ARTICLE 8

MISCELLANEOUS

Section 1. Minnesota Statutes 2022, section 3.9741, subdivision 5, is amended to read:

Subd. 5. State Data Security Account; Appropriation.

(a) The data security account is created in the special revenue fund. Receipts credited to the account are appropriated to the legislative auditor.

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

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

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

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

The legislative auditor shall submit any reports, findings, and recommendations under this subdivision to the legislative commission on data practices.

Sec. 2. [4.076] ADVISORY COUNCIL ON TRAFFIC SAFETY.

Subdivision 1. Definition. For purposes of this section, “advisory council” means the Advisory Council on Traffic Safety established in this section.

Subd. 2. Establishment. (a) The Advisory Council on Traffic Safety is established to advise, consult with, assist in planning coordination, and make program recommendations to the commissioners of public safety, transportation, and health on the development and implementation of projects and programs intended to improve traffic safety on all Minnesota road systems.

(b) The advisory council serves as the lead for the state Toward Zero Deaths program.

Subd. 3. Membership; chair. (a) The advisory council consists of the following members:

(1) the chair, which is filled on a two-year rotating basis by a designee from:

(i) the Office of Traffic Safety in the Department of Public Safety;

(ii) the Office of Traffic Engineering in the Department of Transportation; and
(iii) the Injury and Violence Prevention Section in the Department of Health;

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

(3) the statewide Toward Zero Deaths coordinator;

(4) a regional coordinator from the Toward Zero Deaths program;

(5) the chief of the State Patrol or a designee;

(6) the state traffic safety engineer in the Department of Transportation or a designee;

(7) a law enforcement liaison from the Department of Public Safety;

(8) a representative from the Department of Human Services;

(9) a representative from the Department of Education;

(10) a representative from the Council on Disability;

(11) a representative for Tribal governments;

(12) a representative from the Center for Transportation Studies at the University of Minnesota;

(13) a representative from the Minnesota Chiefs of Police Association;

(14) a representative from the Minnesota Sheriffs’ Association;

(15) a representative from the Minnesota Safety Council;

(16) a representative from AAA Minnesota;

(17) a representative from the Minnesota Trucking Association;

(18) a representative from the Insurance Federation of Minnesota;

(19) a representative from the Association of Minnesota Counties;

(20) a representative from the League of Minnesota Cities;

(21) the American Bar Association State Judicial Outreach Liaison;

(22) a representative from the City Engineers Association of Minnesota;

(23) a representative from the Minnesota County Engineers Association;

(24) a representative from the Bicycle Alliance of Minnesota;

(25) two individuals representing vulnerable road users, including pedestrians, bicyclists, and other operators of a personal conveyance;

and other representatives from any national group addressing traffic safety issues;
Subd. 4. Duties. The advisory council must:

(1) advise the governor and heads of state departments and agencies on policies, programs, and services affecting traffic safety;

(2) advise the appropriate representatives of state departments on the activities of the Toward Zero Deaths program, including but not limited to educating the public about traffic safety;

(3) encourage state departments and other agencies to conduct needed research in the field of traffic safety;

(4) review recommendations of the subcommittees and working groups;

(5) review and comment on all grants dealing with traffic safety and on the development and implementation of state and local traffic safety plans; and

(6) make recommendations on safe road zone safety measures under section 169.065.

Subd. 5. Administration. (a) The Office of Traffic Safety in the Department of Public Safety, in cooperation with the Departments of Transportation and Health, must serve as the host agency for the advisory council and must manage the administrative and operational aspects of the advisory council's activities. The commissioner of public safety must perform financial management on behalf of the council.

(b) The advisory council must meet no less than four times per year, or more frequently as determined by the chair, a vice chair, or a majority of the council members.

(c) The chair must regularly report to the respective commissioners on the activities of the advisory council and on the state of traffic safety in Minnesota.

The terms, compensation, and appointment of members are governed by section 15.059.
The advisory council may appoint subcommittees and working groups. Subcommittees must consist of council members. Working groups may include nonmembers. Nonmembers on working groups must be compensated pursuant to section 15.059, subdivision 3, only for expenses incurred for working group activities.

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

1. (1) medical data on driving instructors, licensed drivers, and applicants for parking certificates and special license plates issued to physically disabled persons;
2. (2) other data on holders of a disability certificate under section 169.345, except that (i) data that are not medical data may be released to law enforcement agencies, and (ii) data necessary for enforcement of sections 169.345 and 169.346 may be released to parking enforcement employees or parking enforcement agents of statutory or home rule charter cities and towns;
3. (3) Social Security numbers in driver's license and motor vehicle registration records, except that Social Security numbers must be provided to the Department of Revenue for purposes of tax administration, the Department of Labor and Industry for purposes of workers' compensation administration and enforcement, the judicial branch for purposes of debt collection, and the Department of Natural Resources for purposes of license application administration, and except that the last four digits of the Social Security number must be provided to the Department of Human Services for purposes of recovery of Minnesota health care program benefits paid; and
4. (4) data on persons listed as standby or temporary custodians under section 171.07, subdivision 11, except that the data must be released to:
   i. law enforcement agencies for the purpose of verifying that an individual is a designated caregiver;
   ii. law enforcement agencies who state that the license holder is unable to communicate at that time and that the information is necessary for notifying the designated caregiver of the need to care for a child of the license holder; and
   iii. data under section 171.06, subdivision 3. The Department of Public Safety Office of Traffic Safety is authorized to receive race and ethnicity data from Driver and Vehicle Services for only the purposes of research, evaluation, and public reports.

The department may release the Social Security number only as provided in clause (3) and must not sell or otherwise provide individual Social Security numbers or lists of Social Security numbers for any other purpose.
(b) The following government data of the Department of Public Safety are confidential:

- data concerning an individual's driving ability when that data is received from a member of the individual's family.
- card applications received on or after January 1, 2024.

EFFECTIVE DATE. This section is effective for driver's license and identification card applications received on or after January 1, 2024.

Sec. 4. Minnesota Statutes 2022, section 13.6905, is amended by adding a subdivision to read:

Subd. 37. Oil and other hazardous substances transportation data.

(a) Certain data on oil and other hazardous substances transported by railroads are governed by section 219.055, subdivision 8.

(b) Certain data on oil and other hazardous substances transportation incident reviews are governed by section 299A.55, subdivision 5.

EFFECTIVE DATE. This section is effective July 1, 2023, except that paragraph (a), clause (5), is effective for driver's license and identification card applications received on or after January 1, 2024.

Sec. 3. Minnesota Statutes 2022, section 43A.17, is amended by adding a subdivision to read:

Subd. 13. Compensation for law enforcement officers.

(a) For purposes of this subdivision, the term "law enforcement officers" means Minnesota State Patrol troopers, Bureau of Criminal Apprehension agents, special agents in the gambling enforcement division of the Department of Public Safety, conservation officers, Department of Corrections fugitive specialists, and Department of Commerce insurance fraud specialists.

(b) When the commissioner of management and budget negotiates a collective bargaining agreement establishing compensation for law enforcement officers, the commissioner must use compensation based on compensation data from the most recent salary and benefits survey conducted pursuant to section 299D.03, subdivision 2a. It is the legislature's intent that the information in this study be used to compare salaries between the identified police departments and the State Patrol and to make appropriate increases to patrol trooper salaries.

EFFECTIVE DATE; APPLICATION. This section is effective the day following final enactment and expires January 1, 2032. This section applies to contracts entered into on or after the effective date but before January 1, 2032.

Sec. 5. Minnesota Statutes 2022, section 115E.042, subdivision 2, is amended to read:

Subd. 2. Training.

(a) Each railroad must offer training to each fire department and each local organization for emergency management under section 12.25 having jurisdiction along the route of unit trains. Initial training under this subdivision must be offered to each fire department by June 30, 2016, and routes over which the railroad transports oil or other hazardous substances. Refresher training must be offered to each fire department and local...
organization for emergency management at least once every three years thereafter after initial training under this subdivision.

(b) The training must address the general hazards of oil and hazardous substances, techniques to assess hazards to the environment and to the safety of responders and the public, factors an incident commander must consider in determining whether to attempt to suppress a fire or to evacuate the public and emergency responders from an area, and other strategies for initial response by local emergency responders. The training must include suggested protocol or practices for local responders to safely accomplish these tasks methods to identify rail cars and hazardous substance contents, responder safety issues, rail response tactics, public notification and evacuation considerations, environmental contamination response, railroad response personnel and resources coordination at an incident, and other protocols and practices for safe initial local response as required under subdivision 4, including the notification requirements and the responsibilities of an incident commander during a rail incident involving oil or other hazardous substances, as provided in subdivisions 3 and 4.

Sec. 6. Minnesota Statutes 2022, section 115E.042, subdivision 3, is amended to read:

Subd. 3. Emergency response planning; coordination. Beginning June 30, 2015, (a) Each railroad must communicate at least annually with each county or city applicable emergency manager, safety representatives of railroad employees governed by the Railway Labor Act, and a senior each applicable fire department officer of each fire department having jurisdiction along the route of a unit train routes over which oil or other hazardous substances are transported, in order to:

(1) ensure coordination of emergency response activities between the railroad and local responders;

(2) assist emergency managers in identifying and assessing local rail-specific threats, hazards, and risks; and

(3) assist railroads in obtaining information from emergency managers regarding specific local natural and technical hazards and threats in the local area that may impact rail operations or public safety.

(b) The coordination under paragraph (a), clauses (2) and (3), must include identification of increased risks and potential special responses due to high population concentration, critical local infrastructure, key facilities, significant venues, sensitive natural environments, and other factors identified by railroads, emergency managers, and fire departments.

(c) The commissioner of public safety must compile and make available to railroads a list of applicable emergency managers and applicable fire chiefs, which must include contact information. The commissioner must make biennial updates to the list of emergency managers and fire chiefs and make the list of updated contact information available to railroads.
Sec. 7. Minnesota Statutes 2022, section 115E.042, subdivision 4, is amended to read:

Subd. 4. Response capabilities; time limits. (a) Following confirmation of a discharge, a railroad must deliver and deploy sufficient equipment and trained personnel to (1) contain and recover discharged oil or other hazardous substances and to (2) protect the environment, and (3) assist local public safety officials. Within 15 minutes of a rail incident involving a confirmed discharge or release of oil or other hazardous substances, a railroad must contact the applicable emergency manager and applicable fire chief having jurisdiction along the route where the incident occurred. After learning of the rail incident involving oil or other hazardous substances, the applicable emergency manager and applicable fire chief must, as soon as practicable, identify and provide contact information of the responsible incident commander to the reporting railroad.

(b) Within 15 minutes of local emergency responder arrival on the scene of a rail incident involving oil or other hazardous substances, a railroad must assist the incident commander to determine the nature of any hazardous substance known to have been released and hazardous substance cargo transported on the train. Assistance must include providing information that identifies the chemical content of the hazardous substance, contact information for the shipper, and instructions for dealing with the release of the material. A railroad may provide information on the hazardous substances transported on the train through the train orders on board the train or by facsimile or electronic transmission.

(c) Within one hour of confirmation of a discharge, a railroad must provide a qualified company employee representative to advise the incident commander, assist in assessing the situation, initiate railroad response actions as needed, and provide advice and recommendations to the incident commander regarding the response. The employee representative may be made available by telephone, and must be authorized to deploy all necessary response resources of the railroad.

