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ARTICLE 1

TRANSPORTATION APPROPRIATIONS

Section 1. **TRANSPORTATION APPROPRIATIONS.**

The sums shown in the columns marked "Appropriations" are appropriated to the agencies and for the purposes specified in this article. The appropriations are from the trunk highway fund, or another named fund, and are available for the fiscal years indicated for each purpose. Amounts for "Total Appropriation" and sums shown in the corresponding columns marked "Appropriations by Fund" are summary only and do not have legal effect. Unless specified otherwise, the amounts in fiscal year 2025 under "Appropriations by Fund" show the base within the meaning of Minnesota Statutes, section 16A.11, subdivision 3, by fund. The figures "2024" and "2025" used in this article mean that the appropriations listed under them are available for the fiscal year ending June 30, 2024, or June 30, 2025, respectively. "Each year" is each of fiscal years 2024 and 2025. "The biennium" is fiscal years 2024 and 2025. "C.S.A.H." is the county state-aid highway fund. "M.S.A.S." is the municipal state-aid street fund. "H.U.T.D." is the highway user tax distribution fund. "Staff" means those employees who are identified in any of the following roles for the legislative committees: committee administrator, committee legislative assistant, caucus research, fiscal analysis, counsel, or nonpartisan research.

		APPROPRIATIONS Available for the Year Ending June 30	
		2024	**2025**
Sec. 2. **DEPARTMENT OF TRANSPORTATION**			
Subdivision 1. **Total Appropriation**	**$**	**4,268,996,000**	**$ 3,743,506,000**

Appropriations by Fund		
	2024	2025
General	597,620,000	40,858,000
Airports	25,368,000	25,368,000
Special Revenue	39,582,000	40,332,000

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ARTICLE 1

TRANSPORTATION APPROPRIATIONS

Section 1. **TRANSPORTATION APPROPRIATIONS.**

The sums shown in the columns marked "Appropriations" are appropriated to the agencies and for the purposes specified in this article. The appropriations are from the trunk highway fund, or another named fund, and are available for the fiscal years indicated for each purpose. Amounts for "Total Appropriation" and sums shown in the corresponding columns marked "Appropriations by Fund" are summary only and do not have legal effect. Unless specified otherwise, the amounts in fiscal year 2025 under "Appropriations by Fund" show the base within the meaning of Minnesota Statutes, section 16A.11, subdivision 3, by fund. The figures "2024" and "2025" used in this article mean that the appropriations listed under them are available for the fiscal year ending June 30, 2024, or June 30, 2025, respectively. "Each year" is each of fiscal years 2024 and 2025. "The biennium" is fiscal years 2024 and 2025. "C.S.A.H." is the county state-aid highway fund. "M.S.A.S." is the municipal state-aid street fund. "H.U.T.D." is the highway user tax distribution fund. "Staff" means those employees who are identified in any of the following roles for the legislative committees: committee administrator, committee legislative assistant, caucus research, fiscal analysis, counsel, or nonpartisan research.

		APPROPRIATIONS Available for the Year Ending June 30	
		2024	**2025**
Sec. 2. **DEPARTMENT OF TRANSPORTATION**			
Subdivision 1. **Total Appropriation**	**$**	**4,134,629,000**	**$ 3,717,819,000**

Appropriations by Fund		
	2024	2025
General	544,689,000	43,534,000
Airports	40,368,000	25,368,000
C.S.A.H.	969,591,000	1,037,261,000

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C.S.A.H.	915,471,000	1,007,662,000
M.S.A.S.	236,403,000	269,187,000
Trunk Highway	2,454,552,000	2,360,099,000

The appropriations in this section are to the commissioner of transportation.

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

Subd. 2. **Multimodal Systems**

(a) **Aeronautics**

(1) **Airport Development and Assistance**	59,598,000	18,598,000

Appropriations by Fund		
	2024	2025
General	41,000,000	-0-
Airports	18,598,000	18,598,000

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

$26,000,000 in fiscal year 2024 is from the general fund for matches to federal aid and state investments related to airport infrastructure projects. This appropriation is available until June 30, 2027.

$15,000,000 in fiscal year 2024 is from the general fund for system maintenance of critical airport safety systems, equipment, and essential airfield technology.

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M.S.A.S.	235,757,000	247,087,000
Trunk Highway	2,334,224,000	2,364,569,000

The appropriations in this section are to the commissioner of transportation.

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

Subd. 2. **Multimodal Systems**

(a) **Aeronautics**

(1) **Airport Development and Assistance**	59,598,000	18,598,000

Appropriations by Fund		
	2024	2025
General	26,000,000	-0-
Airports	33,598,000	18,598,000

The appropriation from the state airports fund must be spent according to Minnesota Statutes, section 360.305, subdivision 4.

$26,000,000 in fiscal year 2024 is from the general fund for matching federal aid, related state investments, and appropriate costs incurred by the department to carry out the provisions of this section. This is a onetime appropriation and is available until June 30, 2027.

$15,000,000 in fiscal year 2024 is from the state airports fund for significantly delayed system maintenance of critical airport safety

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

If the commissioner of transportation determines that a balance remains in the state airports fund following the appropriations made in this article and that the appropriations made are insufficient for advancing airport development and assistance projects, an amount necessary to advance the projects, not to exceed the balance in the state airports fund, is appropriated in each year to the commissioner and must be spent according to Minnesota Statutes, section 360.305, subdivision 4. Within two weeks of a determination under this contingent appropriation, the commissioner of transportation must notify the commissioner of management and budget and the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance concerning the funds appropriated. Funds appropriated under this contingent appropriation do not adjust the base for fiscal years 2026 and 2027.

(2) **Aviation Support Services**	15,397,000	8,431,000

Appropriations by Fund

	2024	2025
General	8,707,000	1,741,000
Airports	6,690,000	6,690,000

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systems, equipment, and essential airfield technology.

Notwithstanding Minnesota Statutes, section 16A.28, subdivision 6, the appropriation from the state airports fund is available for five years after the year of the appropriation. If the appropriation for either year is insufficient, the appropriation for the other year is available for it.

If the commissioner of transportation determines that a balance remains in the state airports fund following the appropriations made in this article and that the appropriations made are insufficient for advancing airport development and assistance projects, an amount necessary to advance the projects, not to exceed the balance in the state airports fund, is appropriated in each year to the commissioner and must be spent according to Minnesota Statutes, section 360.305, subdivision 4. Within two weeks of a determination under this contingent appropriation, the commissioner of transportation must notify the commissioner of management and budget and the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance concerning the funds appropriated. Funds appropriated under this contingent appropriation do not adjust the base for fiscal years 2026 and 2027.

(2) **Aviation Support Services**	15,397,000	8,431,000

Appropriations by Fund

	2024	2025
General	8,707,000	1,741,000
Airports	6,690,000	6,690,000

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$7,000,000 in fiscal year 2024 is from the general fund to purchase two utility aircraft for the Department of Transportation.			$7,000,000 in fiscal year 2024 is from the general fund to purchase two utility aircraft for the Department of Transportation.		
(3) **Civil Air Patrol**	80,000	80,000	(3) **Civil Air Patrol**	80,000	80,000
This appropriation is from the state airports fund for the Civil Air Patrol.			This appropriation is from the state airports fund for the Civil Air Patrol.		
(b) **Transit and Active Transportation**	28,278,000	18,324,000	(b) **Transit and Active Transportation**	86,278,000	18,324,000
This appropriation is from the general fund.			This appropriation is from the general fund.		
$10,000,000 in fiscal year 2024 is for the active transportation program under Minnesota Statutes, section 174.38. This is a onetime appropriation and is available until June 30, 2027.					
$200,000 in fiscal year 2024 and $50,000 in fiscal year 2025 are for a grant to the city of Rochester to implement demand response transit service using electric transit vehicles. The money is available for mobile software application development, vehicles and equipment including accessible vehicles, associated charging infrastructure, and capital and operating costs.					
			$68,000,000 in fiscal year 2024 is for matching federal aid, related state investments, and appropriate costs incurred by the department to carry out the provisions of this section. This is a onetime appropriation and is available until June 30, 2027.		
			Sec. 8. **APPROPRIATION; TRANSPORTATION MANAGEMENT ORGANIZATIONS.**		
(c) **Transportation Management**	300,000	300,000	(a) $300,000 in fiscal year 2024 and $300,000 in fiscal year 2025 are appropriated from the general fund to the commissioner of transportation for grants to the I-494 Corridor Commission to provide telework resources, assistance, information, and related activities on a statewide basis.		

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			(b) $300,000 in fiscal year 2024 and $300,000 in fiscal year 2025 are appropriated from the general fund to the commissioner of transportation for grants to the St. Paul transportation management organization. The organization must provide public education and information to support a reduction in vehicle miles traveled throughout the metropolitan area.		
			(c) $103,000 in fiscal year 2024 and $103,000 in fiscal year 2025 are appropriated from the general fund to the commissioner of transportation for grants to the downtown Minneapolis transportation management organization. Programs funded with this appropriation must include but are not limited to a hybrid commuter education pilot program.		
			(d) $350,000 in fiscal year 2024 is appropriated from the general fund to the commissioner of transportation for grants to the city of Chatfield to develop a transportation management organization in southeastern Minnesota. Funds under this paragraph are available for developing a comprehensive assessment and financial plan for a transportation management organization in the counties of Rice, Goodhue, Dodge, Steele, Wabasha, Olmsted, Winona, Freeborn, Mower, Fillmore, and Houston. The study must assess how the transportation management organization can develop resources to meet the region's growing and changing transportation needs and prioritize transportation-related challenges that affect the region's workforce, access to health care and postsecondary education, and quality of life.		
			(e) Funds under paragraphs (a) to (c) are available for programming and service expansion to assist companies and commuters with carpool, vanpool, bicycle commuting, telework, and transit.		
			(f) The commissioner must not retain any portion of the appropriations under this section.		
This appropriation is from the general fund for grants to transportation management organizations in the Department of Transportation metropolitan district for programming and service expansion to assist companies and commuters with carpool, vanpool, bicycle commuting, telework, and transit. The commissioner must not retain any portion of this appropriation.					
(d) **Safe Routes to School**	1,500,000	500,000	(c) **Safe Routes to School**	15,297,000	10,500,000
This appropriation is from the general fund for the safe routes to school program under Minnesota Statutes, section 174.40.			This appropriation is from the general fund for the safe routes to school program under Minnesota Statutes, section 174.40.		
If the appropriation for either year is insufficient, the appropriation for the other year is available for it.			If the appropriation for either year is insufficient, the appropriation for the other		

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(e) **Passenger Rail**	197,121,000	4,226,000

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

$194,300,000 in fiscal year 2024 is for capital improvements and betterments for the Minneapolis-Duluth Northern Lights Express intercity passenger rail project, including preliminary engineering, design, engineering, environmental analysis and mitigation, acquisition of land and right-of-way, equipment and rolling stock, and construction. From this appropriation, the amount necessary is for: (1) Coon Rapids station improvements to establish a joint station that provides for Amtrak train service on the Empire Builder line between Chicago and Seattle; and (2) acquisition of equipment and rolling stock for purposes of participation in the Midwest fleet pool to provide for service on Northern Lights Express and expanded Amtrak train service between Minneapolis and St. Paul and Chicago. This appropriation is available until June 30, 2028.

$488,000 in each year is for staff and operating costs related to intercity passenger rail planning and project management.

