for
preliminary design plans.

Subd. 7. Prohibition. The council must not apply for or request any federal funds for a
guideway project until each city, county, or town in which the route is proposed to be located
has approved the plan as provided by this section.

EFFECTIVE DATE. This section is effective the day following final enactment and
applies to all current and future guideways excluding the Gold Line bus rapid transit project.

Sec. 8. [473.4487] GUIDEWAY COST-BENEFIT ANALYSIS.

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

(b) "Commissioner" means the commissioner of transportation.
(c) "Project options" means the proposed guideway and each alternative identified pursuant to subdivision 2, paragraph (b).

(d) "Responsible governmental unit" means the unit of government responsible for the environmental analysis of the project.

Subd. 2. Analysis required. (a) Prior to the selection of a locally preferred alternative, the responsible governmental unit must perform a cost-benefit analysis as described by this section. The responsible governmental unit must submit the analysis to the commissioner and the Metropolitan Council within 30 days of completing the analysis. The commissioner must post the final analysis on the Department of Transportation website. The chair of the Metropolitan Council must post the final analysis on the council's website. The commissioner and the chair must jointly submit a copy of the final report to the legislative auditor and to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation finance and policy.

(b) The responsible governmental unit must determine alternatives that would serve substantially the same area as the proposed guideway but would provide service in a different manner. At a minimum, the alternatives must include an arterial bus rapid transit line, a regular route bus service line, and a nontransit option that expands capacity of the road.

(c) At a minimum, the analysis must include the following information:

(1) for guideway and busway project options, the estimated ridership numbers;

(2) for the capacity expansion option, the number of additional vehicles accommodated by the expansion;

(3) for each project option, an estimate of the increase or decrease of the number of vehicles on the road;

(4) the amount of revenue derived from or attributable to each project option, including but not limited to fares, tax on gasoline, and motor vehicle sales tax;

(5) for each project option, the estimated ongoing maintenance costs, which entity will pay for the costs, and the percentage of the costs to be paid by each entity;

(6) for each project option, the estimated future capital costs, which entity will pay for the costs, and the percentage of the costs to be paid by each entity;

(7) the estimated economic benefit attributable to each project option, including but not limited to new or expanded housing units or businesses, increased freight movement, and reduction of supply chain issues;

(8) for each project option, the estimated timeline for construction, road closures, and detours and an estimate on how that timeline affects the surrounding areas.
(9) for each project option, an estimate of whether vehicle collisions will increase or decrease due to a change in the projected number of vehicles on the road;
(10) for each project option, an analysis of whether each project option could be altered or stopped once construction is started and the estimated costs related to alteration or stopping;
(11) for each project option, travel time along the route from end to end and for various points of interest in between, including time spent waiting for transit, changing modes of transportation, and other time spent directly related to travel but not inside of a vehicle;
(12) for busway and guideway project options, how travel time for vehicles would be affected by any estimated reduction in vehicle traffic; and
(13) for each project option, the estimated increase or decrease in carbon emissions or other environmental pollutants.

(d) The analysis must also determine how many miles of arterial bus rapid transit, regular route bus service, or congestion mitigation construction could be funded for the amount proposed to be spent on the guideway.

(e) A responsible governmental unit may request assistance from the commissioner or Metropolitan Council. The commissioner or Metropolitan Council must provide the requested assistance and may bill the responsible governmental unit for reasonable expenses incurred in providing the assistance.

EFFECTIVE DATE. This section is effective the day following final enactment and applies to all guideways seeking state or federal funding on or after that date, except this section does not apply to the Gold Line bus rapid transit project. This section applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.
(2) operating costs of guideway services determined by the service operator to be necessary to meet reasonable standards for access, safety, and reliability and that exceed fare revenues and federal, state, local government, or other funds dedicated to the guideway; and

(3) capital maintenance, replacement, and modernization costs determined by the operator of guideway services to be necessary to meet reasonable standards for access, safety, reliability, and upkeep of the guideway and that exceed federal, state, local government, or other funds dedicated to the guideway.

Subd. 3. Prohibition.

(a) The state must not provide any funding for guideways or contribute in any manner to any costs related to guideways.

(b) The council must not impose any tax or fee to pay for any costs related to guideways, including any costs for which a host county is responsible pursuant to subdivision 2.

EFFECTIVE DATE; APPLICATION. This section is effective July 1, 2022, and applies to existing and future guideways in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington, except this section does not apply to the Gold Line bus rapid transit project.