(d) Within three hours of confirmation of a discharge, a railroad must be capable of delivering monitoring equipment and a trained operator to assist in protection of responder and public safety. A plan to ensure delivery of monitoring equipment and an operator to a discharge site must be provided each year to the commissioner of public safety.

(e) Within three hours of confirmation of a discharge, a railroad must provide (1) qualified personnel at a discharge site to assess the discharge and to advise the incident commander, and (2) resources to assist the incident commander with ongoing public safety and scene stabilization.

(f) A railroad must be capable of deploying containment boom from land across sewer outfalls, creeks, ditches, and other places where oil or other hazardous substances may drain, in order to contain leaked material before it reaches those resources. The arrangement to provide containment boom and staff may be made by:

(1) training and caching equipment with local jurisdictions;

(2) training and caching equipment with a fire mutual-aid group;
(3) means of an industry cooperative or mutual-aid group;

(4) deployment of a contractor;

(5) deployment of a response organization under state contract; or

(6) other dependable means acceptable to the Pollution Control Agency.

Each arrangement under paragraph (f) must be confirmed each year. Each arrangement must be tested by drill at least once every five years.

Within eight hours of confirmation of a discharge, a railroad must be capable of delivering and deploying containment boom, boats, oil recovery equipment, trained staff, and all other materials needed to provide:

1. on-site containment and recovery of a volume of oil equal to ten percent of the calculated worst case discharge at any location along the route; and

2. protection of listed sensitive areas and potable water intakes within one mile of a discharge site and within eight hours of water travel time downstream in any river or stream that the right-of-way intersects.

Within 60 hours of confirmation of a discharge, a railroad must be capable of delivering and deploying additional containment boom, boats, oil recovery equipment, trained staff, and all other materials needed to provide containment and recovery of a worst case discharge and to protect listed sensitive areas and potable water intakes at any location along the route.

Sec. 8. Minnesota Statutes 2022, section 115E.042, subdivision 5, is amended to read:

Subd. 5. Railroad drills. (a) Each railroad must conduct at least one oil containment, recovery, and sensitive area protection exercises involving oil or other hazardous substances as follows: (1) at least one tabletop exercise every year; and (2) at least one full-scale exercise every three years. Each exercise must be at a location, date, and time chosen by the Pollution Control Agency and attended by representatives of railroad employees governed by the Railway Labor Act.

(b) To the extent feasible, the commissioner of the Pollution Control Agency must coordinate each exercise with exercises required by federal agencies.

Sec. 9. Minnesota Statutes 2022, section 115E.042, subdivision 6, is amended to read:

Subd. 6. Prevention and response plans; requirements; submission. (a) By June 30, 2015, A railroad shall submit the prevention and response plan required under section 115E.04, as necessary to comply with the requirements of this section, to the commissioner of the Pollution Control Agency on a form designated by the commissioner.
Subdivision 1. Definitions. (a) For purposes of this section, the following terms have the meanings given.

(b) "Integrated roadside vegetation management" means an approach to right-of-way maintenance that combines a variety of techniques based on sound ecological principles, which establish and maintain safe, healthy, and functional roadsides. Integrated roadside vegetation management that establishes and maintains safe, healthy, and functional roadsides.

(c) Nothing in this section prohibits the possession and administration of naloxone or other opiate antagonists as part of the emergency response to opiate overdose.

Subdivision 2. Authority. The commissioner may authorize the following individuals to administer opiate antagonists, as defined in section 604A.04, subdivision 1:

(1) an emergency medical responder registered pursuant to section 144E.27;
(2) a peace officer as defined in section 626.84, subdivision 1, paragraphs (c) and (d);
(3) correctional employees of a state or local political subdivision;
(4) staff of community-based health disease prevention or social service programs;
(5) a volunteer firefighter;
(6) a licensed school nurse or certified public health nurse employed by, or under contract with, a school board under section 121A.21; and
(7) TRIP personnel authorized under section 473.4075.

(b) For the purposes of this subdivision, opiate antagonists may be administered by one of these individuals only if:

(1) the licensed physician, licensed physician assistant, or licensed advanced practice registered nurse has issued a standing order to, or entered into a protocol with, the individual; and
(2) the individual has training in the recognition of signs of opiate overdose and the use of opiate antagonists as part of the emergency response to opiate overdose.

(c) Nothing in this section prohibits the possession and administration of naloxone or other opiate antagonists as part of the emergency response to opiate overdose.

EFFECTIVE DATE. This section is effective July 1, 2023.
vegetation management includes but is not limited to judicious use of herbicides, spot mowing, biological control, prescribed burning, mechanical tree and brush removal, erosion prevention and treatment, and prevention and treatment of other right-of-way disturbances.

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

Subd. 3. Highways for habitat account. A highways for habitat account is established in the special revenue fund. The account consists of funds provided by law and any other money donated, allotted, transferred, or otherwise provided to the account, including federal funds. Money in the account must be expended only on a project that receives financial assistance under this section.

Subd. 4. Management standards. (a) The commissioner, in consultation with native habitat biologists and ecologists, must develop standards and best management practices for integrated roadside vegetation management under the program.

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

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

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

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

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

4. assess, in consultation with the commissioners of natural resources and agriculture, the categorization and management of noxious weeds to reduce the use of mowing and pesticides;

5. maintain a website that includes information on program implementation, program funding and expenditures, integrated roadside vegetation management, and related best management practices; and

6. identify funding sources and develop proposals for ongoing funding for the program.
(1) guidance on seed and vegetation selection based on the Board of Water and Soil Resources’ native vegetation establishment and enhancement guidelines;
(2) requirements for roadside vegetation management protocols that avoid the use of pollinator lethal insecticides as defined under section 18H.02, subdivision 28a;
(3) practices that are designed to avoid habitat destruction and protect nesting birds, pollinators, and other wildlife, except as necessary to control noxious weeds; and
(4) identification of appropriate right-of-way tracts for wildflower and native habitat establishment.

Subd. 5. Legislative report. (a) By January 15 of each odd-numbered year, the commissioner must submit a performance report on the program to the chairs and ranking minority members of the legislative committees having jurisdiction over transportation policy and finance. At a minimum, the report must include:
(1) information that details the department’s progress on implementing the highways for habitat program;
(2) a fiscal review that identifies expenditures under the program; and
(3) an investment plan for each district of the department for the next biennium.
(b) The performance report must be reviewed by the department’s chief engineer.
(c) This subdivision expires December 31, 2033.

EFFECTIVE DATE. This section is effective August 1, 2023.
Sec. 11. Minnesota Statutes 2022, section 161.045, subdivision 3, is amended to read:
Subd. 3. Limitations on spending. (a) A commissioner must not pay for any of the following with funds from the highway user tax distribution fund or the trunk highway fund:
(1) Bureau of Criminal Apprehension laboratory;
(2) Explore Minnesota Tourism kiosks;
(3) Minnesota Safety Council;
(4) driver education programs;
(5) Emergency Medical Services Regulatory Board;
(6) Mississippi River Parkway Commission;
(7) payments to the Department of Information Technology Services in excess of actual costs incurred for trunk highway purposes;
(8) personnel costs incurred on behalf of the governor's office;
(9) the Office of Aeronautics within the Department of Transportation;
(10) the Office of Transit and Active Transportation within the Department of Transportation;
(11) the Office of Passenger Rail;
(12) purchase and maintenance of soft body armor under section 299A.38;
(13) tourist information centers;
(14) parades, events, or sponsorships of events;
(15) rent and utility expenses for the department's central office building;
(16) the statewide notification center for excavation services pursuant to chapter 216D; and
(17) manufacturing license plates.

(b) The prohibition in paragraph (a) includes all expenses for the named entity or program, including but not limited to payroll, purchased services, supplies, repairs, and equipment. This prohibition on spending applies to any successor entities or programs that are substantially similar to the entity or program named in this subdivision.

Sec. 12. Minnesota Statutes 2022, section 161.088, subdivision 1, is amended to read:

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

(1) "beyond the project limits" means any point that is located:
   (i) outside of the project limits;
   (ii) along the same trunk highway; and
   (iii) within the same region of the state;

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

(3) "greater Minnesota area" means the counties that are not metropolitan counties;

(4) "metropolitan area" means Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, and Washington counties;

(5) "Department" means the Department of Transportation.
(g) "Screening entity" means an area transportation partnership, the Metropolitan Council, in consultation with the Transportation Advisory Board under section 473.146, subdivision 4, or a specified county.

Sec. 7. Minnesota Statutes 2022, section 161.088, subdivision 2, is amended to read:

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

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

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

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

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

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

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

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

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

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

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

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

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

(3) placement into at least one project classification under subdivision 3;
(4) project construction work will commence within three four years, or a longer length of time as determined by the commissioner except for readiness development projects funded under subdivision 4b; and
(5) for each type of project classification under subdivision 3, a maximum allowable amount for the total project cost estimate, as determined by the commissioner with available data; and
(6) determination of a total project cost estimate with a reasonable degree of accuracy, except for readiness development projects funded under subdivision 4b.
(b) A project whose construction is programmed in the state transportation improvement program is not eligible for funding under the program. This paragraph does not apply to a project that is programmed as result of selection under this section.
(c) A project may be, but is not required to be, identified in the 20-year state highway investment plan under section 174.03.
(d) For each project, the commissioner must consider all of the eligibility requirements under paragraph (a). The commissioner is prohibited from considering any eligibility requirement not specified under paragraph (a).

Sec. 9. Minnesota Statutes 2022, section 161.088, is amended by adding a subdivision to read:

Subd. 4a. Project funding; regional balance. (a) To ensure regional balance throughout the state, the commissioner must distribute all available funds under the program within the following funding categories:
(1) Metro Projects: at least 30 percent and no more than 35 percent of the funds are for projects that are located within, on, or directly adjacent to an area bounded by marked Interstate Highways 494 and 694; and
(2) Metro Connector Projects: at least 30 percent and no more than 35 percent of the funds are for projects that:
   (i) are not included in clause (1); and
   (ii) are located within the department's metropolitan district or within 40 miles of marked Interstate Highway 494 or marked Interstate Highway 694; and
(e) The commissioner must select projects so that approximately 25 percent must be spent for projects in Anoka, Carver, Chisago, Dakota, Scott, and Washington Counties. Of the funding for projects in the greater Minnesota area, at least 45 percent must be used for projects classified as greater Minnesota small projects. All projects in the metropolitan area are classified as metropolitan projects, regardless of the total project cost.
(3) Regional Center Projects: at least 30 percent of the funds are for projects that are not included in clause (1) or (2).

(b) The commissioner must calculate the percentages under paragraph (a) using total funds under the program over the current and prior two consecutive project selection rounds. The calculations must include readiness development projects funded under subdivision 4b.

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

Sec. 10. Minnesota Statutes 2022, section 161.088, is amended by adding a subdivision to read:

Subd. 4b. Project funding; readiness development. (a) The commissioner may allocate up to ten percent of funds available in each fiscal year for the following readiness advancement activities on a project: planning, scoping, predesign, preliminary engineering, and environmental analysis.

(b) Funds under this subdivision are for project development sufficient to: (1) meet the eligibility requirements under subdivision 4, paragraph (a), clauses (4) and (6); and (2) provide for the scoring assessment under subdivision 5.