$1,833,000 in fiscal year 2024 and $3,238,000 in fiscal year 2025 are for a match to federal aid for capital and operating costs for expanded Amtrak train service between Minneapolis and St. Paul and Chicago.

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year is available for it. The appropriations in each year are available until June 30, 2027.

The base for this appropriation is $1,345,000 in each of fiscal years 2026 and 2027.

(d) **Passenger Rail**	52,455,000	3,860,000

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

$1,955,000 in fiscal year 2024 and $3,360,000 in fiscal year 2025 are to provide a match to federal aid for capital and operating costs for expanded Amtrak service between the Twin Cities and Chicago. The base for this appropriation is $4,876,000 in each of fiscal years 2026 and 2027.

$50,000,000 in fiscal year 2024 is for capital improvements and betterments, including preliminary engineering, design, engineering, environmental analysis and mitigation, acquisition of land and right-of-way, and construction of the Minneapolis-Duluth Northern Lights Express intercity passenger rail project. This appropriation may be used to maximize nonstate funding for the purposes of this paragraph. This is a onetime appropriation and is available until December 31, 2027.

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The base from the general fund is $5,742,000 in each of fiscal years 2026 and 2027.	
(f) **Freight** 13,963,000 9,353,000	(e) **Freight** 12,579,000 8,566,000
Appropriations by Fund 2024 2025 General 7,596,000 2,687,000 Trunk Highway 6,367,000 6,666,000	Appropriations by Fund 2024 2025 General 6,212,000 1,900,000 Trunk Highway 6,367,000 6,666,000
$5,000,000 in fiscal year 2024 is from the general fund for matching federal aid grants for improvements, engineering, and administrative costs for the Stone Arch Bridge in Minneapolis. This appropriation is available until June 30, 2027.	$3,429,000 in fiscal year 2024 is from the general fund for matching federal aid grants for improvements, engineering, and administrative costs for the Stone Arch Bridge in Minneapolis. This is a onetime appropriation and is available until June 30, 2027.
$1,000,000 in each year is from the general fund for staff, operating costs, and maintenance related to weight and safety enforcement systems.	$500,000 each year is from the general fund for weigh station operations and capital improvements.
	$974,000 in fiscal year 2024 is from the general fund for procurement costs of a statewide freight network optimization tool under Laws 2021, First Special Session chapter 5, article 4, section 133. This is a onetime appropriation and is available until June 30, 2025.
Subd. 3. **State Roads**	Subd. 3. **State Roads**
(a) **Operations and Maintenance** 415,052,000 425,393,000	(a) **Operations and Maintenance** 415,137,000 425,258,000
Appropriations by Fund 2024 2025	Appropriations by Fund 2024 2025

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General	2,750,000	-0-
Trunk Highway	412,302,000	425,393,000

$1,000,000 in fiscal year 2024 is from the general fund for the highways for habitat program under Minnesota Statutes, section 160.2325.

$330,000 in each year is for living snow fence implementation and maintenance activities.

$1,750,000 in fiscal year 2024 is from the general fund for safe road zones under Minnesota Statutes, section 169.065. Of this amount, $750,000 is for development and delivery of public awareness and education campaigns about safe road zones.

The base is $425,423,000 in each of fiscal years 2026 and 2027.

(b) **Program Planning and Delivery**

(1) **Planning and Research**	32,679,000	33,465,000

The commissioner may use any balance remaining in this appropriation for program delivery under clause (2).

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

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

$900,000 in each year is available for grants for transportation studies outside the metropolitan area to identify critical concerns, problems, and issues. These grants are available: (i) to regional development commissions; (ii) in regions where no regional

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General	3,000,000	-0-
Trunk Highway	412,137,000	425,258,000

$1,000,000 in fiscal year 2024 is from the general fund for the highways for habitat program under Minnesota Statutes, section 160.2325.

$165,000 in each year is for living snow fence implementation and maintenance activities.

$1,000,000 in fiscal year 2024 is from the general fund for safe road zones under Minnesota Statutes, section 169.065, including for development and delivery of public awareness and education campaigns about safe road zones.

The base for the appropriation from the trunk highway fund is $436,258,000 in each of fiscal years 2026 and 2027.

(b) **Program Planning and Delivery**

(1) **Planning and Research**	32,679,000	33,465,000

The commissioner may use any balance remaining in this appropriation for program delivery under clause (2).

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

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

$900,000 in each year is available for grants for transportation studies outside the metropolitan area to identify critical concerns, problems, and issues. These grants are available: (i) to regional development commissions; (ii) in regions where no regional

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development commission is functioning, to joint powers boards established under agreement of two or more political subdivisions in the region to exercise the planning functions of a regional development commission; and (iii) in regions where no regional development commission or joint powers board is functioning, to the Department of Transportation district office for that region.

(2) **Program Delivery** 273,008,000 273,985,000

Appropriations by Fund

	2024	2025
General	2,000,000	2,000,000
Trunk Highway	271,008,000	271,985,000

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

$10,000,000 in fiscal year 2024 is for roadway design and related improvements that reduce speeds and eliminate intersection interactions on rural high-risk roadways. The commissioner must identify roadways based on crash information and in consultation with the Advisory Council on Traffic Safety under Minnesota Statutes, section 4.076, and local traffic safety partners.

$2,000,000 in each year is from the general fund for implementation of climate-related programs as provided under the federal Infrastructure Investment and Jobs Act, Public Law 117-58.

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development commission is functioning, to joint powers boards established under agreement of two or more political subdivisions in the region to exercise the planning functions of a regional development commission; and (iii) in regions where no regional development commission or joint powers board is functioning, to the Department of Transportation district office for that region.

The base for this appropriation is $34,465,000 in each of fiscal years 2026 and 2027.

(2) **Program Delivery** 284,751,000 273,985,000

Appropriations by Fund

	2024	2025
General	23,743,000	2,000,000
Trunk Highway	261,008,000	271,985,000

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

$20,000,000 in fiscal year 2024 is from the general fund for roadway design and related improvements that reduce speeds and eliminate intersection interactions on rural high-risk roadways. The commissioner must identify roadways based on crash information and in consultation with Toward Zero Deaths program representatives and local traffic safety partners. This is a onetime appropriation and is available until June 30, 2026.

$2,000,000 in each year is from the general fund for implementation of climate-related programs as provided under the federal Infrastructure Investment and Jobs Act, Public Law 117-58.

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

(c) **State Road Construction** 1,343,823,000 1,184,582,000

Appropriations by Fund		
	2024	2025
General	27,300,000	300,000
Trunk Highway	1,316,523,000	1,184,282,000

This appropriation is for the actual construction, reconstruction, and improvement of trunk highways, including design-build contracts, internal department costs associated

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$1,193,000 in fiscal year 2024 is from the general fund for costs related to the property conveyance to the Upper Sioux Community of state-owned land within the boundaries of Upper Sioux Agency State Park, including fee purchase, property purchase, appraisals, and road and bridge demolition and related engineering.

$250,000 in fiscal year 2024 is from the general fund for costs related to the Clean Transportation Standard and Sustainable Aviation Fuel Working Group established under article 8, section 59.

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

The base for the appropriation from the trunk highway fund is $278,985,000 in each of fiscal years 2026 and 2027.

(c) **State Road Construction** 1,205,213,000 1,177,795,000

This appropriation is for the actual construction, reconstruction, and improvement of trunk highways, including design-build contracts, internal department costs associated

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with delivering the construction program, consultant usage to support these activities, and the cost of actual payments to landowners for lands acquired for highway rights-of-way, payment to lessees, interest subsidies, and relocation expenses.	with delivering the construction program, consultant usage to support these activities, and the cost of actual payments to landowners for lands acquired for highway rights-of-way, payment to lessees, interest subsidies, and relocation expenses.
This appropriation includes federal highway aid. The commissioner of transportation must notify the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance of any significant events that cause the estimates of federal aid to change.	This appropriation includes federal highway aid. The commissioner of transportation must notify the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance of any significant events that cause the estimates of federal aid to change.
$25,000,000 in fiscal year 2024 is from the general fund for predesign, design, engineering, environmental review and mitigation, right-of-way acquisition, and construction of: (1) grade separations and intersection improvements along marked Trunk Highway 65 at 99th Avenue Northeast, 105th Avenue Northeast, Anoka County State-Aid Highway 12 (109th Avenue Northeast), 117th Avenue Northeast; and (2) if necessary or required for the construction, improvements to associated frontage roads, backage roads, connecting local streets, and utility infrastructure. From this amount, the commissioner may make one or more grants to the city of Blaine, Anoka County, or both. This appropriation is available until June 30, 2030.	
$2,000,000 in fiscal year 2024 is from the general fund for living snow fence implementation, including: acquiring and planting trees, shrubs, native grasses, and wildflowers that are climate adaptive to Minnesota; improvements; contracts; easements; rental agreements; and program delivery.	$1,000,000 in fiscal year 2024 is from the general fund for living snow fence implementation, including: acquiring and planting trees, shrubs, native grasses, and wildflowers that are climate adaptive to Minnesota; improvements; contracts; easements; rental agreements; and program delivery.
$300,000 in each year is from the general fund for additions and modifications to work zone	$300,000 in fiscal year 2024 is from the general fund for additions and modifications

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design or layout to reduce vehicle speeds in a work zone following a determination by the commissioner that the initial work zone design or layout insufficiently provides for reduced vehicle speeds. This is a onetime appropriation.			to work zone design or layout to reduce vehicle speeds in a work zone. This appropriation is available following a determination by the commissioner that the initial work zone design or layout insufficiently provides for reduced vehicle speeds.		
The commissioner may expend up to one-half of one percent of the federal appropriations under this paragraph as grants to opportunity industrialization centers and other nonprofit job training centers for job training programs related to highway construction.			The commissioner may expend up to one-half of one percent of the federal appropriations under this paragraph as grants to opportunity industrialization centers and other nonprofit job training centers for job training programs related to highway construction.		
The commissioner may transfer up to $15,000,000 in each year to the transportation revolving loan fund.			The commissioner may transfer up to $15,000,000 in each year to the transportation revolving loan fund.		
The commissioner may receive money covering other shares of the cost of partnership projects. These receipts are appropriated to the commissioner for these projects.			The commissioner may receive money covering other shares of the cost of partnership projects. These receipts are appropriated to the commissioner for these projects.		
The base from the general fund is $0 in each of fiscal years 2026 and 2027.			The base for this appropriation is $1,165,313,000 in each of fiscal years 2026 and 2027.		
(d) **Corridors of Commerce**	25,000,000	25,000,000	(d) **Corridors of Commerce**	25,000,000	25,500,000
This appropriation is for the corridors of commerce program under Minnesota Statutes, section 161.088. The commissioner may use up to 17 percent of the amount in each year for program delivery.			This appropriation is for the corridors of commerce program under Minnesota Statutes, section 161.088. The commissioner may use up to 17 percent of the amount in each year for program delivery.		
			The base for this appropriation is $25,500,000 in fiscal year 2026 and $73,106,000 in fiscal year 2027.		
(e) **Highway Debt Service**	266,661,000	283,662,000	(e) **Highway Debt Service**	265,756,000	282,683,000
$263,661,000 in fiscal year 2024 and $280,662,000 in fiscal year 2025 are for transfer to the state bond fund. If this appropriation is insufficient to make all			$262,756,000 in fiscal year 2024 and $279,683,000 in fiscal year 2025 are for transfer to the state bond fund. If this appropriation is insufficient to make all		

transfers required in the year for which it is made, the commissioner of management and budget must transfer the deficiency amount as provided under Minnesota Statutes, section 16A.641, and notify the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance and the chairs of the senate Finance Committee and the house of representatives Ways and Means Committee of the amount of the deficiency. Any excess appropriation cancels to the trunk highway fund.