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Sec. 54. Minnesota Statutes 2020, section 609.855, subdivision 1, is amended to read:

Subdivision 1. Unlawfully obtaining services; misdemeanor. (a) A person is guilty of a misdemeanor who intentionally obtains or attempts to obtain service for himself, herself, or another person from a provider of public transit or from a public conveyance by doing any of the following:

1. Occupies or rides in any public transit vehicle without paying the applicable fare or otherwise obtaining the consent of the transit provider including:
   (i) the use of a reduced fare when a person is not eligible for the fare; or
   (ii) the use of a fare medium issued solely for the use of a particular individual by another individual;

2. Presents a falsified, counterfeit, photocopied, or other deceptively manipulated fare medium as fare payment or proof of fare payment;

3. Sells, provides, copies, reproduces, or creates any version of any fare medium without the consent of the transit provider; or

4. Puts or attempts to put any of the following into any fare box, pass reader, ticket vending machine, or other fare collection equipment of a transit provider:
   (i) papers, articles, instruments, or items other than fare media or currency; or
   (ii) a fare medium that is not valid for the place or time at, or the manner in, which it is used.
Where self-service barrier-free fare collection is utilized by a public transit provider, it is a violation of this subdivision to intentionally fail to exhibit proof of fare payment upon the request of an authorized transit representative when entering, riding upon, or leaving a transit vehicle or when present in a designated paid fare zone located in a transit facility.

(c) Issuance of an administrative citation under section 473.4085 prevents imposition of a misdemeanor citation under this subdivision.

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

Sec. 55. Minnesota Statutes 2020, section 609.855, subdivision 7, is amended to read:

Subd. 7. Definitions. (a) The definitions in this subdivision apply in this section.

(b) "Public transit" or "transit" has the meaning given in section 174.22, subdivision 7.

(c) "Public transit vehicle" or "transit vehicle" means any vehicle used for the purpose of providing public transit, whether or not the vehicle is owned or operated by a public entity.

(d) "Public transit facilities" or "transit facilities" means any vehicles, equipment, property, structures, stations, improvements, plants, parking or other facilities, or rights that are owned, leased, held, or used for the purpose of providing public transit, whether or not the facility is owned or operated by a public entity.

(e) "Fare medium" means a ticket, smart card, pass, coupon, token, transfer, or other medium sold or distributed by a public transit provider, or its authorized agents, for use in gaining entry to or use of the public transit facilities or vehicles of the provider.

(f) "Proof of fare payment" means a fare medium valid for the place or time at, or the manner in, which it is used. If using a reduced-fare medium, proof of fare payment also includes proper identification demonstrating a person's eligibility for the reduced fare. If using a fare medium issued solely for the use of a particular individual, proof of fare payment also includes an identification document bearing a photographic likeness of the individual and demonstrating that the individual is the person to whom the fare medium is issued.

(g) "Authorized transit representative" means the person authorized by the transit provider to operate the transit vehicle, a peace officer, or any other person designated by the transit provider as an authorized transit representative under this section.

EFFECTIVE DATE. This section is effective the day following final enactment.
Sec. 25. Laws 2019, First Special Session chapter 3, article 2, section 34, subdivision 8, is amended to read:

Subd. 8. Expiration. The Oversight Committee expires six months after full implementation of VTRS. After full implementation but prior to the expiration of the Oversight Committee, the Oversight Committee must complete a report that, at a minimum, summarizes the activities of the Oversight Committee and makes recommendations to the legislature on proposed changes to state driver and vehicle laws. The Oversight Committee must submit the report to the legislative auditor. For purposes of this subdivision, “full implementation” means all packaged software solution components are implemented and functioning and all MNLARS and legacy components are decommissioned.

Sec. 26. Laws 2021, First Special Session chapter 5, article 4, section 131, is amended to read:

Sec. 131. SCHOOL BUS AGE EXEMPTION. Notwithstanding Minnesota Statutes, section 169.454, subdivision 2, type III vehicles that are 12 years or older may remain in service until August 31, 2022, if the following conditions are met:

(1) the vehicle would otherwise be required to leave service between March 1, 2021, and June 30, 2022, because of the vehicle’s age; and

(2) the vehicle passes all required state inspections.

Sec. 27. Laws 2021, First Special Session chapter 5, article 4, section 131, the effective date, is amended to read:

EFFECTIVE DATE. This section is effective the day following final enactment and expires on August 31, 2022.