Sec. 11. Minnesota Statutes 2022, section 161.088, subdivision 5, is amended to read:

Sec. 15. Minnesota Statutes 2022, section 161.088, subdivision 5, is amended to read:

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

(b) As part of the project selection process, the commissioner must annually accept recommendations on candidate projects from area transportation partnerships and other interested stakeholders in each Department of Transportation district. The commissioner must determine the eligibility for each candidate project identified under this paragraph. For each eligible project, the commissioner must classify and evaluate the project for the program, using all of the criteria established under paragraph (c). Phase 1: Project solicitation. Following enactment of each law that makes additional funds available for the program, the commissioner must undertake a public solicitation of potential projects for consideration. The solicitation must be performed through an Internet recommendation process that allows for an interested party, including an individual, business, local unit of government, corridor group, or interest group, to submit a project for consideration.

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

(1) consider all of the submitted projects for its area;
(2) solicit input from members of the legislature who represent the area, for project
review and nonbinding approval or disapproval; and
(3) recommend projects to the commissioner for formal scoring, as provided in Phase
3.

(1) for projects in the greater Minnesota area:
(i) the area transportation partnership for the area must review all project
recommendations from the partnership's area;
(ii) each area transportation partnership must select up to three large projects and three
small projects as defined in subdivision 4 to recommend for advance ment to the evaluation
process under paragraph (d). Each area transportation partnership may develop its own
process to determine which projects to recommend. An area transportation partnership must
not include the same segment of road in more than one project; and
(iii) only the projects recommended for evaluation may be developed by the department
and scored for selection under paragraph (d). All projects not recommended for evaluation
are disqualified from further consideration and must not be evaluated under paragraph (d);
and
(2) for projects located in the metropolitan area:
(i) projects located within a county in the metropolitan area must be reviewed by the
county board;
(ii) each county board must select up to two projects to recommend for advancement to
the evaluation process under paragraph (d). A board must not include the same segment of
road in more than one project. Each board may develop its own process to determine which
project to recommend; and
(iii) only the projects submitted by the county boards as provided in this paragraph may
be developed by the department and scored for selection under paragraph (d). All projects
not recommended for evaluation are disqualified from further consideration and must not
be evaluated under paragraph (d).

(d) Each screening entity may recommend: (1) up to three projects to the commissioner,
except that (i) the Metropolitan Council may recommend up to four projects, and (ii) each
of the following counties may independently recommend up to two projects: Anoka, Carver,
Chisago, Dakota, Hennepin, Isanti, Ramsey, Scott, Sherburne, Washington, and Wright;
and (2) up to two additional projects to the commissioner for readiness development funding
under subdivision 4b. A screening entity may recommend a replacement project for one
that the commissioner determines is ineligible under subdivision 4. Each recommendation
must identify any approvals or disapprovals provided by a member of the legislature.
Phase 3: Project scoring.

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

Projects must be evaluated using all of the following criteria:

1. A return on investment measure that provides for comparison across eligible projects;
2. Measurable impacts on commerce and economic competitiveness;
3. Efficiency in the movement of freight, including but not limited to:
   - Measures of annual average daily traffic and commercial vehicle miles traveled, which may include data near the project location on that trunk highway or on connecting trunk and local highways; and
   - Measures of congestion or travel time reliability, which may be within or near the project limits, or both;
4. Improvements to traffic safety;
5. Connections to regional trade centers, local highway systems, and other transportation modes;
6. The extent to which the project addresses multiple transportation system policy objectives and principles;
7. Support and consensus for the project among members of the surrounding community; and
8. The time and work needed before construction may begin on the project; and
9. Regional balance throughout the state.

The commissioner must give the criteria in clauses (1) to (8) equal weight in the selection process.

The commissioner may establish an alternative scoring assessment method for readiness development projects funded under subdivision 4b, which, to the extent practicable, must use the criteria specified in this paragraph.

The list of all projects evaluated must be made public and must include the score of each project.

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

Phase 4: Project ranking and selection.

On completion of project scoring under Phase 3, the commissioner must develop a ranked list of projects based on total score, and
must select projects in rank order for funding under the program, subject to subdivisions
4a and 4b. The commissioner must specify the amounts and known or anticipated sources
of funding for each selected project.

(b) Phase 5: Public information. The commissioner must publish information regarding
the selection process on the department’s website. The information must include:

(1) lists of all projects submitted for consideration and all projects recommended by the
screening entities;
(2) the scores and ranking for each project; and
(3) an overview of each selected project, with amounts and sources of funding.

Sec. 16. Minnesota Statutes 2022, section 161.088, is amended by adding a subdivision
to read:

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

Sec. 17. Minnesota Statutes 2022, section 161.088, is amended by adding a subdivision
to read:

Subd. 5b. Project selection period. Beginning July 1, 2027, and every five years
thereafter, area transportation partnerships and the metropolitan counties must submit
projects to the commissioner of transportation as provided in subdivision 5. The
commissioner must evaluate the projects and select projects by March 1 of the following
year. To the greatest extent possible, the commissioner must select a sufficient number of
projects to ensure that all funds allocated for the five-year period are encumbered or spent
by the end of the period. If all selected projects are funded in the five-year time period and
there were projects that were identified and not selected, the commissioner must select
additional projects from the original project submissions. If all the projects that were
submitted are funded, the commissioner may authorize an additional project selection period
to select projects for the remainder of the period. Except as authorized by this subdivision,
the project submission and selection process must only occur every five years.

Sec. 18. Minnesota Statutes 2022, section 161.14, is amended by adding a subdivision
to read:

Subd. 102. Deputy Josh Owen Memorial Overpass. The overpass at the junction of
marked Trunk Highway 29 and marked Trunk Highway 55 in Pope County is designated
Sec. 19. [161.178] TRANSPORTATION GREENHOUSE GAS EMISSIONS IMPACT ASSESSMENT.

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

(b) "Assessment" means the capacity expansion impact assessment under this section.

c) "Capacity expansion project" means a project for trunk highway construction or reconstruction that:

(1) is a major highway project, as defined in section 174.56, subdivision 1, paragraph (b); and

(2) adds highway traffic capacity or provides for grade separation at an intersection, excluding auxiliary lanes with a length of less than 2,500 feet.

(d) "Greenhouse gas emissions" includes those emissions described in section 216H.01, subdivision 2.

Subd. 2. Project assessment. (a) Prior to advertising a capacity expansion project for bids, the commissioner must perform a capacity expansion impact assessment of the project. Following the assessment, the commissioner must determine if the project conforms with:

(1) the greenhouse gas emissions reduction benchmarks under section 174.01, subdivision 3; and

(2) the vehicle miles traveled reduction targets established in the statewide multimodal transportation plan under section 174.03, subdivision 1.

(b) If the commissioner determines that the capacity expansion project is not in conformance with paragraph (a), the commissioner must:

(1) alter the scope or design of the project and perform a revised assessment that meets the requirements under this section;

(2) interlink sufficient impact mitigation as provided in subdivision 4; or

(3) halt project development and disallow advertising the project for bids.

Subd. 3. Assessment requirements. (a) The commissioner must establish a process to perform capacity expansion impact assessments. An assessment must provide for the determination under subdivision 2.
(b) Analysis under an assessment must include but is not limited to estimates resulting from the project for the following:

(1) greenhouse gas emissions over a period of 20 years; and

(2) a change in vehicle miles traveled for the trunk highway segment and in other impacted areas within the state.

Subd. 4. Impact mitigation. (a) To provide for impact mitigation, the commissioner must interlink the capacity expansion project as provided in this subdivision.

(b) Impact mitigation is sufficient under subdivision 2, paragraph (b), if the capacity expansion project is interlinked to mitigation actions such that the total greenhouse gas emissions reduction from the mitigation actions, after accounting for the greenhouse gas emissions otherwise resulting from the capacity expansion project, is consistent with meeting the benchmarks and targets specified under subdivision 2, paragraph (a). Each comparison under this paragraph must be performed over equal comparison periods.

(c) A mitigation action consists of a project, program, or operations modification in one or more of the following areas:

(1) transit expansion, including but not limited to regular route bus, arterial bus rapid transit, highway bus rapid transit, rail transit, and intercity passenger rail;

(2) transit service improvements, including but not limited to increased service level, transit fare reduction, and transit priority treatments;

(3) active transportation infrastructure;

(4) micromobility infrastructure and service, including but not limited to shared vehicle services;

(5) transportation demand management, including but not limited to vanpool and shared vehicle programs, remote work, and broadband access expansion;

(6) parking management, including but not limited to parking requirements reduction or elimination and parking cost adjustments; and

(7) land use, including but not limited to residential and other density increases, mixed-use development, and transit-oriented development.

(d) A mitigation action may be identified as interlinked to the capacity expansion project if:

(1) there is a specified project, program, or modification;

(2) a change in vehicle miles traveled for the affected network.
Subd. 5. Impact mitigation; localization. (a) The area or corridor of a mitigation action under subdivisions 4 must be localized in the following priority order:

(1) within or associated with at least one of the communities impacted by the capacity expansion project;

(2) if there is not a reasonably feasible location under clause (1), in areas of persistent poverty or historically disadvantaged communities, as measured and defined in federal law, guidance, and notices of funding opportunity;

(3) if there is not a reasonably feasible location under clauses (1) and (2), in the region of the capacity expansion project; or

(4) if there is not a reasonably feasible location under clauses (1) to (3), on a statewide basis.

(b) The commissioner must include an explanation regarding the feasibility and rationale for each mitigation action located under paragraph (a), clauses (2) to (4).

Subd. 6. Public information. The commissioner must publish information regarding capacity expansion impact assessments on the department's website. The information must include:

(1) identification of capacity expansion projects; and

(2) for each project, a summary that includes an overview of the expansion impact assessment, the impact determination by the commissioner, and project disposition, including a review of any mitigation actions.

EFFECTIVE DATE. This section is effective February 1, 2025.

Sec. 13. Minnesota Statutes 2022, section 161.45, subdivision 1, is amended to read:

Subdivision 1. Rules. (a) Electric transmission, telephone, or telegraph lines; pole lines; community antenna television lines; railways; ditches; sewers; water, heat, or gas mains; gas and other pipelines; flumes; or other structures which, under the laws of this state or the ordinance of any city, may be constructed, placed, or maintained across or along any trunk highway, or the roadway thereof, by any person, persons, corporation, or any subdivision of the state, may be so maintained or hereafter constructed only in accordance with the necessary funding sources are identified and sufficient amounts are committed; the mitigation is localized as provided in subdivision 5; and procedures are established to ensure that the mitigation action remains in substantially the same form or a revised form that continues to meet the calculation under paragraph (b).

Subd. 5. Impact mitigation; localization. (a) A mitigation action under subdivision 4 must be localized in the following priority order:

(1) within or associated with at least one of the communities impacted by the capacity expansion project;

(2) if there is not a reasonably feasible location under clause (1), in areas of persistent poverty or historically disadvantaged communities, as measured and defined in federal law, guidance, and notices of funding opportunity;

(3) if there is not a reasonably feasible location under clauses (1) and (2), in the region of the capacity expansion project; or

(4) if there is not a reasonably feasible location under clauses (1) to (3), on a statewide basis.

(b) The commissioner must include an explanation regarding the feasibility and rationale for each mitigation action located under paragraph (a), clauses (2) to (4).