(f) **Statewide Radio Communications**	8,653,000	6,907,000

Appropriations by Fund

	2024	2025
General	2,003,000	3,000
Trunk Highway	6,650,000	6,904,000

$3,000 in each year is from the general fund to equip and operate the Roosevelt signal tower for Lake of the Woods weather broadcasting.

$2,000,000 in fiscal year 2024 is from the general fund for Allied Radio Matrix for Emergency Response (ARMER) tower building improvements and replacement.

Subd. 4. **Local Roads**

(a) **County State-Aid Highways**	915,410,000	988,396,000

This appropriation is from the county state-aid highway fund under Minnesota Statutes, sections 161.081 and 297A.815, subdivision 3, and Minnesota Statutes, chapter 162, and is available until June 30, 2033.

transfers required in the year for which it is made, the commissioner of management and budget must transfer the deficiency amount as provided under Minnesota Statutes, section 16A.641, and notify the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance and the chairs of the senate Finance Committee and the house of representatives Ways and Means Committee of the amount of the deficiency. Any excess appropriation cancels to the trunk highway fund.

(f) **Statewide Radio Communications**	8,653,000	6,907,000

Appropriations by Fund

	2024	2025
General	2,003,000	3,000
Trunk Highway	6,650,000	6,904,000

$3,000 in each year is from the general fund to equip and operate the Roosevelt signal tower for Lake of the Woods weather broadcasting.

$2,000,000 in fiscal year 2024 is from the general fund for Allied Radio Matrix for Emergency Response (ARMER) tower building improvements and replacement.

Subd. 4. **Local Roads**

(a) **County State-Aid Highways**	969,591,000	1,037,261,000

This appropriation is from the county state-aid highway fund under Minnesota Statutes, sections 161.081 and 297A.815, subdivision 3, and chapter 162, and is available until June 30, 2033.

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If the commissioner of transportation determines that a balance remains in the county state-aid highway fund following the appropriations and transfers made in this paragraph and that the appropriations made are insufficient for advancing county state-aid highway projects, an amount necessary to advance the projects, not to exceed the balance in the county state-aid highway fund, is appropriated in each year to the commissioner. Within two weeks of a determination under this contingent appropriation, the commissioner of transportation must notify the commissioner of management and budget and the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance concerning funds appropriated. The commissioner must identify in the next budget submission to the legislature under Minnesota Statutes, section 16A.11, any amount that is appropriated under this paragraph.

(b) **Municipal State-Aid Streets**	236,403,000	269,187,000

This appropriation is from the municipal state-aid street fund under Minnesota Statutes, chapter 162, and is available until June 30, 2033.

If the commissioner of transportation determines that a balance remains in the municipal state-aid street fund following the appropriations and transfers made in this paragraph and that the appropriations made are insufficient for advancing municipal state-aid street projects, an amount necessary to advance the projects, not to exceed the balance in the municipal state-aid street fund, is appropriated in each year to the commissioner. Within two weeks of a determination under this contingent appropriation, the commissioner of transportation must notify the commissioner

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If the commissioner of transportation determines that a balance remains in the county state-aid highway fund following the appropriations and transfers made in this paragraph and that the appropriations made are insufficient for advancing county state-aid highway projects, an amount necessary to advance the projects, not to exceed the balance in the county state-aid highway fund, is appropriated in each year to the commissioner. Within two weeks of a determination under this contingent appropriation, the commissioner of transportation must notify the commissioner of management and budget and the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance concerning funds appropriated. The governor must identify in the next budget submission to the legislature under Minnesota Statutes, section 16A.11, any amount that is appropriated under this paragraph.

(b) **Municipal State-Aid Streets**	235,757,000	247,087,000

This appropriation is from the municipal state-aid street fund under Minnesota Statutes, chapter 162, and is available until June 30, 2033.

If the commissioner of transportation determines that a balance remains in the municipal state-aid street fund following the appropriations and transfers made in this paragraph and that the appropriations made are insufficient for advancing municipal state-aid street projects, an amount necessary to advance the projects, not to exceed the balance in the municipal state-aid street fund, is appropriated in each year to the commissioner. Within two weeks of a determination under this contingent appropriation, the commissioner of transportation must notify the commissioner

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of management and budget and the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance concerning funds appropriated. The commissioner must identify in the next budget submission to the legislature under Minnesota Statutes, section 16A.11, any amount that is appropriated under this paragraph.

(c) **Other Local Roads**

(1) **Town Roads**	61,000	19,266,000

This appropriation is from the town road account in the county state-aid highway fund for town roads for distribution in the manner provided under Minnesota Statutes, section 162.081.

The base is $21,162,000 in fiscal year 2026 and $21,306,000 in fiscal year 2027.

(2) **Small Cities Assistance**	38,532,000	38,532,000

This appropriation is from the small cities assistance account under Minnesota Statutes, section 162.145, for the small cities assistance program under that section.

The base is $42,324,000 in fiscal year 2026 and $42,612,000 in fiscal year 2027.

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of management and budget and the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance concerning funds appropriated. The governor must identify in the next budget submission to the legislature under Minnesota Statutes, section 16A.11, any amount that is appropriated under this paragraph.

(c) **Other Local Roads**

(1) **Local Bridges**	45,000,000	-0-

This appropriation is from the general fund to replace or rehabilitate local deficient bridges under Minnesota Statutes, section 174.50. This is a onetime appropriation and is available until June 30, 2027.

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			(2) **Local Road Improvement**	45,000,000	-0-
			This appropriation is from the general fund for construction and reconstruction of local roads under Minnesota Statutes, section 174.52. This is a onetime appropriation and is available until June 30, 2027.		
(3) **Rice Street Capitol Area Redesign**	25,000,000	-0-			
This appropriation is from the general fund for Rice Street Capitol Area redesign under section 17. This appropriation is available until June 30, 2032.					
(4) **St. Louis County Projects**	9,000,000	-0-			
This appropriation is from the general fund for one or more grants to St. Louis County as follows:					
(i) $3,000,000 for predesign, design, engineering, environmental analysis and mitigation, land acquisition, and reconstruction of St. Louis County State-Aid Highway 100 (3rd Avenue North and Main Street), from marked Trunk Highway 135 to St. Louis County State-Aid Highway 110 in the city of Aurora; and					
(ii) $6,000,000 for predesign, design, engineering, environmental analysis and mitigation, land acquisition, construction, and reconstruction of Progress Parkway, to provide for intersection improvements and road realignment and extension from marked U.S. Highway 53 and St. Louis County State-Aid Highway 142 to marked Trunk Highway 37 and Station 44 Road in the city of Eveleth.					
(5) **Local Transportation Disaster Support**	4,300,000	1,000,000	(3) **Local Transportation Disaster Support Account**	4,300,000	1,000,000

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This appropriation is from the general fund to provide cost-share for federal assistance from the Federal Highway Administration for the emergency relief program under United States Code, title 23, section 125. This appropriation is available until June 30, 2027.

Subd. 5. **Agency Management**

(a) **Agency Services**	302,876,000	90,538,000

Appropriations by Fund

	2024	2025
General	226,849,000	9,461,000
Trunk Highway	76,027,000	81,077,000

$2,500,000 in each year is from the general fund for small community partnerships under section 15. This is a onetime appropriation and is available until June 30, 2026.

$1,000,000 in each year is from the general fund for federal transportation grants technical assistance under section 14. This is a onetime appropriation and is available until June 30, 2026.

$214,400,000 in fiscal year 2024 is from the general fund for Infrastructure Investment and Jobs Act (IIJA) discretionary matches under section 16. This is a onetime appropriation and is available until June 30, 2027.

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This appropriation is from the general fund to provide a cost-share for federal assistance from the Federal Highway Administration for the emergency relief program under United States Code, title 23, section 125. Of the appropriation in fiscal year 2024, $3,300,000 is onetime and is available until June 30, 2027.

Subd. 5. **Agency Management**

(a) **Agency Services**	313,666,000	85,228,000

Appropriations by Fund

	2024	2025
General	237,639,000	4,151,000
Trunk Highway	76,027,000	81,077,000

$2,000,000 in fiscal year 2024 is from the general fund for federal transportation grants technical assistance under article 8, section 61. This is a onetime appropriation and is available until June 30, 2027.

$216,400,000 in fiscal year 2024 is from the general fund for match requirements for federal formula and discretionary grant programs. From this amount, the commissioner may make grants to any eligible applicant for match requirements and pay for costs incurred by the department in providing technical assistance to eligible applicants for federal discretionary grant programs. Of this amount, $100,000,000 is for grants to local governments to meet federal match

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			requirements. This is a onetime appropriation and is available until June 30, 2027.		
$1,000,000 in each year is from the general fund for Tribal-state relations and workforce training programs.			$900,000 in each year is from the general fund for the purpose of establishing a Tribal affairs workforce training program related to the construction industry. The commissioner may enter into an agreement with any private, public, or Tribal entity for the planning, designing, developing, delivery, and hosting of the program. The commissioner may use this appropriation to pay for reasonable administration costs of the program.		
$7,000,000 in fiscal year 2024 and $4,000,000 in fiscal year 2025 are from the general fund for information technology projects and implementation.			$3,500,000 in fiscal year 2024 and $2,000,000 in fiscal year 2025 are from the general fund for investments in asset management technologies, document and data transfer programs, research project management, and other information technology projects.		
The base from the general fund is $5,961,000 in each of fiscal years 2026 and 2027.					
(b) **Electric Vehicle Infrastructure**	13,861,000	261,000	$13,790,000 in fiscal year 2024 and $190,000 in fiscal year 2025 are from the general fund for matching federal aid, related state investments, and appropriate costs incurred by the department, including staff costs, to carry out the electric vehicle infrastructure program under Minnesota Statutes, section 174.47. Of this appropriation, $13,600,000 in fiscal year 2024 is onetime and is available until June 30, 2027.		
This appropriation is from the general fund for the electric vehicle infrastructure program under Minnesota Statutes, section 174.47.					
$13,600,000 in fiscal year 2024 is available until June 30, 2027.					
(c) **Buildings**	40,790,000	41,120,000	(b) **Buildings**	40,790,000	41,120,000

House:

Appropriations by Fund

	2024	2025
General	55,000	55,000
Trunk Highway	40,735,000	41,065,000

Senate:

Appropriations by Fund

	2024	2025
General	55,000	55,000
Trunk Highway	40,735,000	41,065,000

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Any money appropriated to the commissioner of transportation for building construction for any fiscal year before fiscal year 2024 is available to the commissioner during the biennium to the extent that the commissioner spends the money on the building construction projects for which the money was originally encumbered during the fiscal year for which it was appropriated. If the appropriation for either year is insufficient, the appropriation for the other year is available for it.

(d) **Tort Claims**	600,000	600,000

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

Subd. 6. **Transfers; General Authority**

(a) With the approval of the commissioner of management and budget, the commissioner of transportation may transfer unencumbered balances among the appropriations from the trunk highway fund and the state airports fund made in this section. Transfers under this paragraph must not be made: (1) between funds; (2) from the appropriations for state road construction or debt service; or (3) from the appropriations for operations and maintenance or program delivery, except for a transfer to state road construction or debt service.