THE FOLLOWING SENATE SECTIONS ARE FROM ARTICLE 11

Sec. 10. Laws 2021, First Special Session chapter 5, article 4, section 143, is amended to read:

Sec. 143. STUDY ON POST-COVID PANDEMIC PUBLIC TRANSPORTATION. (a) From funds specified under Minnesota Statutes, section 161.53, paragraph (b), the commissioner of transportation must arrange and pay for a study by the Center for Transportation Studies at the University of Minnesota that examines public transportation after the COVID-19 pandemic is substantially curtailed in the United States. At a minimum, the study must:

(1) focus primarily on transit service for commuters in the metropolitan area, as defined in Minnesota Statutes, section 473.121, subdivision 2;

(2) specifically review Northstar Commuter Rail and commuter-oriented transit service by the Metropolitan Council and by the suburban transit providers; and
(3) provide analysis and projections on anticipated changes in:

(i) ridership;

(ii) demand for different modes and forms of active and public transportation;

(iii) transit service levels and features;

(iv) revenue and expenditures; and

(v) long-term impacts.

(b) By February 1, 2023, the commissioner chair of the Metropolitan Council must provide a copy of the study to the members of the legislative committees with jurisdiction over transportation policy and finance.

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

THE FOLLOWING SENATE SECTIONS ARE FROM ARTICLE 10

Sec. 23. LEGISLATIVE ROUTE NO. 274 REMOVED.

(a) Minnesota Statutes, section 161.115, subdivision 205, is repealed effective the day after the commissioner of transportation receives a copy of the agreement between the commissioner and the governing body of Yellow Medicine County to transfer jurisdiction of a segment of Legislative Route No. 274 and notifies the revisor of statutes under paragraph (b).

(b) The revisor of statutes shall delete the route identified in paragraph (a) from Minnesota Statutes when the commissioner of transportation sends notice to the revisor electronically or in writing that the conditions required to transfer the route have been satisfied.

Sec. 56. LEGISLATIVE ROUTE NO. 301 REMOVED.

(a) Minnesota Statutes, section 161.115, subdivision 232, is repealed effective the day after the commissioner of transportation receives a copy of the agreement between the commissioner and the governing body of the city of St. Cloud to transfer jurisdiction of Legislative Route No. 301 and notifies the revisor of statutes under paragraph (b).

(b) The revisor of statutes shall delete the route identified in paragraph (a) from Minnesota Statutes when the commissioner of transportation sends notice to the revisor electronically or in writing that the conditions required to transfer the route have been satisfied.

Sec. 57. TRANSIT SIGNAL PRIORITY SYSTEM PLANNING.

Subdivision 1. Establishment. By August 1, 2022, the Metropolitan Council must convene a working group to perform planning on transit signal priority systems and related...
transit advantage improvements on high-frequency and high-ridership bus routes in the
metropolitan area, as defined in Minnesota Statutes, section 473.121, subdivision 2.

Subd. 2. Membership. The Metropolitan Council must solicit the following members
to participate in the working group:

(1) one member representing Metro Transit, appointed by the Metropolitan Council;
(2) one member representing the Department of Transportation, appointed by the
commissioner of transportation;
(3) one member representing Minneapolis, appointed by the Minneapolis City Council;
(4) one member representing St. Paul, appointed by the St. Paul City Council;
(5) one member representing Hennepin County, appointed by the Hennepin County
Board;
(6) one member representing Ramsey County, appointed by the Ramsey County Board;
(7) one member from a city participating in the replacement service program under
Minnesota Statutes, section 473.388, appointed by the Suburban Transit Association;
(8) one member from the Center for Transportation Studies at the University of
Minnesota;
(9) one member from Move Minnesota; and
(10) other members as identified by the Metropolitan Council.

Subd. 3. Duties. At a minimum, the working group must:

(1) assess the current status and capability of transit signal priority systems among the
relevant road authorities;
(2) identify key barriers and constraints and measures to address the barriers;
(3) explore methods for ongoing coordination among the relevant road authorities;
(4) estimate costs of potential improvements; and
(5) develop a proposal or recommendations to implement transit signal priority systems
and related transit advantage improvements, including a prioritized listing of locations or
routes.

Subd. 4. Administration. Upon request of the working group, the Metropolitan Council
and the commissioner of transportation must provide administrative and technical support
for the working group.