Subd. 6. Public information. The commissioner must publish information regarding capacity expansion impact assessments on the department's website. The information must include:

(1) identification of capacity expansion projects; and

(2) for each project, a summary that includes an overview of the expansion impact assessment, the impact determination by the commissioner, and project disposition, including a review of any mitigation actions.

EFFECTIVE DATE: APPLICATION. This section is effective February 1, 2025. This section does not apply to a capacity expansion project that, before February 1, 2025: (1) is included in the state transportation improvement program; or (2) has been submitted for approval of the geometric layout.

Sec. 20. Minnesota Statutes 2022, section 161.45, subdivision 1, is amended to read:

Subdivision 1. Rules. (a) Electric transmission, telephone, or telegraph lines; pole lines; community antenna television lines; railways; ditches; sewers; water, heat, or gas mains; gas and other pipelines; flumes; or other structures which, under the laws of this state or the ordinance of any city, may be constructed, placed, or maintained across or along any trunk highway, or the roadway thereof, by any person, persons, corporation, or any subdivision of the state, may be so maintained or hereafter constructed only in accordance with the necessary funding sources are identified and sufficient amounts are committed; the mitigation is localized as provided in subdivision 5; and procedures are established to ensure that the mitigation action remains in substantially the same form or a revised form that continues to meet the calculation under paragraph (b).
with such rules as may be prescribed by the commissioner who shall have power to prescribe and enforce reasonable rules with reference to the placing and maintaining along, across, or in any such trunk highway of any of the utilities hereinafter set forth. 

(b) The rules under paragraph (a) must not prohibit an entity that has a right to use the public road right-of-way pursuant to section 222.37, subdivision 1, and that has a power purchase agreement or an agreement to transfer ownership with a Minnesota utility that directly, or through its members or agents, provides retail electric service in the state from placing and maintaining electric transmission lines along, across, or in any trunk highway except as necessary to protect public safety. Nothing herein shall restrict the actions of public authorities in extraordinary emergencies nor restrict the power and authority of the commissioner of commerce as provided for in other provisions of law. Provided, however, that in the event any local subdivision of government has enacted ordinances relating to the method of installation or requiring underground installation of such community antenna television lines, the permit granted by the commissioner of transportation shall require compliance with such local ordinance.

Sec. 14. Minnesota Statutes 2022, section 161.45, subdivision 2, is amended to read:

Subd. 2. Relocation of utility. Whenever the relocation of any utility facility is necessitated by the construction or maintenance of a route on a trunk highway (other than those described in section 161.46, subdivision 2, route), the relocation work may be made a part of the state highway construction contract or let as a separate contract as provided by law if the owner or operator of the facility requests the commissioner to act as its agent for the purpose of relocating the facilities and if the commissioner determines that such action is in the best interests of the state. Payment by the utility owner or operator to the state shall be in accordance with applicable statutes and the rules for utilities on trunk highways.

Sec. 15. Minnesota Statutes 2022, section 161.46, subdivision 2, is amended to read:

Subd. 2. Relocation of facilities; reimbursement. (a) Whenever the commissioner shall determine the relocation of any utility facility is necessitated by the construction of a project on the routes of federally aided state trunk highways, including urban extensions thereof, which routes are included within the National System of Interstate Highways, the owner or operator of such utility facility shall relocate the same in accordance with the order of the commissioner. After the completion of such relocation the cost thereof shall be ascertained and paid by the state out of trunk highway funds; provided, however, the amount to be paid by the state for such reimbursement shall not exceed the amount on which the federal government bases its reimbursement for said interstate system.

(b) Notwithstanding paragraph (a), on or after January 1, 2024, any entity that receives a route permit under chapter 216F for a high-voltage transmission line necessary to interconnect an electric power generating facility is not eligible for relocation reimbursement unless the entity directly, or through its members or agents, provides retail electric service in this state.
Sec. 23. Minnesota Statutes 2022, section 161.53, is amended to read:

161.53 RESEARCH ACTIVITIES.

(a) The commissioner may set aside in each fiscal year up to two percent of the total amount of all funds appropriated to the commissioner other than county state-aid and municipal state-aid highway funds for transportation research including public and private research partnerships. The commissioner shall spend this money for (1) research to improve the design, construction, maintenance, management, and environmental compatibility of transportation systems, including research into and implementation of innovations in bridge-monitoring technology and bridge inspection technology; bridge inspection techniques and best practices; and the cost-effectiveness of deferred or lower cost highway and bridge design and maintenance activities and their impacts on long-term trunk highway costs and maintenance needs; (2) research on transportation policies that enhance energy efficiency and economic development; (3) programs for implementing and monitoring research results; and (4) development of transportation education and outreach activities.

(b) Of all funds appropriated to the commissioner other than state-aid funds, the commissioner shall spend at least 0.1 percent, but not exceeding $2,000,000 in any fiscal year, for research and related activities performed by the Center for Transportation Studies of the University of Minnesota. The center shall establish a technology transfer and training center for Minnesota transportation professionals.

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

NOTE: SECTION 6 IS FROM ARTICLE 3

Sec. 6. [168.1287] MINNESOTA BLACKOUT SPECIAL LICENSE PLATES.

Issuance of plates. The commissioner must issue blackout special license plates or a single motorcycle plate to an applicant who:

(1) is a registered owner of a passenger automobile, noncommercial one-ton pickup truck, motorcycle, or recreational vehicle;
(2) pays an additional fee in the amount specified for special plates under section 168.12, subdivision 5;
(3) pays the registration tax as required under section 168.013;
(4) pays the fees required under this chapter;
(5) contributes a minimum of $30 annually to the driver and vehicle services account; and
(6) complies with this chapter and rules governing registration of motor vehicles and licensing of drivers.

Sec. 16. [168.1287] MINNESOTA BLACKOUT SPECIAL PLATES.

Issuance of plates. The commissioner must issue blackout special license plates or a single motorcycle plate to an applicant who:

(1) is a registered owner of a passenger automobile, noncommercial one-ton pickup truck, motorcycle, or recreational vehicle;
(2) pays an additional fee in the amount specified for special plates under section 168.12, subdivision 5;
(3) pays the registration tax as required under section 168.013;
(4) pays the fees required under this chapter;
(5) contributes a minimum of $30 annually to the trunk highway fund; and
(6) complies with this chapter and rules governing registration of motor vehicles and licensing of drivers.
Subd. 2. **Design.** The commissioner must adopt a suitable plate design that includes a black background with white text.

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

1. qualified under subdivision 1, clause (1), to bear the special plates; and
2. registered to the same individual to whom the special plates were originally issued.

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

Subd. 5. **Contributions; account.** Contributions collected under subdivision 1, clause (5), must be deposited in the trunk highway fund.

Subd. 6. **Contributions; account.** Contributions collected under subdivision 1, clause (5), must be deposited in the driver and vehicle services account under section 299A.705.

Sec. 24. Minnesota Statutes 2022, section 168.27, subdivision 31, is amended to read:

Subd. 31. **Documentary fee.** (a) A motor vehicle dealer may not charge a documentary fee or document administration fee in excess of the amounts provided under paragraph (b) for services actually rendered to, for, or on behalf of the retail buyer or lessee to prepare, handle, and process documents for the closing of a motor vehicle retail sale or lease of a vehicle being registered in the state of Minnesota. The fee must be separately stated on the sales agreement maintained under Minnesota Rules, part 7400.5200, and may be excluded from the dealer's advertised price.

(b) For motor vehicle sales or leases made on or after July 1, 2017, through June 30, 2024, the maximum fee is $100, the lesser of $200 or an amount equal to ten percent of the value of the sale or lease, for motor vehicle sales or leases made on or after July 1, 2020, through June 30, 2025, the maximum fee is $125, the lesser of $275 or an amount equal to ten percent of the value of the sale or lease. For motor vehicle sales or leases made on or after July 1, 2025, the maximum fee is the lesser of $350 or an amount equal to ten percent of the value of the sale or lease.

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

**EFFECTIVE DATE.** This section is effective January 1, 2024, for blackout special plates issued on or after that date.
Sec. 17. Minnesota Statutes 2022, section 168.326, is amended to read:

168.326 EXPEDITED DRIVER AND VEHICLE SERVICES; FEE.

(a) When an applicant requests and pays an expedited service fee of $20, in addition to other specified and statutorily mandated fees and taxes, the commissioner shall expedite the processing of an application for a driver's license, driving instruction permit, Minnesota identification card, or vehicle title transaction.

(b) A driver's license agent or deputy registrar may retain $10 of the expedited service fee for each expedited service request processed by the licensing agent or deputy registrar.

(c) When expedited service is requested, materials must be mailed or delivered to the requester within three days of receipt of the expedited service fee excluding Saturdays, Sundays, or the holidays listed in section 645.44, subdivision 5. The requester shall comply with all relevant requirements of the requested document.

(d) The commissioner may decline to accept an expedited service request if it is apparent at the time it is made that the request cannot be granted.

(e) The expedited service fees collected under this section for an application for a driver's license, driving instruction permit, or Minnesota identification card, minus any portion retained by a licensing agent or deputy registrar under paragraph (b), must be paid into the driver and vehicle services operating account in the special revenue fund specified under section 299A.705.

(f) The expedited service fees collected under this section for a transaction for a vehicle service, minus any portion retained by a licensing agent or deputy registrar under paragraph (b), must be paid into the vehicle services operating account in the special revenue fund specified under section 299A.705.

Sec. 25. Minnesota Statutes 2022, section 169.011, subdivision 27, is amended to read:

Subd. 27. Electric-assisted bicycle. "Electric-assisted bicycle" means a bicycle with two or three wheels that:

(1) has a saddle and fully operable pedals for human propulsion;
(2) meets the requirements for bicycles under Code of Federal Regulations, title 16, part 1512, or successor requirements;
(3) is equipped with an electric motor that has a power output of not more than 750 watts; and
(4) meets the requirements of a class 1, class 2, or class 3 electric-assisted bicycle; and
(5) has a battery or electric drive system that has been tested to an applicable safety standard by a third-party testing laboratory.
Sec. 18. [169.065] SAFE ROAD ZONES.

Subdivision 1. Definition. For purposes of this section, "local request" means a formal request collectively submitted by the chief law enforcement officer of a political subdivision, the lead traffic engineer for the local road authority, and the chief elected executive officer of a political subdivision.

(b) Upon receipt of a local request, the commissioner, in consultation with the commissioner of public safety, must consider designating a segment of a street or highway as a safe road zone. In determining the designation of a safe road zone, the commissioner must evaluate traffic safety concerns for the street or highway, including but not limited to: excessive speed; crash history; safety of pedestrians, bicyclists, or other vulnerable road users; intersection risks; and roadway design.

Subd. 2. Establishment. (a) The commissioner may designate a safe road zone as provided in this section.

(b) Upon receipt of a local request, the commissioner, in consultation with the commissioner of public safety, must consider designating a segment of a street or highway as a safe road zone. In determining the designation of a safe road zone, the commissioner must evaluate traffic safety concerns for the street or highway, including but not limited to: excessive speed; crash history; safety of pedestrians, bicyclists, or other vulnerable road users; intersection risks; and roadway design.