(b) The commissioner of transportation must immediately report transfers under paragraph (a) to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance. The authority for the commissioner of transportation to make transfers under Minnesota Statutes, section 16A.285, is

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Any money appropriated to the commissioner of transportation for building construction for any fiscal year before fiscal year 2024 is available to the commissioner during the biennium to the extent that the commissioner spends the money on the building construction projects for which the money was originally encumbered during the fiscal year for which it was appropriated. If the appropriation for either year is insufficient, the appropriation for the other year is available for it.

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

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

Subd. 6. **Transfers**

(a) With the approval of the commissioner of management and budget, the commissioner of transportation may transfer unencumbered balances among the appropriations from the trunk highway fund and the state airports fund made in this section. Transfers under this paragraph must not be made: (1) between funds; (2) from the appropriations for state road construction or debt service; or (3) from the appropriations for operations and maintenance or program delivery, except for a transfer to state road construction or debt service.

(b) The commissioner of transportation must immediately report transfers under paragraph (a) to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance. The authority for the commissioner of transportation to make transfers under Minnesota Statutes, section 16A.285, is

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superseded by the authority and requirements under this subdivision.	superseded by the authority and requirements under this subdivision.
Subd. 7. **Transfers; Flexible Highway Account**	
The commissioner of transportation must transfer from the flexible highway account in the county state-aid highway fund:	(c) The commissioner of transportation must transfer from the flexible highway account in the county state-aid highway fund:
(1) $1,850,000 in fiscal year 2024 to the trunk highway fund;	(1) $1,850,000 in fiscal year 2024 to the trunk highway fund;
(2) $5,000,000 in fiscal year 2024 to the municipal turnback account in the municipal state-aid street fund; and	(2) $5,000,000 in fiscal year 2024 to the municipal turnback account in the municipal state-aid street fund; and
(3) the remainder in each year to the county turnback account in the county state-aid highway fund.	(3) the remainder in each year to the county turnback account in the county state-aid highway fund.
The money transferred under this subdivision is for highway turnback purposes as provided under Minnesota Statutes, section 161.081, subdivision 3.	The funds transferred are for highway turnback purposes as provided under Minnesota Statutes, section 161.081, subdivision 3.
Subd. 8. **Contingent Appropriations**	Subd. 7. **Contingent Appropriations**
The commissioner of transportation, with the approval of the governor and the written approval of at least five members of a group consisting of the members of the Legislative Advisory Commission under Minnesota Statutes, section 3.30, and the ranking minority members of the legislative committees with jurisdiction over transportation finance, may transfer all or part of the unappropriated balance in the trunk highway fund to an appropriation: (1) for trunk highway design, construction, or inspection in order to take advantage of an unanticipated receipt of income to the trunk highway fund or to take advantage of federal advanced construction funding; (2) for trunk highway maintenance in order to meet an emergency; or (3) to pay tort or environmental claims. Nothing in this	The commissioner of transportation, with the approval of the governor and the written approval of at least five members of a group consisting of the members of the Legislative Advisory Commission under Minnesota Statutes, section 3.30, and the ranking minority members of the legislative committees with jurisdiction over transportation finance, may transfer all or part of the unappropriated balance in the trunk highway fund to an appropriation: (1) for trunk highway design, construction, or inspection in order to take advantage of an unanticipated receipt of income to the trunk highway fund or to take advantage of federal advanced construction funding; (2) for trunk highway maintenance in order to meet an emergency; or (3) to pay tort or environmental claims. Nothing in this

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subdivision authorizes the commissioner to increase the use of federal advanced construction funding beyond amounts specifically authorized. Any transfer as a result of the use of federal advanced construction funding must include an analysis of the effects on the long-term trunk highway fund balance. The amount transferred is appropriated for the purpose of the account to which it is transferred.			subdivision authorizes the commissioner to increase the use of federal advanced construction funding beyond amounts specifically authorized. Any transfer as a result of the use of federal advanced construction funding must include an analysis of the effects on the long-term trunk highway fund balance. The amount transferred is appropriated for the purpose of the account to which it is transferred.		
Sec. 3. **METROPOLITAN COUNCIL**			Sec. 3. **METROPOLITAN COUNCIL**		
Subdivision 1. **Total Appropriation**	**$ 89,630,000**	**$ 88,630,000**	Subdivision 1. **Total Appropriation**	**$ 138,630,000**	**$ 88,630,000**
The appropriations in this section are from the general fund to the Metropolitan Council.			The appropriations in this section are from the general fund to the Metropolitan Council.		
The amounts that may be spent for each purpose are specified in the following subdivisions.			The amounts that may be spent for each purpose are specified in the following subdivisions.		
Subd. 2. **Transit System Operations**	32,654,000	32,654,000	Subd. 2. **Transit System Operations**	82,654,000	32,654,000
This appropriation is for transit system operations under Minnesota Statutes, sections 473.371 to 473.449.			This appropriation is for transit system operations under Minnesota Statutes, sections 473.371 to 473.449.		
			$50,000,000 in fiscal year 2024 is for a grant to Hennepin County for the Blue Line light rail transit extension project, including but not limited to predesign, design, engineering, environmental analysis and mitigation, right-of-way acquisition, construction, and acquisition of rolling stock. This is a onetime appropriation and is available until June 30, 2030.		
Subd. 3. **Metro Mobility**	55,976,000	55,976,000	Subd. 3. **Metro Mobility**	55,976,000	55,976,000
This appropriation is for Metro Mobility under Minnesota Statutes, section 473.386.			This appropriation is for Metro Mobility under Minnesota Statutes, section 473.386.		

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Subd. 4. **Land Use and Transportation** 1,000,000 -0-

This appropriation is for the metropolitan land use and transportation policy study under article 4, section 66.

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

Subdivision 1. **Total Appropriation** **$ 293,821,000 $ 288,400,000**

Appropriations by Fund

	2024	2025
General	39,200,000	40,309,000
H.U.T.D.	1,336,000	1,378,000
Special Revenue	74,330,000	76,117,000
Trunk Highway	178,955,000	170,596,000

The appropriations in this section are to the commissioner of public safety.

The amounts that may be spent for each purpose are specified in the following subdivisions. The commissioner must spend appropriations from the trunk highway fund in subdivision 3 only for State Patrol purposes.

Subd. 2. **Administration and Related Services**

(a) **Office of Communications** 896,000 1,148,000

This appropriation is from the general fund.

$220,000 in fiscal year 2024 and $440,000 in fiscal year 2025 are for staff and operating costs related to departmental communications activities.

(b) **Public Safety Support** 10,326,000 11,773,000

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

Subdivision 1. **Total Appropriation** **$ 285,693,000 $ 274,581,000**

Appropriations by Fund

	2024	2025
General	49,796,000	31,672,000
H.U.T.D.	1,336,000	1,378,000
Special Revenue	69,495,000	70,583,000
Trunk Highway	165,066,000	170,948,000

The appropriations in this section are to the commissioner of public safety.

The amounts that may be spent for each purpose are specified in the following subdivisions. The commissioner must spend appropriations from the trunk highway fund in subdivision 3 only for state patrol purposes.

Subd. 2. **Administration and Related Services**

(a) **Office of Communications** 786,000 928,000

This appropriation is from the general fund.

(b) **Public Safety Support** 7,684,000 8,755,000

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Appropriations by Fund

	2024	2025
General	5,399,000	6,564,000
Trunk Highway	4,927,000	5,209,000

$1,482,000 in each year is from the general fund for staff and operating costs related to public engagement activities.

$1,302,000 in fiscal year 2024 and $2,694,000 in fiscal year 2025 are from the general fund for staff and operating costs related to departmental administrative support activities.

$350,000 in fiscal year 2024 is from the general fund for use of a consultant to provide for assessment and predesign related to State Patrol facilities.

(c) **Public Safety Officer Survivor Benefits**	640,000	640,000

This appropriation is from the general fund for payment of public safety officer survivor benefits under Minnesota Statutes, section 299A.44. If the appropriation for either year is insufficient, the appropriation for the other year is available for it.

(d) **Public Safety Officer Reimbursements**	1,367,000	1,367,000

This appropriation is from the general fund for transfer to the public safety officer's benefit account. This appropriation is available for reimbursements under Minnesota Statutes, section 299A.465.

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Appropriations by Fund

	2024	2025
General	2,757,000	3,546,000
Trunk Highway	4,927,000	5,209,000

$350,000 in fiscal year 2024 is from the general fund for predesign of a State Patrol headquarters building and related storage and training facilities. The commissioner of public safety must work with the commissioner of administration to complete the predesign. This is a onetime appropriation and is available until June 30, 2027.

(c) **Public Safety Officer Survivor Benefits**	640,000	640,000

This appropriation is from the general fund for payment of public safety officer survivor benefits under Minnesota Statutes, section 299A.44. If the appropriation for either year is insufficient, the appropriation for the other year is available for it.

(d) **Public Safety Officer Reimbursements**	1,367,000	1,367,000

This appropriation is from the general fund for transfer to the public safety officer's benefit account. This money is available for reimbursements under Minnesota Statutes, section 299A.465.

(e) **Soft Body Armor Reimbursements** 745,000 745,000

This appropriation is from the general fund for soft body armor reimbursements under Minnesota Statutes, section 299A.38.

(f) **Technology and Support Services** 6,712,000 6,783,000

Appropriations by Fund

	2024	2025
General	1,645,000	1,684,000
Trunk Highway	5,067,000	5,099,000

Subd. 3. **State Patrol**

(a) **Patrolling Highways** 151,394,000 141,731,000

Appropriations by Fund

	2024	2025
General	648,000	389,000
H.U.T.D.	92,000	92,000
Trunk Highway	150,654,000	141,250,000

$14,500,000 in fiscal year 2024 is to purchase and equip a helicopter for the State Patrol.

$1,700,000 in each year is for staff and equipment costs of pilots for the State Patrol.

(e) **Soft Body Armor Reimbursements** 745,000 745,000

This appropriation is from the general fund for soft body armor reimbursements under Minnesota Statutes, section 299A.38.

(f) **Technology and Support Services** 6,712,000 6,783,000

Appropriations by Fund

	2024	2025
General	1,645,000	1,684,000
Trunk Highway	5,067,000	5,099,000

Subd. 3. **State Patrol**

(a) **Patrolling Highways** 154,044,000 141,731,000

Appropriations by Fund

	2024	2025
General	14,887,000	37,000
H.U.T.D.	92,000	92,000
Trunk Highway	139,065,000	141,602,000

$14,500,000 in fiscal year 2024 is from the general fund to purchase a helicopter for the State Patrol. This is a onetime appropriation and is available until June 30, 2025.