Subd. 5. Report. By December 15, 2022, the Metropolitan Council must submit a report
on transit signal priority system improvements to the chairs and ranking minority members.
of the legislative committees with jurisdiction over transportation policy and finance. At a
minimum, the report must summarize the results of the working group and provide
information on each of the activities specified in subdivision 3.

Subd. 6. Expiration. The working group under this section expires December 31, 2022.

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

Sec. 59. SPEED SAFETY CAMERA PILOT PROJECT IMPLEMENTATION

PLAN. By December 15, 2022, the commissioners of public safety and transportation must
jointly submit a speed safety camera pilot project implementation plan to the chairs and
ranking minority members of the legislative committees with jurisdiction over transportation
policy and finance. The plan must conform to the recommendations in the work zone speed
management study required under Laws 2021, First Special Session chapter 5, article 4,
section 140.

Sec. 60. ROAD USAGE CHARGE TASK FORCE.

Subdivision 1. Definition. (a) For purposes of this section, the following terms have the
meanings given:

(b) "Road usage charge" means a tax, fee, or other charge imposed on a motor vehicle
on the basis of distance traveled or other measure of vehicle use of public highways;

(c) "Task force" means the Road Usage Charge Task Force established in this section.

Subd. 2. Establishment. The Road Usage Charge Task Force is established to develop
recommendations on implementation of a road usage charge in Minnesota.

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

(1) two members of the senate, with one appointed by the senate majority leader and
one appointed by the senate minority leader;

(2) two members of the house of representatives, with one appointed by the speaker of
the house and one appointed by the house minority leader;

(3) one member from the Department of Transportation appointed by the commissioner
of transportation;

(4) one member from the Driver and Vehicle Services Division of the Department of
Public Safety appointed by the commissioner of public safety;

(5) one member from the Public Utilities Commission appointed by the Minnesota Public
Utilities Commission;
(6) one member representing public utilities, as defined in section 216B.02, subdivision 4, that provide electric service to retail customers in Minnesota appointed by the commissioner of transportation;

(7) one member appointed by the Alliance for Automotive Innovation;

(8) one member appointed by the Center for Transportation Studies of the University of Minnesota;

(9) one member appointed by the Minnesota Transportation Alliance;

(10) one member appointed by the Minnesota Chamber of Commerce;

(11) one member appointed by the Great Plains Institute;

(12) one member appointed by Fresh Energy; and

(13) one member appointed by the Minnesota Electric Vehicle Owners chapter of the Electric Vehicle Association.

(b) Appointing authorities must make initial appointments to the task force by August 1, 2022.

Subd. 4. Duties. The task force must:

(1) identify and analyze road usage charge options and considerations, including with respect to technical constraints, revenue impacts, equity across highway system users, date privacy, and impacts to motorists;

(2) review road usage charge implementation in other states;

(3) evaluate road usage charge implementation in Minnesota for all-electric vehicles or electric vehicles, as the terms are defined in Minnesota Statutes, section 169.011, subdivisions 1a and 26a; and

(4) develop recommendations for a pilot program or for phased or full road usage charge implementation, including proposed legislation.

Subd. 5. Meetings; chair. (a) By September 15, 2022, the chair of the Legislative Coordinating Commission must convene the first meeting of the task force.

(b) At the first meeting, the task force must elect a chair or cochairs by a majority vote of those members present.

(c) The meetings of the task force are subject to Minnesota Statutes, chapter 13D.

Subd. 6. Administration. (a) The Legislative Coordinating Commission must provide administrative assistance to the task force.
Upon request of the task force, the commissioners of transportation and public safety must provide general informational and technical support to the task force.

Subd. 7. Compensation. Members of the task force serve without compensation.

Subd. 8. Report. By January 15, 2023, the task force must submit a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. At a minimum, the report must summarize the activities of the task force and provide information on the duties specified in subdivision 4.


Effective Date. This section is effective the day following final enactment.

Sec. 61. REPORT; HIGHWAYS FOR HABITAT PROGRAM. By January 15, 2025, the commissioner of transportation must submit a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation and the environment and natural resources on the implementation of the highways for habitat program under Minnesota Statutes, section 160.2325. At a minimum, the report must include an overview of program implementation and information on expenditure of funds under the program.

The following Senate sections are from Article 11.

Sec. 11. ASSESSMENT YEAR 2022; REASSESSMENT OF CERTAIN PROPERTY.