Subd. 3. Implementation. The Advisory Council on Traffic Safety under section 4.076 must make recommendations to the commissioners of public safety and transportation on supporting the local authority with implementation of safety measures for each safe road zone through education, public awareness, behavior modification, and traffic engineering efforts. Safety measures for a safe road zone may include:

1. providing safe road zone signs to the local authority for use in the zone;
2. consulting with the local authority on roadway design modifications to improve safety;
3. performing statewide safe road zone public awareness and educational outreach;
4. providing safe road zone outreach materials to the local authority for distribution to the general public;
5. working with the local authority to enhance safety conditions in the zone;
6. establishing a speed limit as provided under section 169.14, subdivision 5i, with supporting speed enforcement and education measures; and
7. evaluating the impacts of safety measures in the zone on: crashes; injuries and fatalities; property damage; transportation system disruptions; safety for vulnerable roadway users, including pedestrians and bicyclists; and other measures as identified by the commissioner.

Subd. 4. Traffic enforcement. The commissioner of public safety must coordinate with local law enforcement agencies to determine implementation of enhanced traffic enforcement in a safe road zone designated under this section.

Subd. 5. Reporting. The commissioner of public safety must annually report on the effectiveness of the safe road zone program to the legislature.

The commissioner of public safety must coordinate with local law enforcement agencies to determine implementation of enhanced traffic enforcement in a safe road zone designated under this section.
Subd. 5. Program information. The commissioner of transportation must maintain information on a website that summarizes safe road zone implementation, including but not limited to identification of requests for and designations of safe road zones, an overview of safety measures and traffic enforcement activity, and a review of annual expenditures.

Subd. 5i. Speed limits in safe road zone. (a) Upon request by the local authority, the commissioner may establish a temporary or permanent speed limit in a safe road zone designated under section 169.065, other than the limits provided in subdivision 2, based on an engineering and traffic investigation.

(b) The speed limit under this subdivision is effective upon the erection of appropriate signs designating the speed and indicating the beginning and end of the segment on which the speed limit is established. Any speed in excess of the posted limit is unlawful.

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

Sec. 27. Minnesota Statutes 2022, section 169.14, is amended by adding a subdivision to read:

Subd. 11. Passing parked authorized vehicle; citation; probable cause. (a) For purposes of this subdivision, “authorized vehicle” means an authorized emergency vehicle, as defined under section 169.011, subdivision 3; a tow truck or towing vehicle, as defined under section 168B.011, subdivision 12a; a freeway service patrol vehicle; a road maintenance vehicle; a utility company vehicle; a construction vehicle; a solid waste vehicle; or a recycling vehicle.

(b) (a) When approaching and before passing an authorized vehicle with its emergency, flashing, or warning lights activated that is parked or otherwise stopped on or next to a street or highway having two lanes in the same direction, the driver of a vehicle shall safely move the vehicle to the lane farthest away from the authorized vehicle, if it is possible to do so.

(c) (b) When approaching and before passing an authorized vehicle with its emergency, flashing, or warning lights activated that is parked or otherwise stopped on or next to a street or highway having more than two lanes in the same direction, the driver of a vehicle shall safely move the vehicle so as to leave a full lane vacant between the driver and any lane in which the authorized parked or stopped vehicle is completely or partially parked or otherwise stopped, if it is possible to do so.

(d) (c) If a lane change under paragraph (b), (a), or (b) is impossible, or when approaching and before passing an authorized vehicle with its emergency, flashing, or warning lights activated that is parked or otherwise stopped on or next to a street or highway having only one lane in the same direction, the driver of a vehicle must reduce the speed of the motor vehicle to a speed that is reasonable and prudent under the conditions until the

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

Sec. 28. Minnesota Statutes 2022, section 169.18, subdivision 11, is amended to read:

Subd. 11. Passing parked authorized vehicle; citation; probable cause. (a) For purposes of this subdivision, “authorized vehicle” means an authorized emergency vehicle, as defined under section 169.011, subdivision 3; a tow truck or towing vehicle, as defined under section 168B.011, subdivision 12a; a freeway service patrol vehicle; a road maintenance vehicle; a utility company vehicle; a construction vehicle; a solid waste vehicle; or a recycling vehicle.

(b) (a) When approaching and before passing an authorized vehicle with its emergency, flashing, or warning lights activated that is parked or otherwise stopped on or next to a street or highway having two lanes in the same direction, the driver of a vehicle shall safely move the vehicle to the lane farthest away from the authorized vehicle, if it is possible to do so.

(c) (b) When approaching and before passing an authorized vehicle with its emergency, flashing, or warning lights activated that is parked or otherwise stopped on or next to a street or highway having more than two lanes in the same direction, the driver of a vehicle shall safely move the vehicle so as to leave a full lane vacant between the driver and any lane in which the authorized parked or stopped vehicle is completely or partially parked or otherwise stopped, if it is possible to do so.

(d) (c) If a lane change under paragraph (b), (a), or (b) is impossible, or when approaching and before passing an authorized vehicle with its emergency, flashing, or warning lights activated that is parked or otherwise stopped on or next to a street or highway having only one lane in the same direction, the driver of a vehicle must reduce the speed of the motor vehicle to a speed that is reasonable and prudent under the conditions until the
motor vehicle has completely passed the parked or stopped authorized vehicle, if it is possible
to do so.

A peace officer may issue a citation to the driver of a motor vehicle if the peace
officer has probable cause to believe that the driver has operated the vehicle in violation of
this subdivision within the four-hour period following the termination of the incident or a
receipt of a report under paragraph (d). The citation may be issued even though the
violation was not committed in the presence of the peace officer.

Although probable cause may be otherwise satisfied by other evidentiary elements
or factors, probable cause is sufficient for purposes of this subdivision when the person
cited is operating the vehicle described by a member of the crew of an authorized emergency
vehicle or a towing vehicle as defined in section 168B.011, subdivision 12a, responding to
an incident in a timely report of the violation of this subdivision, which includes a description
of the vehicle used to commit the offense and the vehicle's license plate number. For the
purposes of issuance of a citation under paragraph (d), "timely" means that the report
must be made within a four-hour period following the termination of the incident.

EFFECTIVE DATE. This section is effective July 1, 2023, and applies to violations
committed on or after that date.
(4) is restricted by a respiratory disease to such an extent that the person’s forced respiratory expiratory volume for one second, when measured by spirometry, is less than one liter; (5) has an arterial oxygen tension (PaO₂) of less than 60 mm/Hg on room air at rest; (6) uses portable oxygen; (7) has a cardiac condition to the extent that the person's functional limitations are classified in severity as class III or class IV according to standards set by the American Heart Association; (8) has lost an arm or a leg and does not have or cannot use an artificial limb; (9) has a disability that would be aggravated by walking 200 feet under normal environmental conditions to an extent that would be life threatening; or (10) is legally blind.

(g) "Short-term certificate" means a certificate issued for a period greater than six months but not greater than 12 months.

(h) "Six-year certificate" means a certificate issued for a period of six years.

(i) "Temporary certificate" means a certificate issued for a period not greater than six months.

Sec. 21. Minnesota Statutes 2022, section 169.475, subdivision 2, is amended to read:

Subd. 2. Prohibition on use; penalty. (a) Except as provided in subdivision 3, when a motor vehicle is in motion or a part of traffic, the person operating the vehicle upon a street or highway is prohibited from:

(1) holding a wireless communications device with one or both hands; or
(2) using a wireless communications device to:

(i) initiate, compose, send, retrieve, or read an electronic message;
(ii) engage in a cellular phone call, including initiating a call, talking or listening, and participating in video calling; and
(iii) access the following types of content stored on the device: video content, audio content, images, games, or software applications.
(b) A person who violates paragraph (a) a second or subsequent time must pay a fine of $275.

Subd. 3. Exceptions. (a) The prohibitions in subdivision 2 do not apply if a person uses a wireless communications device:

(1) solely in a voice-activated or hands-free mode to (i) initiate or participate in a cellular phone call, provided that the person does not hold the device with one or both hands; or (ii) initiate, compose, send, or listen to an electronic message;

(2) to view or operate a global positioning system or navigation system in a manner that does not require the driver to type while the vehicle is in motion or a part of traffic, provided that the person does not hold the device with one or both hands;

(3) to listen to audio-based content in a manner that does not require the driver to scroll or type while the vehicle is in motion or a part of traffic, provided that the person does not hold the device with one or both hands;

(4) to obtain emergency assistance to (i) report a traffic accident, medical emergency, or serious traffic hazard, or (ii) prevent a crime about to be committed;

(5) in the reasonable belief that a person's life or safety is in immediate danger; or

(b) The exception in paragraph (a), clause (1), does not apply to accessing nonnavigation video content, engaging in video calling, engaging in live-streaming, accessing gaming data, or reading electronic messages.

EFFECTIVE DATE. This section is effective August 1, 2023, and applies to violations committed on or after that date.

169.8261 CROSS-WEIGHT LIMITATIONS; FOREST PRODUCTS SPECIAL PERMIT.

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

(b) In compliance with this section, a person may operate a vehicle or combination of vehicles to haul raw or unfinished forest products by the most direct route to the nearest

EFFECTIVE DATE. This section is effective August 1, 2023, and applies to violations committed on or after that date.
paved highway on any highway with gross weights permitted under sections 169.823 to 169.829.

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

(1) 90,000 pounds; and

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

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

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

(1) a gross vehicle weight of up to:

   (i) 90,000 pounds; and

   (ii) 99,000 pounds during the period set by the commissioner under section 169.826, subdivision 1; and

(2) a total outside width of the vehicle or the load that does not exceed 114 inches.

(b) In addition to the conditions in subdivision 2, a vehicle or combination of vehicles operated with a permit under this subdivision must:

(1) display red or orange flags, 18 inches square, as markers at the front and rear and on both sides of the load; and

(2) not be operated on any road in a metropolitan county, as defined in section 473.121, subdivision 4.

(c) A vehicle or combination of vehicles with a permit under this subdivision may only be operated on an interstate highway:

(1) as provided under United States Code, title 23, section 127(q), for operation on the specified segment of marked Interstate Highway 35; or
If the gross vehicle weight does not exceed 80,000 pounds.

Subd. 2. Conditions. (a) A vehicle or combination of vehicles described in subdivision 1 operated under this section must:

1. comply with seasonal load restrictions in effect between the dates set by the commissioner under section 169.87, subdivision 2;
2. comply with bridge load limits posted under section 169.84;
3. be equipped and operated with six or more axles and brakes on all wheels;
4. not exceed 90,000 pounds gross vehicle weight, or 99,000 pounds gross vehicle weight during the time when seasonal increases are authorized under section 169.826;
5. not be operated on interstate highways;
6. obtain an annual permit from the commissioner of transportation;
7. (5) obey all road and bridge postings, including those pertaining to lane or roadway width; and
8. (6) not exceed 20,000 pounds gross weight on any single axle.

(b) A vehicle operated under this section may exceed the legal axle weight limits listed in section 169.824 by not more than 12.5 percent; except that, the weight limits may be exceeded by not more than 23.75 percent during the time when seasonal increases are authorized under section 169.826, subdivision 1.

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

EFFECTIVE DATE. This section is effective August 1, 2023.
the tow truck or towing vehicle, when towing a disabled or damaged vehicle to a place of repair or safekeeping, to exceed the length and weight limitations of this chapter.