$2,300,000 in fiscal year 2024 is from the trunk highway fund to purchase a Cirrus single engine airplane for the State Patrol. This is a

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			onetime appropriation and is available until June 30, 2025.		
$611,000 in fiscal year 2024 and $352,000 in fiscal year 2025 are from the general fund for activities in support of State Patrol accreditation by the Commission on Accreditation for Law Enforcement Agencies.			$611,000 in fiscal year 2024 and $352,000 in fiscal year 2025 are from the trunk highway fund to support the State Patrol's accreditation process under the Commission on Accreditation for Law Enforcement Agencies.		
(b) **Commercial Vehicle Enforcement**	17,746,000	18,423,000	(b) **Commercial Vehicle Enforcement**	15,446,000	18,423,000
$5,248,000 in each year is for staff and operating costs related to commercial motor vehicle enforcement.			$2,948,000 in fiscal year 2024 and $5,248,000 in fiscal year 2025 are from the trunk highway fund to provide the required match for federal grants for additional troopers and nonsworn commercial vehicle inspectors.		
(c) **Capitol Security**	18,666,000	19,231,000	(c) **Capitol Security**	18,666,000	19,231,000
This appropriation is from the general fund.			This appropriation is from the general fund.		
The commissioner must not:			The commissioner must not:		
(1) spend any money from the trunk highway fund for capitol security; or			(1) spend any money from the trunk highway fund for capitol security; or		
(2) permanently transfer any state trooper from the patrolling highways activity to capitol security.			(2) permanently transfer any state trooper from the patrolling highways activity to capitol security.		
The commissioner must not transfer any money appropriated to the commissioner under this section:			The commissioner must not transfer any money appropriated to the commissioner under this section:		
(1) to capitol security; or			(1) to capitol security; or		
(2) from capitol security.			(2) from capitol security.		
(d) **Vehicle Crimes Unit**	1,244,000	1,286,000	(d) **Vehicle Crimes Unit**	1,244,000	1,286,000
This appropriation is from the highway user tax distribution fund to investigate:			This appropriation is from the highway user tax distribution fund to investigate:		
(1) registration tax and motor vehicle sales tax liabilities from individuals and businesses that currently do not pay all taxes owed; and			(1) registration tax and motor vehicle sales tax liabilities from individuals and businesses that currently do not pay all taxes owed; and		

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(2) illegal or improper activity related to the sale, transfer, titling, and registration of motor vehicles.			(2) illegal or improper activity related to the sale, transfer, titling, and registration of motor vehicles.		
Subd. 4. **Driver and Vehicle Services**			Subd. 4. **Driver and Vehicle Services**		
(a) **Driver Services**	41,952,000	43,225,000	(a) **Driver Services**	39,959,000	40,544,000
This appropriation is from the driver and vehicle services account under Minnesota Statutes, section 299A.705.			This appropriation is from the driver and vehicle services operating account under Minnesota Statutes, section 299A.705.		
			$750,000 in fiscal year 2024 is for reimbursement to driver's license agents for the purchase of equipment necessary for a full-service provider, as defined in Minnesota Statutes, section 171.01, subdivision 33a, following application to the commissioner. The commissioner may provide no more than $15,000 to each driver's license agent.		
			$115,000 in fiscal year 2024 and $109,000 in fiscal year 2025 are for staff costs to manage, review, and audit online driver education programs.		
$201,000 in fiscal year 2024 and $192,000 in fiscal year 2025 are for full-service provider monitoring and auditing activities.			$101,000 in fiscal year 2024 and $96,000 in fiscal year 2025 are for staff costs related to monitoring and auditing records issued by full-service providers.		
If legislation is enacted in the 2023 regular legislative session that establishes a watercraft operator's permit indicator on drivers' licenses and identification cards, $59,000 in fiscal year 2024 is available for the costs of implementation. Otherwise, this amount cancels to the driver and vehicle services account.					
$262,000 in fiscal year 2024 and $81,000 in fiscal year 2025 is for collection of race and ethnicity information for holders of drivers' licenses and identification cards.			$262,000 in fiscal year 2024 and $81,000 in fiscal year 2025 are for implementation of race and ethnicity information collection from		

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			applicants for drivers' licenses and identification cards.		
$2,598,000 in each year is to maintain driver's license examination stations.					
(b) **Vehicle Services**	30,935,000	31,449,000	(b) **Vehicle Services**	28,093,000	28,596,000
This appropriation is from the driver and vehicle services account under Minnesota Statutes, section 299A.705.			This appropriation is from the driver and vehicle services operating account under Minnesota Statutes, section 299A.705.		
$3,000,000 in each year is for payments to deputy registrars, including a deputy registrar who is a full-service provider as defined in Minnesota Statutes, section 168.002, subdivision 12a. The commissioner must make quarterly payments to each deputy registrar that was in operation during the previous quarter based proportionally on the total number of transactions completed by each deputy registrar. The first quarterly distribution must be made on or before July 15, 2023. This is a onetime appropriation, and the amount in fiscal year 2025 is available until August 31, 2025.					
$1,600,000 in fiscal year 2024 and $1,300,000 in fiscal year 2025 are for staff and operating costs related to additional vehicle inspection sites.			$1,600,000 in fiscal year 2024 and $1,300,000 in fiscal year 2025 are for staff and operating costs related to additional vehicle inspection sites.		
			$57,000 in fiscal year 2024 and $51,000 in fiscal year 2025 are for an appeals process for information technology system data access revocations, including costs of staff and equipment.		
The base is $28,449,000 in each of fiscal years 2026 and 2027.					
Subd. 5. **Traffic Safety**	9,195,000	8,596,000	Subd. 5. **Traffic Safety**	8,864,000	4,109,000

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Appropriations by Fund	Appropriations by Fund
<table><tr><th></th><th>2024</th><th>2025</th></tr><tr><td>General</td><td>8,634,000</td><td>7,981,000</td></tr><tr><td>Trunk Highway</td><td>561,000</td><td>615,000</td></tr></table>	<table><tr><th></th><th>2024</th><th>2025</th></tr><tr><td>General</td><td>8,303,000</td><td>3,494,000</td></tr><tr><td>Trunk Highway</td><td>561,000</td><td>615,000</td></tr></table>
$1,000,000 in fiscal year 2024 is from the general fund for grants to local units of government to perform additional traffic safety enforcement activities in safe road zones under Minnesota Statutes, section 169.065. In allocating funds, the commissioner must account for other sources of funding for increased traffic enforcement.	$500,000 in fiscal year 2024 is from the general fund for grants to local units of government to perform additional traffic safety enforcement activities in safe road zones under Minnesota Statutes, section 169.065.
$1,000,000 in each year is from the general fund for grants to local units of government to enhance traffic safety enforcement activities and is available for training, equipment, overtime, and related costs for peace officers to perform duties that are specifically related to traffic management and traffic safety. This is a onetime appropriation.	$2,000,000 in fiscal year 2024 is for grants to local units of government to increase traffic safety enforcement activities, including for training, equipment, overtime, and related costs for peace officers to perform duties that are specifically related to traffic management and traffic safety.
$2,000,000 in each year is from the general fund for grants to law enforcement agencies to undertake targeted speed reduction efforts on rural high-risk roadways identified by the commissioner based on crash information and consultation with the Advisory Council on Traffic Safety under Minnesota Statutes, section 4.076, and local traffic safety partners. This is a onetime appropriation.	$2,000,000 in fiscal year 2024 is from the general fund for grants to law enforcement agencies to undertake targeted speed reduction efforts on rural high-risk roadways.
	$50,000 in fiscal year 2024 is from the general fund for an education and awareness campaign on motor vehicles passing school buses, designed to: (1) help reduce occurrences of motor vehicles unlawfully passing school buses; and (2) inform drivers about the safety of pupils boarding and unloading from school buses, including laws requiring a motor vehicle to stop when a school bus has extended

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	the stop-signal arm and is flashing red lights and penalties for violations. The commissioner must identify best practices, review effective communication methods to educate drivers, and consider multiple forms of media to convey the information.
	$100,000 in fiscal year 2024 is from the general fund for a public awareness campaign to promote understanding and compliance with laws regarding the passing of parked authorized vehicles.
$175,000 in each year is from the general fund for grants to local units of government for safe ride programs that provide safe transportation options for patrons of hospitality and entertainment businesses within a community. This is a onetime appropriation.	$350,000 in fiscal year 2024 is from the general fund for grants to local units of government for safe ride programs that provide safe transportation options for patrons of hospitality and entertainment businesses within a community.
$500,000 in fiscal year 2024 is from the general fund for the traffic safety violations disposition analysis under section 18.	$250,000 in fiscal year 2024 is from the general fund for the traffic safety violations disposition analysis under article 8, section 67.
$2,500,000 in each year is from the general fund for operations and traffic safety projects and activities of the Advisory Council on Traffic Safety under Minnesota Statutes, section 4.076.	$2,000,000 in each year is from the general fund for the administration of the Traffic Safety Advisory Council under Minnesota Statutes, section 4.076, including staff costs.
$98,000 in each year is from the general fund for collection of race and ethnicity information for holders of drivers' licenses and identification cards and statewide traffic safety equity program activities.	$98,000 in each year is from the general fund to coordinate a statewide traffic safety equity program, including staff costs.
$813,000 in fiscal year 2024 and $1,625,000 in fiscal year 2025 are from the general fund for staff and operating costs related to a Traffic Safety Data Analytics Center.	$407,000 in fiscal year 2024 and $813,000 in fiscal year 2025 are from the general fund for staff and operating costs to create a Traffic Safety Data Analytics Center.
The base from the general fund is $4,806,000 in each of fiscal years 2026 and 2027.	

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Subd. 6. **Pipeline Safety** 2,003,000 2,003,000

Appropriations by Fund

	2024	2025
General	560,000	560,000
Special Revenue	1,443,000	1,443,000

This appropriation is from the pipeline safety account in the special revenue fund under Minnesota Statutes, section 299J.18.

$560,000 in each year is from the general fund for staff and operating costs related to oversight of the excavation notice system under Minnesota Statutes, chapter 216D, including education, investigation, and enforcement activities.

Sec. 5. **LEGISLATIVE COORDINATING COMMISSION** **$ 225,000 $ -0-**

This appropriation is from the general fund to the Legislative Coordinating Commission for costs of the Metropolitan Governance Task Force under article 4, section 65.

Sec. 6. **MINNESOTA MANAGEMENT AND BUDGET**

Subdivision 1. **Total Appropriation** **$ 608,000 $ 608,000**

The appropriations in this section are from the general fund to the commissioner of management and budget.

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

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Subd. 6. **Pipeline Safety** 1,443,000 1,443,000

This appropriation is from the pipeline safety account in the special revenue fund under Minnesota Statutes, section 299J.18.

Subd. 2. **Collective Bargaining**	38,000	38,000

This appropriation is for arbitration costs related to Minnesota Statutes, section 43A.17, subdivision 13.

Subd. 3. **Federal Funds Coordinator**	570,000	570,000

(a) This appropriation is for a coordinator and support staff to provide for maximization of federal formula and discretionary grant funds to recipients in the state, including but not limited to funds under: (1) the Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58; (2) the Inflation Reduction Act of 2022, Public Law 117-169; (3) the CHIPS and Science Act of 2022, Public Law 117-167; and (4) subsequent federal appropriations acts associated with a spending authorization or appropriation under clauses (1) to (3).

(b) The duties of the federal coordinator include but are not limited to:

(1) serving as the state agency lead on activities related to federal infrastructure funds;

(2) coordinating on federal grants with the governor, legislature, state agencies, federally recognized Tribal governments, political subdivisions, and private entities; and

(3) developing methods to maximize the amount and effectiveness of federal grants provided to recipients in the state.

Subd. 4. **Federal Funds Coordinator; Fiscal Year 2023**

$70,000 in fiscal year 2023 is appropriated from the general fund to the commissioner of management and budget for the purposes specified in subdivision 3. This amount is available until June 30, 2024.

EFFECTIVE DATE. Subdivision 4 is effective the day following final enactment.

Sec. 9. Laws 2018, chapter 214, article 1, section 16, subdivision 11, as amended by Laws 2019, chapter 2, article 2, section 4, is amended to read:

Subd. 11. **Corridors of Commerce** 400,000,000

(a) From the bond proceeds account in the trunk highway fund for the corridors of commerce program under Minnesota Statutes, section 161.088.