(a) By January 1, 2023, the Minneapolis City Assessor or the Hennepin County Assessor shall reassess property identified as the Cedar Isles Condominium buildings, located at 3141 and 3151 Dean Court, Minneapolis, Hennepin County, including each individual unit within the property. The reassessment shall take into consideration any valuation change resulting from damage to the property and each individual unit attributable to or related to the construction of the Green Line Extension light rail transit line, also known as Southwest Light Rail.

(b) By January 1, 2023, the city or county assessor shall mail to each property owner an updated valuation notice, as required under Minnesota Statutes, section 273.121.

Effective Date. This section is effective the day following final enactment.

Sec. 12. CEDAR ISLES CONDOMINIUM DAMAGES.

Subdivision 1. Definitions. (a) The following terms have the meanings given for purposes of this section:

(b) "Cedar Isles Condominiums" are the condominium buildings located at 3141 and 3151 Dean Court, Minneapolis, Hennepin County.
(c) "Council" means the Metropolitan Council.

(d) "Southwest Light Rail" means the Green Line Extension light rail transit line.

Subd. 2. Requirements. (a) The council must ensure that Southwest Light Rail with the Cedar Isles Condominiums and that each unit continues to be safe for occupancy. The council must provide to the Cedar Isles Condominium Association, in writing, a plan for ensuring no future damages will occur to the property. The plan must include a process for residents of the Cedar Isles Condominiums to raise issues related to property damage or safety and the plan for the council to address the issues.

(b) The council must repair all existing and future damage to the Cedar Isles Condominiums that is attributable to or caused by construction of the Southwest Light Rail. The council must enter into a contract with a third party to provide the repairs. The council must consult with the Cedar Isles Condominiums Association when selecting the third party.

(c) The council must provide compensation to the owner or owners of each unit of the Cedar Isles Condominiums for the devaluation of their property. The Cedar Isles Condominium Association must determine an amount for each unit that is equal to the loss in value of the unit based on damage attributable to or caused by construction of the Southwest Light Rail.

(d) The council must reimburse the Cedar Isles Condominium Association for all engineering and legal costs incurred by the association in engaging a peer review of the council's findings related to damages of the condominiums.

(e) The council must provide office space for any resident of the Cedar Isles Condominiums who would work from home if not for interruptions from Southwest Light Rail construction. The council must provide office space to any resident who requests an off-site office. The office space must be located within one mile of the condominium buildings and must provide individual office space equipped with furniture and access to telephone and Internet services. The council must not impose any fee.

(f) The council must pay for all costs incurred pursuant to this section from the Southwest Light Rail project budget. State funds must not be used to pay for any costs incurred pursuant to this section.

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

Sec. 13. GUIDEWAY COST-BENEFIT ANALYSIS; TRANSITION.

(a) This section applies to a guideway for which a locally preferred alternative has been selected prior to the effective date of this section but is not in revenue operation on the effective date of this section, except this section does not apply to the Gold Line bus rapid transit project.
(b) For each guideway subject to this section, the commissioner of transportation and the Metropolitan Council must perform a cost-benefit analysis as required by Minnesota Statutes, section 473.4487, subdivision 2, paragraphs (b), (c), and (d). Within 30 days of completing a cost-benefit analysis required by this section, the commissioner must post the final analysis on the Department of Transportation's website and the Metropolitan Council must post the final analysis on the council’s website. The commissioner and the council must jointly submit a copy of the final report to the legislative auditor and to the chairs and ranking minority members of legislative committees with jurisdiction over transportation finance and policy.

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

Sec. 15. SUSPENSION OF GUIDEWAY ACTIVITIES.

The Metropolitan Council must not take any action or spend any money for study, planning, preliminary engineering, final design, or construction for any proposed guideway. This does not apply to the Gold Line bus rapid transit project or the Green Line Extension light rail transit line, also known as the Southwest Light Rail project. This section expires when the Green Line Extension light rail transit line begins revenue operations.

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

Sec. 14. REQUEST TO TERMINATE NORTHSTAR COMMUTER RAIL OPERATIONS.

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

(b) "Commissioner" means the commissioner of transportation.

(c) "Council" means the Metropolitan Council.

(d) "FTA" means the Federal Transit Administration.

(e) "Northstar" means the Northstar Commuter Rail line that provides rail passenger service between downtown Minneapolis and Big Lake, including stops in Fridley, Coon Rapids, Anoka, Ramsey, and Elk River.