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

Subd. 3. Seasonal load restrictions; exemption.
(a) For purposes of this subdivision, “recovery vehicle” means a vehicle equipped with a boom that is used to move or recover an inoperable vehicle.
(b) The seasonal load restrictions under section 169.87, subdivisions 1 and 2, do not apply to a tow truck, towing vehicle, or a recovery vehicle that does not exceed a weight of 20,000 pounds per single axle and is being operated for the purpose of towing or recovering another vehicle that:

1. is involved in a vehicle crash or is inoperable and is located within a public road right-of-way; or
2. has entered a public body of water adjacent to the roadway.

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

88.13 Sec. 24. Minnesota Statutes 2022, section 169.865, subdivision 1a, is amended to read:
88.14 Subd. 1a. Definition. For purposes of this section, “qualifying agricultural products” means:
88.16 (1) agricultural crops, including but not limited to corn, soybeans, oats, grain, and by-products of agricultural crops;
88.18 (2) livestock, including but not limited to cattle, hogs, and poultry;
88.19 (3) food crops, including but not limited to sugar beets, potatoes, carrots, and onions;
88.20 (4) fluid milk;
88.21 (5) seed and material used for or in livestock and poultry feed; and
88.22 (6) livestock manure; and
88.23 (7) raw or processed grass seed.

EFFECTIVE DATE. This section is effective the day following final enactment.
Sec. 33. Minnesota Statutes 2022, section 171.042, is amended to read:

171.042 DRIVER'S LICENSE FOR MEDICAL REASON.

(a) For purposes of this section, "relative" means the applicant's grandparent, parent, sibling, or legal guardian, including adoptive, half, step, and in-law relationships.

(b) Notwithstanding any provisions of section 171.04, relating to the age of an applicant, the commissioner may issue a driver's license to a person who has attained the age of 15 years but is under the age of 16 years, who, except for age, is qualified to hold a driver's license and who needs to operate a motor vehicle because of:

(1) personal or family medical reasons;

(2) medical reasons of a relative; or

(3) a disabled relative who has a disability that makes it difficult to drive or who does not have a driver's license due to a disability.

(c) The applicant is not required to comply with the six-month instruction permit possession provisions of sections 171.04, subdivision 1, clause (2), and 171.05, subdivision 2a, or with the 12-month provisional license possession provision of section 171.04, subdivision 1, clause (1), item (i).

(d) Applicants shall apply to the commissioner for the license on forms prescribed by the commissioner. The application shall be accompanied by written verified statements by the applicant's parent or guardian and by a doctor setting forth the necessity reason the applicant is qualified for the license. The commissioner in issuing such license may impose such conditions and limitations as in the commissioner's judgment are necessary to the interests of the public safety and welfare.

EFFECTIVE DATE. This section is effective July 1, 2023, and applies to applications submitted on or after that date.

Sec. 34. Minnesota Statutes 2022, section 171.05, subdivision 2, is amended to read:

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

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

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

(i) has completed:

(ii) a public, private, or commercial classroom phase of instruction in a driver education program that is approved by the commissioner of public safety and that includes classroom and behind-the-wheel training.
152.11 (B) 15 hours of classroom instruction in a driver education program that presents classroom and behind-the-wheel instruction concurrently;
152.12 (ii) an approved behind-the-wheel driver education program (C) home-classroom driver training, when the student is receiving full-time instruction in a home school within the meaning of sections 120A.22 and 120A.24, the student is working toward a homeschool diploma, the student is taking home-classroom driver training with classroom materials approved by the commissioner of public safety, and the student's parent has certified the student's homeschool home school and home-classroom driver training status on the form approved by the commissioner;
152.13 (D) a teleconference driver education program authorized by section 171.395; or
152.14 (E) an online driver education program authorized by section 171.396; (2) has completed the classroom phase of instruction in the driver education program or has completed 15 hours of classroom instruction in a program that presents classroom and behind-the-wheel instruction concurrently;
152.15 (2) has passed a test of the applicant's eyesight;
152.16 (4) has passed a department-administered test of the applicant's knowledge of traffic laws; (5) has completed the required application, which must be approved by (i) either parent when both reside in the same household as the minor applicant or, if otherwise, then (ii) the parent or spouse of the parent having custody or, in the event there is no court order for custody, then (iii) the parent or spouse of the parent with whom the minor is living or, if items (i) to (iii) do not apply, then (iv) the guardian having custody of the minor, (v) the foster parent or the director of the transitional living program in which the child resides or, in the event a person under the age of 18 has no living father, mother, or guardian, or is married or otherwise legally emancipated, then (vi) the applicant's adult spouse, adult close family member, or adult employer; provided, that the approval required by this clause contains a verification of the age of the applicant and the identity of the parent, guardian, adult spouse, adult close family member, or adult employer; and (6) has paid all fees required in section 171.06, subdivision 2.
152.17 (b) In addition, the applicant may submit a certification stating that a primary driving supervisor has completed the supplemental parental curriculum under section 171.0701, subdivision 1a, for the purposes of provisional license requirements under section 171.055, subdivision 1, paragraph (a), clause (6). The certification must be completed by a driver education instructor, as defined under section 171.0701, subdivision 1a.
152.18 (c) For the purposes of determining compliance with the certification of paragraph (a), clause (1), item (ii), subitem (C), the commissioner may request verification of a student's homeschool home school status from the superintendent of the school district in which the student resides and the superintendent shall provide that verification.
A driver education program under this subdivision includes a public, private, or commercial program and must be approved by the commissioner.

The instruction permit is valid for two years from the date of application and may be renewed upon payment of a fee equal to the fee for issuance of an instruction permit under section 171.06, subdivision 2.

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

Sec. 35. Minnesota Statutes 2022, section 171.06, subdivision 2, is amended to read:

Subd. 2. Fees.

(a) The fees for a license and Minnesota identification card are as follows:

A-

REAL ID Compliant or Noncompliant Classified Driver's License

$40.00

B-

$32.00

C-

$25.00

D-

$21.00

Under-21 D.L.

$27.75

$31.75

$38.75

$46.75

Enhanced Driver's License

$42.75

$46.75

$53.75

$61.75

REAL ID Compliant or Noncompliant Instruction Permit

$5.25

$11.25

Enhanced Instruction Permit

$20.25

Commercial Learner's Permit

$2.50

$8.50

REAL ID Compliant or Noncompliant Provisional License

$8.25

$14.25

Enhanced Provisional License

$23.25

$29.25

Duplicate REAL ID

$5.25

$11.25

Compliant or Noncompliant License or duplicate REAL ID Compliant or Noncompliant Identification card

$6.25

$12.75

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

Sec. 35. Minnesota Statutes 2022, section 171.06, subdivision 2, is amended to read:

Subd. 2. Fees.

(a) The fees for a license and Minnesota identification card are as follows:

A-

REAL ID Compliant or Noncompliant Classified Driver's License

$21.00

$25.00

$32.00

$40.00

B-

$32.00

$38.00

C-

$25.00

$31.00

D-

$21.00

$27.00

$33.00

$39.00

Under-21 D.L.

$27.00

$31.00

$38.00

$46.00

Enhanced Driver's License

$42.00

$46.00

$53.00

$61.00

REAL ID Compliant or Noncompliant Instruction Permit

$5.25

$11.25

Enhanced Instruction Permit

$20.25

Commercial Learner's Permit

$2.50

$8.50

REAL ID Compliant or Noncompliant Provisional License

$8.25

$14.25

Enhanced Provisional License

$23.25

$29.25

Duplicate REAL ID

$5.25

$11.25

Compliant or Noncompliant License or duplicate REAL ID Compliant or Noncompliant Identification card

$6.25

$12.75

EFFECTIVE DATE. This section is effective July 1, 2023.
In addition to the fee required under paragraph (a), the commissioner shall charge a filing fee at the same amount as a driver's license agent under section 171.061, subdivision 4.

In addition to each fee required in paragraph (a), the commissioner shall collect an additional $4 processing fee from each new applicant or individual renewing a license with a school bus endorsement to cover the costs for processing an applicant's initial and biennial physical examination certificate. The department shall not charge these applicants any other fee to receive or renew the endorsement.

In addition to the fee required under paragraph (a), a driver's license agent may charge and retain a filing fee as provided under section 171.061, subdivision 4.

In addition to the fee required under paragraph (a), a driver's license agent may charge and retain a filing fee as provided under section 171.061, subdivision 4.

In addition to the fee required under paragraph (a), the commissioner shall collect an additional $4 processing fee from each new applicant or individual renewing a license with a school bus endorsement to cover the costs for processing an applicant's initial and biennial physical examination certificate. The department shall not charge these applicants any other fee to receive or renew the endorsement.

In addition to the fee required under paragraph (a), a driver's license agent may charge and retain a filing fee as provided under section 171.061, subdivision 4.

In addition to the fee required under paragraph (a), the commissioner shall charge a filing fee at the same amount as a driver's license agent under section 171.061, subdivision 4.

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In addition to the fee required under paragraph (a), the commissioner shall charge a filing fee at the same amount as a driver's license agent under section 171.061, subdivision 4.

In addition to the fee required under paragraph (a), the commissioner shall charge a filing fee at the same amount as a driver's license agent under section 171.061, subdivision 4.
An application for a Minnesota identification card, instruction permit, provisional license, or driver's license, including an application for renewal, must contain a provision that allows the applicant to add to the fee under paragraph (a), a $2 donation for the purposes of public information and education on anatomical gifts under section 171.075.

Applications must be accompanied by satisfactory evidence demonstrating:

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

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

(3): state:

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

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

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

(5) include a method for the applicant to:

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

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

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

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

(v) indicate the applicant's race and ethnicity;

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

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

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

Subd. 3.

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Subd. 3.

(iii) as applicable, designate document retention as provided under section 171.12, subdivision 5b, and

(v) indicate the applicant's race and ethnicity;

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

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

(2) for driver's licenses and Minnesota identification cards that meet all requirements of the REAL ID Act:
(i) principal residence address in Minnesota, including application for a change of address, unless the applicant provides a designated address under section 5B.05;

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

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

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

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

(2) a photographic identity document.

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

(e) An application form must not provide for identification of (1) the accompanying documents used by an applicant to demonstrate identity, or (2) except as provided in paragraphs (b) and (c), the applicant's citizenship, immigration status, or lawful presence in the United States. The commissioner and a driver's license agent must not inquire about an applicant's citizenship, immigration status, or lawful presence in the United States, except as provided in paragraphs (b) and (c).

**EFFECTIVE DATE.** This section is effective for driver's license and identification card applications submitted on or after January 1, 2024.

Sec. 27. Minnesota Statutes 2022, section 171.06, subdivision 7, is amended to read:

Subd. 7. Remote application. (a) The commissioner must establish a process for an eligible individual to apply remotely for a driver's license or Minnesota identification card, whether through a website or other means, or a combination, as provided in this subdivision.