(b) This appropriation is available in the amounts of:

(1) $150,000,000 in fiscal year 2022;

(2) $150,000,000 in fiscal year 2023; and

(3) $100,000,000 in fiscal year 2024.

(c) The commissioner must select projects for the corridors of commerce program solely using the results of the spring 2018 evaluation for the corridors of commerce program, in order based on total score. In addition to the projects selected for funding in the first round from the spring 2018 evaluation, the commissioner must select at least two projects located outside the Department of Transportation metropolitan district. If funds are insufficient for an identified project, the commissioner must either select the identified project, or select one or more alternative projects that are (1) for a segment within the project limits of the identified project; and (2) also identified and scored in the spring 2018 evaluation process. For projects located outside the Department of Transportation metropolitan district, the commissioner must not select a project located in a county within which a project was selected for funding in the first round in the spring 2018 evaluation for the corridors of commerce program.

(d) Notwithstanding the project selection requirements under paragraph (c), any remaining amount of this appropriation is for predesign, design, engineering, and construction of an overpass and associated safety improvements at the intersection of marked Trunk Highway 9 and marked Trunk Highway 23 in the city of New London.

(e) The appropriation in Laws 2017, First Special Session chapter 3, article 2, section 2, subdivision 1, is available for the projects selected under paragraph (c) that the commissioner determines are ready to proceed.

~~(e)~~ (f) The appropriation in this subdivision is available for any projects selected by the commissioner using the results of the evaluation for the corridors of commerce program conducted in spring 2018.

~~(f)~~ (g) This appropriation cancels as specified under Minnesota Statutes, section 16A.642, except that the commissioner of management and budget shall count the start of authorization for issuance of state bonds as the first day of the fiscal year during which the bonds are available to be issued, and not as the date of enactment of this section.

Sec. 12. Laws 2021, First Special Session chapter 5, article 1, section 2, subdivision 2, is amended to read:

Subd. 2. **Multimodal Systems**

(a) **Aeronautics**

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

Appropriations by Fund

	2022	2023

General	5,600,000	-0-
Airports	18,598,000	18,598,000

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

$5,600,000 in fiscal year 2022 is from the general fund for a grant to the city of Karlstad for the acquisition of land, predesign, design, engineering, and construction of a primary airport runway.

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

If the commissioner of transportation determines that a balance remains in the state airports fund following the appropriations made in this article and that the appropriations made are insufficient for advancing airport development and assistance projects, an amount necessary to advance the projects, not to exceed the balance in the state airports fund, is appropriated in each year to the commissioner and must be spent according to Minnesota Statutes, section 360.305, subdivision 4. Within two weeks of a determination under this contingent appropriation, the commissioner of transportation must notify the commissioner of management and budget and the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance concerning the funds appropriated. Funds appropriated under this contingent appropriation do not adjust the base for fiscal years 2024 and 2025.

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

Appropriations by Fund

	2022	2023
General	1,650,000	1,650,000
Airports	6,682,000	6,690,000

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

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

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

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

This appropriation is from the general fund.

$5,000,000 in fiscal year 2022 is for the active transportation program under Minnesota Statutes, section 174.38. This is a onetime appropriation and is available until June 30, 2025.

$300,000 in fiscal year 2022 is for a grant to the 494 Corridor Commission. The commissioner must not retain any portion of the funds appropriated under this section. The commissioner must make grant payments in full by December 31, 2021. Funds under this grant are for programming and service expansion to assist companies and commuters in telecommuting efforts and promotion of best practices. A grant recipient must provide telework resources, assistance, information, and related activities on a statewide basis. This is a onetime appropriation.

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

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

If the appropriation for either year is insufficient, the appropriation for the other year is available for it. $5,000,000 in fiscal year 2022 is available until June 30, 2025.

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

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

$10,000,000 in fiscal year 2022 is for final design and construction to provide for a second daily Amtrak train service between Minneapolis and St. Paul and Chicago. The commissioner may expend funds for program delivery and administration from this amount. This is a onetime appropriation and is available until June 30, 2025.

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

Appropriations by Fund

	2022	2023
General	2,464,000	1,445,000
Trunk Highway	5,878,000	5,878,000

$1,000,000 in fiscal year 2022 is from the general fund for procurement costs of a statewide freight network optimization tool. This is a onetime appropriation and is available until June 30, ~~2023~~ 2025.

$350,000 in fiscal year 2022 and $287,000 in fiscal year 2023 are from the general fund for two additional rail safety inspectors in the state

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rail safety inspection program under Minnesota Statutes, section 219.015. In each year, the commissioner must not increase the total assessment amount under Minnesota Statutes, section 219.015, subdivision 2, from the most recent assessment amount.

Sec. 13. Laws 2021, First Special Session chapter 5, article 1, section 4, subdivision 4, is amended to read:

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

(a) **Driver Services**	44,820,000	39,685,000

This appropriation is from the driver services operating account in the special revenue fund under Minnesota Statutes, section 299A.705, subdivision 2.

$2,598,000 in each year is for costs to reopen all driver's license examination stations that were closed in 2020 due to the COVID-19 pandemic. This amount is not available for the public information center, general administration, or operational support. This is a onetime appropriation.

$2,229,000 in fiscal year 2022 and $155,000 in fiscal year 2023 are for costs of a pilot project for same-day issuance of drivers' licenses and state identification cards.

The base is $36,398,000 in each of fiscal years 2024 and 2025.

(b) **Vehicle Services**	37,418,000	~~35,535,000~~ 27,299,000

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Sec. 10. Laws 2021, First Special Session chapter 5, article 1, section 4, subdivision 4, is amended to read:

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

(a) **Driver Services**	44,820,000	39,685,000

This appropriation is from the driver services operating account in the special revenue fund under Minnesota Statutes, section 299A.705, subdivision 2.

$2,598,000 in each year is for costs to reopen all driver's license examination stations that were closed in 2020 due to the COVID-19 pandemic. This amount is not available for the public information center, general administration, or operational support. This is a onetime appropriation.

$2,229,000 in fiscal year 2022 and $155,000 in fiscal year 2023 are for costs of a pilot project for same-day issuance of drivers' licenses and state identification cards.

~~The base is $36,398,000 in each of fiscal years 2024 and 2025.~~ Any unexpended amount of this appropriation remaining on June 30, 2023, cancels to the driver and vehicle services operating account under Minnesota Statutes, section 299A.705.

(b) **Vehicle Services**	37,418,000	~~35,535,000~~ 27,299,000

Appropriations by Fund

	2022	2023
H.U.T.D.	686,000	-0-
Special Revenue	36,732,000	~~35,535,000~~ 27,299,000

The special revenue fund appropriation is from the vehicle services operating account under Minnesota Statutes, section 299A.705, subdivision 1.

$200,000 in fiscal year 2022 is from the vehicle services operating account for the independent expert review of MnDRIVE under article 4, section 144, for expenses of the chair and the review team related to work completed pursuant to that section, including any contracts entered into. This is a onetime appropriation.

$250,000 in fiscal year 2022 is from the vehicle services operating account for programming costs related to the implementation of self-service kiosks for vehicle registration renewal. This is a onetime appropriation and is available in fiscal year 2023.

The base is $33,788,000 in each of fiscal years 2024 and 2025.

Appropriations by Fund

	2022	2023
H.U.T.D.	686,000	-0-
Special Revenue	36,732,000	~~35,535,000~~ 27,299,000

The special revenue fund appropriation is from the vehicle services operating account under Minnesota Statutes, section 299A.705, subdivision 1.

$200,000 in fiscal year 2022 is from the vehicle services operating account for the independent expert review of MnDRIVE under article 4, section 144, for expenses of the chair and the review team related to work completed pursuant to that section, including any contracts entered into. This is a onetime appropriation.

$250,000 in fiscal year 2022 is from the vehicle services operating account for programming costs related to the implementation of self-service kiosks for vehicle registration renewal. This is a onetime appropriation and is available in fiscal year 2023.

~~The base is $33,788,000 in each of fiscal years 2024 and 2025.~~ Any unexpended amount of the appropriation from the special revenue fund remaining on June 30, 2023, cancels to the driver and vehicle services operating account under Minnesota Statutes, section 299A.705.

Sec. 7. **APPROPRIATION; ST. CLOUD TRANSIT SERVICE ANALYSIS.**

Subdivision 1. **Appropriation.** $4,000,000 in fiscal year 2023 is appropriated from the general fund to the commissioner of transportation for the analysis and report under this section. This appropriation is available until June 30, 2024.

Subd. 2. **Transit service analysis.** (a) The commissioner must analyze and evaluate options for improvements to transit service between Minneapolis, St. Paul, and St. Cloud.

(b) At a minimum, the analysis must:

(1) identify and evaluate alternatives for service in the corridor based on ridership and expenditure information, including but not limited to:

(i) intercity passenger rail, commuter rail, bus service, other public transportation alternatives identified by the commissioner, or a combination;

(ii) extension or expansion of Northstar Commuter Rail service to St. Cloud;

(iii) extension of current Amtrak train service between Minneapolis and St. Paul and Chicago to St. Cloud; and

(iv) intercity passenger rail service between Minneapolis, St. Paul, St. Cloud, Fargo, and Moorhead;

(2) provide a revised estimate of ridership, capital and operating costs, and revenue from extension of Northstar Commuter Rail to St. Cloud;

(3) estimate ridership, costs, and revenue impacts from expansion of Northstar Commuter Rail service in conjunction with professional sports events;

(4) evaluate elimination of Northstar Commuter Rail service in conjunction with options under clause (1), including but not limited to a comprehensive fiscal review of costs and reductions in expenditures, analysis of barriers, and any other considerations; and

(5) examine transit service administration, which may include jurisdictional transfers and contracting for service.

(c) The analysis must be completed by February 15, 2024.

Subd. 3. **Legislative report.** By March 1, 2024, the commissioner of transportation must submit a report on the transit service analysis to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. At a minimum, the report must:

(1) provide a summary of the analysis;

(2) review each of the elements specified under subdivision 2, paragraph (b); and

(3) provide recommendations for legislative changes, if any.

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

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Sec. 8. **APPROPRIATION; TRANSIT SERVICE INTERVENTION PROJECT.**

Subdivision 1. **Appropriation.** $2,000,000 in fiscal year 2023 is appropriated from the general fund to the Metropolitan Council for grants to participating organizations in the Transit Service Intervention Project under this section. The council must allocate the grants to provide reimbursements for project implementation, including but not limited to intervention teams, labor, and other expenses. This is a onetime appropriation and is available until June 30, 2024.

Subd. 2. **Definitions.** (a) For purposes of this section, the following terms have the meanings given.

(b) "Council" means the Metropolitan Council established under Minnesota Statutes, chapter 473.

(c) "Intervention project" means the Transit Service Intervention Project established in this section.

Subd. 3. **Establishment.** A Transit Service Intervention Project is established to provide coordinated, high-visibility interventions on light rail transit lines that provide for enhanced social services outreach and engagement, code of conduct regulation, and law enforcement.

Subd. 4. **Project management.** The council must implement the intervention project.

Subd. 5. **Participating organizations.** The council must seek the participation of the following entities to provide for coordination on the intervention project:

(1) the Department of Human Services;

(2) the Department of Public Safety;

(3) the Metropolitan Council;

(4) each county within which a light rail transit line operates;

(5) each city within which a light rail transit line operates;

(6) the Metropolitan Airports Commission;

(7) the National Alliance on Mental Illness Minnesota;

(8) the exclusive representative of transit vehicle operators; and

(9) other interested community-based social service organizations.