Subd. 2. Federal approval. Within 30 days of the enactment of this section, the council and the commissioner must request approval from the FTA to discontinue Northstar operations. As part of the request, the council and commissioner must specify that the state will not reimburse the FTA or any other federal agency for federal funds spent on Northstar. Within seven days of receiving a response to the request, the council and commissioner must report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance on the outcome of the request. The report
must include a copy of the request submitted to the FTA and a copy of the FTA’s response.

If the FTA grants the request, the commissioner and council must submit to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance a proposed plan to terminate Northstar operations. The plan must be submitted within 90 days after the FTA grants the request.

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

Sec. 25. **NORTHERN LIGHTS PASSENGER RAIL: PROHIBITION.**

**Subdivision 1. Definition.** For purposes of this section, "Northern Lights Express project" means the proposed high-speed passenger rail project between the cities of Minneapolis and Duluth.

**Subd. 2. Commissioner of transportation.** The commissioner of transportation must not expend any money for study, planning, preliminary engineering, final design, or construction for the Northern Lights Express project. This prohibition includes grants to other entities and the expenditure of federal money for this purpose.

**Subd. 3. Metropolitan Council.** The Metropolitan Council must not expend any money for study, planning, preliminary engineering, final design, or construction for the Northern Lights Express project. This prohibition includes grants to other entities and the expenditure of federal money for this purpose.

Sec. 16. **MET COUNCIL STUDY.**

By January 15, 2023, the commissioner of management and budget must submit a report to the legislative committees with jurisdiction over local government policy, elections policy, and transportation policy regarding alternative methods of selecting members of the Metropolitan Council. At a minimum, the report must examine methods of selecting members of the Metropolitan Council, including directly electing members. The report must include anticipated costs of each selection method.

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

**THE FOLLOWING SENATE SECTIONS ARE FROM ARTICLE 7**

Sec. 28. **REQUIRED RULEMAKING.**

(a) The commissioner of public safety must amend Minnesota Rules as follows:

1. part 7410.6100, subpart 2, by striking item D;
2. part 7410.6160, by striking "50" and inserting "30";
3. part 7410.6420, subpart 6, item A, by striking "12" and inserting "10"; and
123.21 (4) part 7411.0630, subpart 6, by striking subitem (7) and renumbering the remaining
123.22 subitems.
123.23 (b) The commissioner may use the good-cause exemption under Minnesota Statutes,
123.24 section 14.388, subdivision 1, clause (3), to adopt rules under this section, and Minnesota
123.25 Statutes, section 14.386, does not apply except as provided under Minnesota Statutes, section
123.26 14.388.
123.27
124.1 Sec. 29. RULES.
124.2 If the commissioner of public safety determines that any additional rules, beyond those
124.3 authorized to be adopted under Minnesota Statutes, section 171.135, are required to
124.4 implement this article, the commissioner must report to the chairs and ranking minority
124.5 members of the committees in the senate and house of representatives with jurisdiction over
124.6 transportation by January 15, 2023, describing topics on which additional rulemaking is
124.7 required. The report must include draft legislation to authorize the necessary rulemaking.
124.8
124.9 Sec. 30. REVISOR INSTRUCTION.
124.10 The revisor of statutes must renumber the subdivisions in Minnesota Statutes, section
124.11 169.011. The revisor must make necessary cross-reference changes in Minnesota Statutes
124.12 consistent with the renumbering.
124.13
124.14 Sec. 31. REPEALER.
124.15 Minnesota Rules, parts 7410.6180; 7410.6420, subpart 3; 7410.6520, subpart 3; and
124.16 7411.0535, are repealed.
124.17
124.18 THE FOLLOWING SENATE SECTIONS ARE FROM ARTICLE 10
124.19 Sec. 26. REPEALER.
124.20 Minnesota Rules, part 8835.0350, subpart 2, is repealed.
124.21
124.22 Sec. 62. REPEALER.
124.23 (a) Minnesota Statutes 2020, sections 168B.15; and 169.829, subdivision 2, are repealed;
124.24 (b) Minnesota Rules, part 8835.0350, subpart 2, is repealed.
124.25 (c) Laws 2000, chapter 479, article 2, section 1, as amended by Laws 2000, chapter 499,
124.26 section 41, and by Laws 2001, First Special Session chapter 5, article 20, section 20, is
124.27 repealed.