(b) The commissioner may issue or reinstate an expired driver's license or Minnesota identification card and may renew a driver's license or Minnesota identification card for an individual who does not apply in-person if:

(1) the applicant submits documentation to demonstrate eligibility, as prescribed by the commissioner;

(2) there is not a material change to the applicant's name, date of birth, signature, and driver's license or identification number since the most recent driver's license or Minnesota identification card issuance;

**EFFECTIVE DATE.** This section is effective for driver's license and identification card applications submitted on or after January 1, 2024.
(3) the application is not for a different type or class of driver's license or Minnesota identification card, as identified in sections 171.019, subdivision 2, and 171.02, subdivision 2;

(4) one of the following requirements is met:

(i) the commissioner has a previous photograph of the applicant on file that was taken within the last five years or in conjunction with the most recent issuance; or

(ii) for a noncompliant license or identification card, the applicant submits a photograph that meets the requirements of sections 171.07 and 171.071, Minnesota Rules, part 7410.1810, subpart 1, and any other technical requirements established by the commissioner, which may include but are not limited to background color, lighting and visibility standards, and electronic file size;

(5) for a driver's license, the commissioner has a record that the applicant has undergone an examination of the applicant's eyesight within the last five years, or the applicant submits a vision examination certificate that:

(i) has been completed within the last five years;

(ii) is signed by a licensed physician or an optometrist, including one who holds a similar license in a jurisdiction outside the United States; and

(iii) is in a form as prescribed by the commissioner;

(6) for an expired driver's license or Minnesota identification card:

(i) expiration was within the last five years;

(ii) expiration was due to driver's license or identification card issuance by another jurisdiction; and

(iii) the application includes surrender or invalidation of a valid driver's license or identification card issued by another jurisdiction; and

(7) the most recent issuance, reinstatement, or renewal was not performed under this subdivision.

(c) A person who applies for a driver's license or Minnesota identification card under this subdivision is not required to:

(1) take a knowledge examination; or

(2) take a road examination to demonstrate ability to exercise ordinary and reasonable control in the operation of a motor vehicle; and

(3) appear in person for an updated photograph upon return to Minnesota.

(d) For purposes of this subdivision, "eligible individual" means:
(1) a person serving outside Minnesota in active military service, as defined in section 190.05, subdivision 5, in any branch or unit of the armed forces of the United States;

(2) a person serving outside Minnesota as a volunteer in the Peace Corps;

(3) a person who is an employee of a federal department or agency who is assigned to foreign service outside of the United States; or

(4) a person residing outside of Minnesota because the person is a spouse, domestic partner, or dependent under age 26 of a person in clause (1), (2), or (3).

(d) The remote application process under this subdivision must provide for renewal by a person who is serving a sentence of longer than six months in a Minnesota jail or correctional facility that has no existing agreement on renewals with the commissioner.

Sec. 37. Minnesota Statutes 2022, section 171.07, subdivision 15, is amended to read:

Subd. 15. Veteran designation.

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

(1) Veteran; or

(2) Veteran 100% T&P.

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

(1) be one of the following:

(i) a veteran, as defined in section 197.447;

(ii) a retired member of the National Guard or a reserve component of the United States armed forces;

(2) provide a certified copy of the veteran applicant’s discharge papers that confirms an honorable or general discharge under honorable conditions status, or a military retiree identification card, veteran identification card, or veteran health identification card; and

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

(b) The commissioner of public safety is required to issue drivers’ licenses and Minnesota identification cards with the veteran designation only after entering a new contract or in coordination with producing a new card design with modifications made as required by law.
Sec. 18. Minnesota Statutes 2022, section 171.26, is amended to read:

Subdivision 1. Conditions of issuance. (a) The commissioner may issue a reintegration driver's license to any person:

(1) who is 18 years of age or older;

(2) who has been released from a period of at least 180 consecutive days of confinement or incarceration in:

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

(ii) a federal correctional facility for adults; or

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

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

(b) if the person's driver's license or permit to drive has been revoked under section 169.792 or 169.797, the commissioner may only issue a reintegration driver's license to the person after the commissioner receives notice of a court order provided pursuant to section 518A.65,

Sec. 29. [171.301] REINTEGRATION LICENSE.

Subdivision 1. Conditions of issuance. (a) The commissioner may issue a reintegration driver's license to any person:

(1) who is 18 years of age or older;

(2) who has been released from a period of at least 180 consecutive days of confinement or incarceration in:

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

(ii) a federal correctional facility for adults; or

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

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

(b) if the person's driver's license or permit to drive has been revoked under section 169.792 or 169.797, the commissioner may only issue a reintegration driver's license to the person after the commissioner receives notice of a court order provided pursuant to section 518A.65.

NOTE: SECTION 18 IS FROM ARTICLE 5
paragraph (e), showing that the person's driver's license or operating privileges should no
longer be suspended.

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

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

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

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

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

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

(1) The commissioner must not issue a class A, class B, or class C reintegration driver's 
license.

Subd. 2. Application. (a) Application for a reintegration driver's license must be made 
in the form and manner approved by the commissioner.

(b) A person seeking a reintegration driver's license who was released from confinement 
or incarceration on or after April 1, 2024, must apply for the license within one year of 
release. A person seeking a reintegration driver's license who was released from confinement 
or incarceration before April 1, 2024, must apply for the license by April 1, 2025.

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

(1) the commissioner must not impose:

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

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

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

4.

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

Subd. 4. Cancellation of license. (a) The commissioner must cancel the reintegration 
license of any person who commits a violation that would result in the suspension, 
revocation, or cancellation of a driver's license, including suspension for nonpayment of

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

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

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

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

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

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

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

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

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

Subd. 5. Expiration. A reintegration driver's license expires 15 months from the date
of issuance of the license: A reintegration driver's license may not be renewed.

Subd. 6. Issuance of regular driver's license. (a) Notwithstanding any statute or rule
that to the contrary, the commissioner must issue a REAL ID-compliant or noncompliant license
to a person who possesses a reintegration driver's license if:
(1) the person has possessed the reintegration drive license for at least one full year;
(2) the reintegration driver's license has not been canceled under subdivision 4 and has
not expired under subdivision 5;
(3) the person meets the application requirements under section 171.06, including payment
of the applicable fees, surcharge, and filing fee under sections 171.06, subdivisions 2 and
2a, and 171.061, subdivision 4; and
(4) issuance of the license does not conflict with the requirements of the nonresident violator compact.

(b) The commissioner must forgive any outstanding balance due on a fee or surcharge
under section 171.29, subdivision 2, for a person who is eligible and applies for a license
under paragraph (a).

EFFECTIVE DATE. This section is effective April 1, 2024.
as provided in this section. For purposes of this section, the driver education program must provide both classroom and behind-the-wheel instruction. If a program partners or contracts with a second program to provide any portion of classroom or behind-the-wheel instruction, the first program is not eligible to provide teleconference driver education instruction.

Subd. 2. Curriculum and instruction requirements. (a) A teleconference driver education program must:

(1) meet the requirements as provided in section 171.0701, subdivision 1, and Minnesota Rules, chapter 7411, or successor rules;

(2) use teleconferencing, or another similar method, that provides live synchronous distance learning and ensures that student questions and comments can be addressed in real time;

(3) ensure all locations are linked using both picture and sound;

(4) use classroom instruction curriculum that is identical to the curriculum used by the driver education program in an in-person setting;

(5) provide teleconference instruction to any student that is enrolled in the approved driver education program; and

(6) provide teleconference interactive supplemental parent curriculum consistent with section 171.0701, subdivision 1a.

(b) A student may receive teleconference instruction only if the driver education instructor confirms that picture and sound allow the student to interact with the instructor in real time.

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

Sec. 40. [171.396] ONLINE DRIVER EDUCATION PROGRAM.

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

(1) include a means for the student to measure performance outcomes;

(2) use a pool of rotating quiz questions;

(3) incorporate accountability features to ensure the identity of the student while engaged in the course of online study;

(4) measure the amount of time that the student spends in the course;

(5) provide technical support to customers that is available 24 hours per day, seven days per week;
require a licensed Minnesota driver education instructor to monitor each student's progress and be available to answer questions in a timely manner, provided that the instructor is not required to monitor progress or answer questions in real time;

(7) store course content and student data on a secure server that is protected against data breaches and is regularly backed up;

(8) incorporate preventive measures in place to protect against the access of private information;

(9) include the ability to update course content uniformly throughout the state; and

(10) provide online interactive supplemental parental curriculum consistent with section 171.0701, subdivision 1a.

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

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

Sec. 41. Minnesota Statutes 2022, section 174.01, is amended by adding a subdivision to read:

Subd. 3. Greenhouse gas emissions benchmarks. (a) In association with the goals under subdivision 2, clauses (10) and (13) to (16), the commissioner of transportation must establish benchmarks for the statewide greenhouse gas emissions reduction goal under section 216H.02, subdivision 1.

(b) The benchmarks must include:

(1) establishment of proportional emissions reduction performance targets for the transportation sector;

(2) specification of the performance targets on a five-year or more frequent basis; and

(3) allocation across the transportation sector, which:

(i) must provide for an allocation to the metropolitan area, as defined in section 473.121, subdivision 2;

(ii) must account for differences in the feasibility and extent of emissions reductions across forms of land use and across regions of the state; and

(iii) may include performance targets based on Department of Transportation district, geographic region, a per capita calculation, or transportation mode.

EFFECTIVE DATE. This section is effective February 1, 2025.
Sec. 42. Minnesota Statutes 2022, section 174.03, subdivision 1c, is amended to read:

(1) incorporates performance measures and targets for assessing progress and achievement of the state's transportation goals, objectives, and policies identified in this chapter for the state trunk highway system, and those goals, objectives, and policies established in the statewide multimodal transportation plan. Performance targets must be based on objectively verifiable measures, and address, at a minimum:

(i) preservation and maintenance of the structural condition of state highway roadways, bridges, pavements, roadside infrastructure, and traveler-related facilities;

(ii) safety; and

(iii) mobility;

(2) summarizes trends and impacts for each performance target over the past five years;

(3) summarizes the amount and analyzes the impact of the department's capital investments and priorities over the past five years on each performance target, including a comparison of prior plan projected costs with actual costs;

(4) identifies the investments required to meet the established performance targets over the next 20-year period;

(5) projects available state and federal funding over the 20-year period, including any unique, competitive, time-limited, or focused funding opportunities;

(6) identifies strategies to ensure the most efficient use of existing transportation infrastructure, and to maximize the performance benefits of projected available funding;

(7) establishes investment priorities for projected funding, which must:

(i) provide for cost-effective preservation, maintenance, and repair to address the goal under section 174.01, subdivision 2, clause (9), in a manner that aligns with other goals in that section;

(ii) as appropriate, provide a schedule of major projects or improvement programs for the 20-year period; and

(iii) identify resulting projected costs and impact on performance targets; and

(8) identifies those performance targets identified under clause (1) not expected to meet the target outcome over the 20-year period together with alternative strategies that could be implemented to meet the targets; and
(9) establishes procedures and guidance for capacity expansion project development to conform with section 161.178, subdivision 2, paragraph (a).

EFFECTIVE DATE; APPLICATION. This section is effective February 1, 2025, and applies to plan revisions adopted on or after that date.

EFFECTIVE DATE.
This section is effective February 1, 2025, and applies to plan revisions adopted on or after that date.

Sec. 32. [174.47] ELECTRIC VEHICLE INFRASTRUCTURE PROGRAM.

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

"Commissioner" means the commissioner of transportation.

"Program" means the electric vehicle infrastructure program established in this section.

"Project" includes but is not limited to planning, predesign, design, preliminary and final engineering, environmental analysis, property acquisition, construction, and maintenance.