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NOTE: SECTION 37 IS FROM ARTICLE 6

Sec. 37. **TRANSIT SERVICE INTERVENTION PROJECT.**

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

(b) "Council" means the Metropolitan Council established under Minnesota Statutes, chapter 473.

(c) "Intervention project" means the transit service intervention project established in this section.

Subd. 2. **Establishment.** A transit service intervention project is established to provide coordinated, high-visibility interventions on light rail transit lines that provide for enhanced social services outreach and engagement, code of conduct regulation, and law enforcement.

Subd. 3. **Project management.** The council must implement the intervention project.

Subd. 4. **Participating organizations.** The council must seek the participation of the following entities to provide for coordination on the intervention project:

(1) the Department of Human Services;

(2) the Department of Public Safety;

(3) the Minnesota State Patrol;

(4) the Metropolitan Council;

(5) the Metro Transit Police Department;

(6) each county within which a light rail transit line operates;

(7) each city within which a light rail transit line operates;

(8) the Metropolitan Airports Commission;

(9) the National Alliance on Mental Illness Minnesota;

(10) the exclusive representative of transit vehicle operators; and

(11) other interested community-based social service organizations.

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Subd. 6. **Duties.** (a) In collaboration with the participating organizations under subdivision 5, the council must:

(1) establish social services intervention teams that consist of county-based social services personnel and personnel from nonprofit organizations having mental health services or support capacity to perform on-site social services engagement with (i) transit riders experiencing homelessness, (ii) transit riders with substance use disorders or mental or behavioral health disorders, or (iii) a combination;

(2) establish coordinated intervention teams that consist of personnel under clause (1), community service officers, and peace officers;

(3) implement interventions in two phases as follows:

(i) by June 1, 2023, and for a period of three weeks, deploy the social services intervention teams on a mobile basis on light rail transit lines and facilities; and

(ii) beginning at the conclusion of the period under item (i), and for a period of at least nine weeks, deploy the coordinated intervention teams on a mobile basis on light rail transit lines and facilities, utilizing both social services and law enforcement partners; and

(4) evaluate impacts of the intervention teams related to social services outreach, code of conduct violations, and rider experience.

(b) Social services engagement under paragraph (a) includes but is not limited to outreach, preliminary assessment and screening, information and resource sharing, referral or connections to service providers, assistance in arranging for services, and precrisis response.

Subd. 7. **Administration.** Using existing resources, the council must provide staff assistance and administrative support for the project.

Subd. 8. **Reports.** By the 15th of each month, the council must submit a status report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. At a minimum, each report must include:

(1) a summary of activities under the intervention project;

(2) a fiscal review of expenditures; and

(3) analysis of impacts and outcomes related to social services outreach, violations under Minnesota Statutes, sections 473.4065 and 609.855, and rider experience.

Subd. 9. **Expiration.** The intervention project under this section expires June 30, 2024.

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Subd. 5. **Duties.** (a) In collaboration with the participating organizations under subdivision 4, the council must:

(1) establish social services intervention teams that consist of social services personnel and personnel from nonprofit organizations having mental health services or support capacity to perform on-site social services engagement with:

(i) transit riders experiencing homelessness;

(ii) transit riders with substance use disorders or mental or behavioral health disorders; or

(iii) a combination of items (i) and (ii);

(2) establish coordinated intervention teams that consist of personnel under clause (1), community service officers, and peace officers;

(3) implement interventions in two phases as follows:

(i) by June 1, 2023, and for a period of three weeks, deploy the social services intervention teams on a mobile basis on light rail transit lines and facilities; and

(ii) beginning at the conclusion of the period under item (i), and for a period of at least nine weeks, deploy the coordinated intervention teams on a mobile basis on light rail transit lines and facilities, utilizing both social services and law enforcement partners; and

(4) evaluate impacts of the intervention teams related to social services outreach, code of conduct violations, and rider experience.

(b) Social services engagement under paragraph (a) includes but is not limited to providing outreach, preliminary assessment and screening, information and resource sharing, referral or connections to service providers, assistance in arranging for services, and precrisis response.

Subd. 6. **Administration.** Using existing resources, the council must provide staff assistance and administrative support for the project.

Subd. 7. **Reports.** By the 15th of each month, the council must submit a status report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. At a minimum, each report must include:

(1) a summary of activities under the intervention project;

(2) a fiscal review of expenditures; and

(3) analysis of impacts and outcomes related to social services outreach, violations under Minnesota Statutes, sections 473.4065 and 609.855, and rider experience.

Subd. 8. **Expiration.** This section expires June 30, 2024.

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

Sec. 9. **APPROPRIATIONS; STATE PATROL OPERATING DEFICIENCY.**

(a) $6,728,000 in fiscal year 2023 is appropriated from the trunk highway fund to the commissioner of public safety for State Patrol operating costs. This is a onetime appropriation and is available until December 31, 2023.

(b) $106,000 in fiscal year 2023 is appropriated from the highway user tax distribution fund to the commissioner of public safety for the State Patrol Vehicle Crimes Unit. This is a onetime appropriation and is available until December 31, 2023.

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

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. 7. **APPROPRIATION; STATE PATROL OPERATING DEFICIENCY.**

(a) $6,728,000 in fiscal year 2023 is appropriated from the trunk highway fund to the commissioner of public safety for State Patrol operating costs. This is a onetime appropriation and is available until December 31, 2023.

(b) $106,000 in fiscal year 2023 is appropriated from the highway user tax distribution fund to the commissioner of public safety for the State Patrol Vehicle Crimes Unit. This is a onetime appropriation and is available until December 31, 2023.

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

Sec. 5. **APPROPRIATION CANCELLATIONS.**

(a) $4,797,000 of the appropriation in fiscal year 2022 for safe routes to school under Laws 2021, First Special Session chapter 5, article 1, section 2, subdivision 2, paragraph (c), is canceled to the general fund on June 29, 2023.

(b) $974,000 of the appropriation from the general fund in fiscal year 2022 for freight under Laws 2021, First Special Session chapter 5, article 1, section 2, subdivision 2, paragraph (e), is canceled to the general fund on June 29, 2023.

(c) $15,000 of the appropriation in fiscal year 2022 and $15,000 of the appropriation in fiscal year 2023 to the commissioner of employment and economic development from the general fund under Laws 2021, First Special Session chapter 5, article 1, section 7, is canceled to the general fund on June 29, 2023.

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

Sec. 11. **APPROPRIATION; DEPARTMENT OF EMPLOYMENT AND ECONOMIC DEVELOPMENT.**

$30,000 in fiscal year 2024 is appropriated from the general fund to the commissioner of employment and economic development for temporary staff costs related to the procurement of a statewide freight optimization tool for the Department of Transportation. This is a onetime appropriation and is available until June 30, 2025.

Sec. 12. **APPROPRIATION; TRAFFIC SAFETY.**

$2,000,000 in fiscal year 2024 is appropriated from the general fund to the commissioner of public safety for grants to school districts, nonpublic schools, charter schools, and companies that provide school bus services for the purchase and installation of school bus stop-signal arm camera systems. In awarding grants, the commissioner must follow the

Sec. 10. **TRANSFERS; GENERAL FUND.**

Each of the following are transferred in fiscal year 2024 from the general fund to the commissioner of transportation:

(1) $336,181,000 for deposit in the trunk highway fund; and

(2) $38,410,000 for deposit in the small cities assistance account under Minnesota Statutes, section 162.145, subdivision 2.

Sec. 11. **TRANSFERS; FEE AND SURCHARGE FOREGONE REVENUE.**

(a) Each of the following are transferred in fiscal year 2024 from the general fund to the commissioner of public safety:

(1) $15,000 for deposit in the Bureau of Criminal Apprehension account under Minnesota Statutes, section 171.29, subdivision 2, paragraph (b);

(2) $10,000 for deposit in the vehicle forfeiture account in the special revenue fund under Minnesota Statutes, section 171.29, subdivision 2, paragraph (b);

same requirements as under Laws 2021, First Special Session chapter 5, article 1, section 4, subdivision 5. This is a onetime appropriation and is available until June 30, 2025.

Sec. 13. **TRANSFERS.**

(a) $323,112,000 in fiscal year 2024 is transferred from the general fund to the trunk highway fund for the state match for highway formula and discretionary grants under the federal Infrastructure Investment and Jobs Act, Public Law 117-58, and for related state investments.

(b) $25,000,000 in fiscal year 2024 and $25,000,000 in fiscal year 2025 are transferred from the general fund to the active transportation account under Minnesota Statutes, section 174.38. The base for this transfer is $2,799,000 in fiscal year 2026 and $2,800,000 in fiscal year 2027.

(c) $500,000 in fiscal year 2024 is transferred from the general fund to the disadvantaged communities carsharing grant account under Minnesota Statutes, section 174.46, for the purposes of the grant program under that section.

(d) $10,000,000 in fiscal year 2024 and $10,000,000 in fiscal year 2025 are transferred from the general fund to the full-service provider account under Minnesota Statutes, section 299A.705. This is a onetime transfer.

(e) By June 30, 2023, the commissioner of management and budget must transfer any remaining unappropriated balance, estimated to be $232,000, from the driver services operating account in the special revenue fund to the driver and vehicle services operating account under Minnesota Statutes, section 299A.705.

(f) By June 30, 2023, the commissioner of management and budget must transfer any remaining unappropriated balance, estimated to be $13,454,000, from the vehicle services operating account in the special revenue fund to the driver and vehicle services operating account under Minnesota Statutes, section 299A.705.

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(3) $38,000 for deposit in the traumatic brain injury and spinal cord injury account under Minnesota Statutes, section 171.29, subdivision 2, paragraph (c);

(4) $285,000 for deposit in the remote electronic alcohol-monitoring program account under Minnesota Statutes, section 171.29, subdivision 2, paragraph (d); and

(5) $4,000 for deposit in the driver and vehicle services technology account in the special revenue fund.

(b) Notwithstanding Minnesota Statutes, section 171.29, subdivision 2, paragraph (d), until July 1, 2026, the amount deposited under paragraph (a), clause (4), is not subject to transfer to the general fund.

Sec. 14. **FEDERAL TRANSPORTATION GRANTS TECHNICAL ASSISTANCE.**

Subdivision 1. **Definition.** For purposes of this section, "commissioner" means the commissioner of transportation.

Subd. 2. **Technical assistance grants.** (a) The commissioner must establish a process to provide grants for technical assistance to a requesting local unit of government or Tribal government that seeks to submit an application for a federal discretionary grant for a transportation-related purpose.

(b) A transportation-related purpose includes but is not limited to a project, a program, planning, program delivery, administrative costs, ongoing operations, and other related expenditures. Technical assistance includes but is not limited to hiring consultants for identification of available grants, grant writing, analysis, data collection, technical review, legal interpretations necessary to complete an application, planning, pre-engineering, application finalization, and similar activities.

Subd. 3. **Evaluation criteria.** (a) The commissioner must establish a process for solicitation, submission of requests for technical assistance, screening requests, and award of technical assistance grants.

(b) The process must include criteria for projects or purposes that:

(1) address or mitigate the impacts of climate change, including through:

(i) reduction in transportation-related pollution or emissions; and

(ii) improvements to the resiliency of infrastructure that is subject to long-term risks from natural disasters, weather events, or changing climate conditions;

(2) are located in areas of persistent poverty or historically disadvantaged communities, as measured and defined in federal law, guidance, and notices of funding opportunity;

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NOTE: SECTION 61 IS FROM ARTICLE 8

Sec. 61. **FEDERAL TRANSPORTATION GRANTS TECHNICAL ASSISTANCE.**

Subdivision 1. **Definition.** For purposes of this section, "commissioner" means the commissioner of transportation.

Subd. 2. **Technical assistance grants.** (a) Subject to an appropriation, the commissioner must establish a process to provide grants for technical assistance to a requesting local unit of government or Tribal government that seeks to submit an application for a federal discretionary grant for a transportation-related purpose.

(b) A transportation-related purpose includes but is not limited to a project, a program, planning, program delivery, administrative costs, ongoing operations, and other related expenditures. Technical assistance includes but is not limited to hiring consultants for identification of available grants, grant writing, analysis, data collection, technical review, legal interpretations necessary to complete an application, planning, pre-engineering, application finalization, and similar activities.

Subd. 3. **Evaluation criteria.** (a) The commissioner must establish a process for solicitation, submission of requests for technical assistance, screening requests, and award of technical assistance grants.

(b) The process must include criteria for projects or purposes that:

(1) address or mitigate the impacts of climate change, including through:

(i) reduction in transportation-related pollution or emissions; and

(ii) improvements to the resiliency of infrastructure that is subject to long-term risks from natural disasters, weather events, or changing climate conditions;

(2) are located in areas of persistent poverty or historically disadvantaged communities disrupted, displaced, or otherwise harmed by the past infrastructure decisions as measured and defined in federal law, guidance, and notices of funding opportunity;

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(3) improve safety for motorized and nonmotorized users of the transportation system;	(3) improve safety for motorized and nonmotorized users;
(4) are located in townships or cities that are eligible for small cities assistance aid under Minnesota Statutes, section 162.145;	(4) are located in townships or in cities that are eligible for small cities assistance aid under Minnesota Statutes, section 162.145;
(5) support grants to Tribal governments; and	(5) support grants to Tribal governments; and
(6) provide for geographic balance of grants throughout the state.	(6) provide for geographic balance of grants throughout the state.
Subd. 4. **Requirements.** (a) A technical assistance grant may not exceed $30,000.	Subd. 4. **Limitations.** (a) A technical assistance grant may not exceed $30,000.
(b) The commissioner may not award more than one grant to each unit of government in a calendar year. The commissioner may award multiple grants to a Tribal government in a calendar year.	(b) The commissioner may not award more than one grant to each unit of government in a calendar year. The commissioner may award multiple grants to a Tribal government in a calendar year.
(c) From available funds in each fiscal year, the commissioner must reserve: (1) at least 15 percent for Tribal governments; and (2) at least 15 percent for cities that are eligible for small cities assistance aid under Minnesota Statutes, section 162.145.	(c) Not less than 15 percent of the available funding must be reserved for Tribal governments. Not less than 15 percent of the available funding must be reserved for townships and for cities that are eligible for small cities assistance aid under Minnesota Statutes, section 162.145. Unused reserved funds at the end of a fiscal year may be used for grants to any eligible recipient in the following fiscal year.
(d) Funds reserved under paragraph (c) that are unused at the end of a fiscal year may be used for grants to any eligible recipient in the following fiscal year.	
	EFFECTIVE DATE. This section is effective the day following final enactment.
Sec. 15. **SMALL COMMUNITY PARTNERSHIPS.**	Sec. 6. **APPROPRIATION; SMALL COMMUNITY PARTNERSHIPS.**
(a) The commissioner of transportation must enter into an agreement with the Board of Regents of the University of Minnesota for small community partnerships on infrastructure project analysis and development as provided in this section.	(a) $1,000,000 in fiscal year 2024 and $1,000,000 in fiscal year 2025 are appropriated from the general fund to the Board of Regents of the University of Minnesota for small community partnerships on infrastructure project analysis and development as provided in this section. This is a onetime appropriation and is available until June 30, 2026.
(b) The agreement must provide for:	(b) The appropriation under this section must be used for:
(1) partnership activities in the Regional Sustainable Development Partnerships, the Center for Transportation Studies, the Minnesota Design Center, the Humphrey School of Public Affairs, the Center for Urban and Regional Affairs, or other related entities;	(1) partnership activities in the Regional Sustainable Development Partnerships, the Center for Transportation Studies, the Minnesota Design Center, the Humphrey School of Public Affairs, the Center for Urban and Regional Affairs, or other related entities;
(2) support and assistance to small communities that includes:	(2) support and assistance to small communities that includes:
(i) methods to incorporate consideration of sustainability, resiliency, and adaptation to the impacts of climate change; and	(i) methods to incorporate consideration of sustainability, resiliency, and adaptation to the impacts of climate change; and
(ii) identification and cross-sector analysis of any potential associated projects and efficiencies through coordinated investments in other infrastructure or assets; and	(ii) identification and cross-sector analysis of any potential associated projects and efficiencies through coordinated investments in other infrastructure or assets; and

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(3) prioritization of support and assistance to political subdivisions and federally recognized Tribal governments based on insufficiency of capacity to undertake project development and apply for state or federal infrastructure grants.

(c) The agreement may provide for project analysis and development activities that include but are not limited to planning, scoping, analysis, predesign, design, pre-engineering, and engineering.

Sec. 16. **INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA) DISCRETIONARY MATCH.**

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

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

(c) "Federal discretionary grant" means federal funds under a discretionary grant program enacted or authorized in the Infrastructure Investment and Jobs Act (IIJA), Public Law 117-58, and federal funds under any subsequent federal appropriations acts directly associated with a spending authorization or appropriation under the IIJA.

(d) "Federal grant recipient" means an entity that receives a federal discretionary grant under the applicable federal program.

Subd. 2. **General requirements.** (a) Subject to an appropriation, the commissioner must establish a process to allocate the funds made available for purposes of this section.

(b) The commissioner must allocate available funds in the order of (1) requests submitted by federal grant recipients, followed by (2) announcement or notification of the federal grant award. The commissioner may allocate funds for a federal discretionary grant awarded prior to the effective date of this section.

(c) The commissioner must only allocate available funds:

(1) to a federal grant recipient for match requirements under federal discretionary grants;

(2) for a transportation-related purpose, including but not limited to a project, a program, planning, program delivery, administrative costs, ongoing operations, and other related expenditures; and

(3) in an amount not to exceed the lesser of (i) the amount necessary for the federal match requirements, or (ii) $10,000,000.

Subd. 3. **Uses of funds.** (a) From available funds under this section, the commissioner may:

(1) expend funds for the trunk highway system;

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(3) prioritization of support and assistance to political subdivisions and federally recognized Tribal governments based on insufficiency of capacity to undertake project development and apply for state or federal infrastructure grants.

(c) The agreement may provide for project analysis and development activities that include but are not limited to planning, scoping, analysis, predesign, design, preengineering, and engineering.

(2) allocate funds among any transportation modes and programs, including but not limited to local roads and bridges, transit, active transportation, aeronautics, alternative fuel corridors, electric vehicle infrastructure, and climate-related programs; and

(3) make grants to a federal grant recipient, which as appropriate includes but is not limited to federally recognized Tribal governments, local units of government, and metropolitan planning organizations.

(b) Funds under this section are available regardless of the eligible uses of federal funds under the federal discretionary grant award.

Subd. 4. **Public information.** The commissioner must maintain information on a public website that details funds allocated under this section. The information must include:

(1) a summary of federal grant recipients, projects including a general status, and the amounts of match funding requested and provided;

(2) identification of any unfunded requests; and

(3) a fiscal review that provides breakouts by type of project or purpose, transportation mode, federal program, and region of the state.

Subd. 5. **Expiration.** This section expires June 30, 2029.

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

Sec. 17. **RICE STREET CAPITOL AREA REDESIGN.**

(a) From the appropriation in section 2, subdivision 4, paragraph (c), clause (3), the commissioner of transportation must provide one or more grants to the city of St. Paul, Ramsey County, or both for planning, predesign, design, engineering, environmental analysis and mitigation, land acquisition, and reconstruction of the Rice Street Capitol Area corridor as follows:

(1) Rice Street from West Pennsylvania Avenue to John Ireland Boulevard;

(2) Como Avenue from West Pennsylvania Avenue and Marion Street to Rice Street;

(3) West 12th Street from John Ireland Boulevard to the vicinity of Saint Peter Street; and

(4) Saint Peter Street from West 12th Street to East 11th Street.

(b) The Rice Street Capitol Area redesign project under this section must:

(1) be developed under a multiagency planning process that is coordinated by the Capitol Area Architectural and Planning Board under Minnesota Statutes, section 15B.03;

(2) conform with the comprehensive plan adopted under Minnesota Statutes, section 15B.05, and the street design manual adopted by the city of St. Paul; and

(3) establish a multimodal hub in the vicinity of Rice Street and University Avenue.

Sec. 18. **TRAFFIC SAFETY VIOLATIONS DISPOSITION ANALYSIS.**

(a) From an appropriation in this act, the commissioner of public safety must enter into an agreement with the Center for Transportation Studies at the University of Minnesota to conduct an evaluation of the disposition in recent years of citations for speeding, impairment, distraction, and seatbelt violations. The evaluation under the agreement must include but is not limited to analysis of:

(1) rates of citations issued compared to rates of citations contested in court and the outcomes of the cases;

(2) amounts of fines imposed compared to counts and amounts of fine payments; and

(3) any related changes in patterns of traffic enforcement from 2017 to 2022.

(b) The agreement must require the Center for Transportation Studies to submit an interim progress report by July 1, 2024, and a final report by July 1, 2025, to the commissioner and the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance and public safety.

Sec. 19. **ACCOUNT USE FOR CERTAIN APPROPRIATIONS.**

(a) If an appropriation in fiscal year 2024 or thereafter from the vehicle services operating account under Minnesota Statutes, section 299A.705, subdivision 1, or from the driver services operating account under Minnesota Statutes, section 299A.705, subdivision 2, is enacted during the 2023 regular legislative session, the appropriation is instead from the driver and vehicle services account as provided under article 4, section 40.

(b) Notwithstanding Minnesota Statutes, section 645.26, subdivision 3, this section prevails for an appropriation as provided under paragraph (a).

Sec. 20. **APPROPRIATIONS AND TRANSFERS GIVEN EFFECT ONCE.**

If an appropriation or transfer in this article is enacted more than once during the 2023 regular legislative session, the appropriation or transfer must be given effect once.

NOTE: SECTION 67 IS FROM ARTICLE 8

Sec. 67. **TRAFFIC SAFETY VIOLATIONS DISPOSITION ANALYSIS.**

(a) The commissioner of public safety must enter into an agreement with the Center for Transportation Studies at the University of Minnesota to conduct an evaluation of the disposition in recent years of citations for speeding, impairment, distraction, and seatbelt violations. The evaluation under the agreement must include but is not limited to analysis of:

(1) rates of citations issued compared to rates of citations contested in court and the outcomes of the cases;

(2) amounts of fines imposed compared to counts and amounts of fine payments; and

(3) any related changes in patterns of traffic enforcement from 2017 to 2022.

(b) The agreement must require the Center for Transportation Studies to submit an interim progress report by July 1, 2024, and a final report by July 1, 2025, to the commissioner and the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance and public safety.

EFFECTIVE DATE. This section is effective July 1, 2023.