Subd. 2. Electric vehicle infrastructure program. The commissioner of transportation must establish a statewide electric vehicle infrastructure program for the purpose of implementing the National Electric Vehicle Infrastructure Formula Program and successor programs to maximize the use of federal funds available to the state.

Subd. 3. Authority to contract. The commissioner may enter into an agreement with any private or public entity to provide financial assistance for, or engage in the planning, designing, developing, hosting, constructing, equipping, operating, or maintaining of, electric vehicle infrastructure.
vehicle infrastructure, including but not limited to environmental studies, preliminary
engineering, final design, construction, and developing financial and operating plans.

Subd. 4. Program requirements. (a) The commissioner must require that electric vehicle
infrastructure funded under the program is constructed, installed, and maintained in
conformance with the requirements under Code of Federal Regulations, title 23, section
680.106, paragraph (j), or successor requirements.
(b) An electric vehicle infrastructure project that receives funds under the program is
subject to the requirement of paying the prevailing wage rate as defined in section 177.42,
and the requirements and enforcement provisions in sections 177.27, 177.30, 177.32, 177.41
to 177.45.

Subd. 5. Report. (a) Every even-numbered year by February 1, the commissioner must
submit a report to the chairs and ranking minority members of the legislative committees
with jurisdiction over transportation policy and finance regarding the electric vehicle
infrastructure program. At a minimum, the report must include:
(1) an itemization of federal funds spent for the program, including the purpose of the
expenditure and the recipient of the expenditure;
(2) an itemization of state funds spent for the program, including the purpose of the
expenditure and the recipient of the expenditure;
(3) the amount of money, from any source, that was used for department staff related to
the program;
(4) any changes to the plan that were made since the previous report was submitted;
(5) the locations of electric vehicle infrastructure created with the program, including
the type of infrastructure and whether the infrastructure is on public or private property;
(6) a description of how projects were selected; and
(7) a description of how the commissioner is ensuring electric vehicle infrastructure is
regionally balanced.
(b) The commissioner is not required to submit a report pursuant to this subdivision if,
since the previous report was submitted, no money has been spent pursuant to this section.

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

Sec. 45. [174.59] OPERATION COSTS FOR CENTRAL OFFICE BUILDING.
The cost of operation and maintenance of the central office building for the Department
of Transportation, or so much thereof as is properly attributable to the Department of
Transportation, must be paid as follows:
(1) 50 percent from the trunk highway fund, from available departmental resources; and

Subdivision 1. General. The commissioner may apply for funding from federal, state, regional, local, and private sources to carry out the commissioner's duties in section 174.632.

Subdivision 2. Rail account; transfers; appropriation. (a) A passenger rail account is established in the special revenue fund. The account consists of funds as provided in this subdivision and any other money donated, allotted, transferred, or otherwise provided to the account.

(b) By July 15 annually, the commissioner of revenue must transfer an amount from the general fund to the passenger rail account that equals 50 percent of the portion of the state general tax under section 275.025 levied on railroad operating property, as defined under section 273.13, subdivision 24, in the prior calendar year.

(c) Money in the account is annually appropriated to the commissioner of transportation for the net operating and capital maintenance costs of intercity passenger rail, after accounting for operating revenue, federal funds, and other sources.

EFFECTIVE DATE. This section is effective July 1, 2027.

Sec. 2. [219.015] Railroad company assessment; account; appropriation.

Subd. 2. Assessment. (a) As provided in this subdivision, the commissioner shall annually assess railroad companies that are (1) defined as common carriers under section 218.011; (2) classified by federal law or regulation as Class I Railroads, Class I Rail Carriers, Class II Railroads, or Class II Carriers; and (3) operating in this state.

(b) The assessment must be calculated to allocate state rail safety inspection program costs proportionally among carriers based on route miles operated in Minnesota at the time of assessment. The commissioner must include in the assessment calculation all state rail safety inspection program costs to support up to (four six) rail safety inspector positions, including but not limited to salary, administration, supervision, travel, equipment, training, and ongoing state rail inspector duties.

(c) The assessments collected under this subdivision must be deposited in a state rail safety inspection account, which is established in the special revenue fund. The account is used for the net operating and capital maintenance costs of intercity passenger rail, after accounting for operating revenue, federal funds, and other sources.

EFFECTIVE DATE. This section is effective July 1, 2027.
Sec. 47. [219.055] INCIDENT EMERGENCY RESPONSE; PREPAREDNESS AND INFORMATION.

Subdivision 1. Definitions.
(a) The definitions in section 115E.01 apply to this section except as otherwise provided in this subdivision. For purposes of this section, the following terms have the meanings given.

(b) "Applicable emergency manager" means an emergency manager having jurisdiction along the routes over which oil or other hazardous substance cargo is transported by a rail carrier.

(c) "Applicable fire department officer" means a fire chief or other senior officer of a fire department having jurisdiction along the routes over which oil or other hazardous substance cargo is transported by a rail carrier.

(d) "Emergency manager" means the director of a local organization for emergency management under section 12.25.

(e) "Hazardous substance" means any material identified in the definition of hazardous substance under section 115B.02, subdivision 8, or Code of Federal Regulations, title 49, section 171.8.

(f) "Incident commander" means the official who has responsibility under National Incident Management System guidelines for all aspects of emergency response operations at an incident scene, including directing and controlling resources.

(g) "Rail carrier" means a railroad company that is:
(1) defined as a common carrier under section 218.011, subdivision 10;
(2) classified by federal law or regulation as a Class I Railroad, Class I Rail Carrier, Class II Railroad, Class II Rail Carrier, Class III Railroad, or Class III Rail Carrier; and
(3) operating in this state.

Subd. 2. Traffic review. Within ten business days of receiving a written request, a rail carrier must provide a traffic review to the commissioner of public safety, a requesting emergency manager, or a fire chief having jurisdiction along the routes over which oil or other hazardous substances are transported. The traffic review under this subdivision must include information on the types and volumes of oil or other hazardous substances transported through the requester's jurisdiction during the prior calendar year.

Subd. 3. Emergency response planning; information sharing. Upon written request, a rail carrier must provide to the commissioner of public safety, an emergency manager, or
168.1 a fire chief having jurisdiction along the routes over which oil or other hazardous substances
168.2 are transported;
168.3 (1) a complete copy of prevention and response plans submitted under section 115E.042,
168.4 subdivision 6; and
168.5 (2) a copy of the data and information, including risk assessment information, used to
168.6 develop the rail carrier's route analysis as required under Code of Federal Regulations, title
168.7 49, section 172.820, or successor requirements.
168.8 Subd. 4. Emergency response planning; coordination meetings.
168.9 (a) Within 30 days
168.10 of receiving a written request, a rail carrier must be available to meet with the commissioner
168.11 of public safety, a requesting emergency manager, or a fire chief having jurisdiction along
168.12 the routes over which oil or other hazardous substances are transported concerning emergency
168.13 response planning and coordination.
168.14 (b) At a meeting held under this subdivision, a rail carrier must provide:
168.15 (1) a review of the rail carrier's emergency response planning and capability, including
168.16 railroad response timelines and resources to provide:
168.17 (i) technical advice and recommendations;
168.18 (ii) trained response personnel;
168.19 (iii) specialized equipment; and
168.20 (iv) any other available resources to support an incident commander who conducts a
168.21 public safety emergency response under the National Incident Management System; and
168.22 (2) inventory information on emergency responses involving oil or other hazardous
168.23 substances, consisting of:
168.24 (i) equipment owned by the rail carrier, including equipment type and location;
168.25 (ii) the rail carrier's response personnel, including contact information and location; and
168.26 (iii) resources available to the rail carrier through contractual agreements.
168.27 Subd. 5. Real-time emergency response information. (a) The commissioner of public
168.28 safety must, through the Minnesota Fusion Center, receive and disseminate emergency
168.29 response information as provided under section 7302 of the FAST Act of 2015, Public Law
168.30 114-94, and federal regulations adopted under that section.
168.31 (b) On and after July 1, 2024, all rail carriers subject to this section and section 115E.042
168.32 must collectively provide information on the transportation of oil or other hazardous
168.33 substances in a digital format through a wireless communication device application.
168.34 Subd. 6. Public safety emergency response exercises. (a) Upon request, each rail carrier
168.35 must conduct one tabletop public safety emergency response exercise in each emergency

management region where the rail carrier transports oil or other hazardous substances. The tabletop exercise must be conducted by July 1, 2025, and July 1 every two years thereafter.

(b) Each rail carrier must conduct one full-scale public safety emergency response exercise every four years.

(c) In an emergency management region where more than one rail carrier operates, the rail carriers may conduct the tabletop and full-scale exercises jointly or may alternate among rail carriers to conduct the exercises.

(d) The rail carriers must conduct the tabletop and full-scale exercises in full coordination with the commissioner of public safety, any interested emergency managers, and fire chiefs having jurisdiction within the applicable emergency management region along the routes over which oil or other hazardous substances are transported. Each tabletop and full-scale exercise conducted under this subdivision must be attended by safety representatives of railroad employees governed by the Railway Labor Act, United States Code, title 45, section 151, et seq.

(e) To the extent feasible, the rail carriers must coordinate the tabletop and full-scale exercises among each other and with exercises under section 115E.042, subdivision 5.

Subd. 7. Incident commander response site exercises.

(a) Upon request, each rail carrier must conduct one tabletop incident commander emergency exercise in each emergency management region where the rail carrier transports oil or other hazardous substances. The tabletop exercise must be conducted under the time limits provided in section 115E.042, subdivision 4, and coordinate the railroad's response actions and recommendations to the incident commander regarding the response as provided in section 115E.042, subdivision 3.

(b) Each rail carrier must conduct one full-scale incident commander response site exercise every four years.

(c) In an emergency management region where more than one rail carrier operates, the rail carriers may conduct the incident commander response site tabletop and full-scale exercises jointly or may alternate among rail carriers to conduct the exercises.

(d) The rail carriers must conduct the incident commander response site tabletop and full-scale exercises with the commissioner of public safety, any interested emergency managers, any interested incident commanders, and fire chiefs having jurisdiction within the applicable emergency management region along the routes over which oil or other hazardous substances are transported. Each tabletop and full-scale exercise conducted under this subdivision must be attended by safety representatives of railroad employees governed by the Railway Labor Act, United States Code, title 45, section 151, et seq.

(e) A rail carrier must provide by telephone a qualified company representative with knowledge of the rail carrier's response resources during the exercises.
Subd. 8. Transportation and response planning data.
(a) Any data provided under subdivisions 2 to 7 to an emergency manager, incident commander, emergency first responder, fire chief, or the commissioner of public safety are nonpublic data, as defined under section 13.02, subdivision 9.

(b) Any prevention and response plan data created under section 115E.042, subdivision 6, that is in the possession of an emergency manager, incident commander, emergency first responder, or fire chief are nonpublic data, as defined in section 13.02, subdivision 9.

Sec. 48. Minnesota Statutes 2022, section 219.1651, is amended to read:

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

Sec. 49. MINIMUM CREW SIZE.
(a) For purposes of this section, “shared corridor” means a segment of railroad track in which light rail transit operates within or adjacent to right-of-way used in freight rail operation.

(b) A Class I Railroad, Class II Railroad, or a railroad while operating in a shared corridor must not operate a train or light engine used in connection with the movement of freight unless it has a crew of a minimum of two individuals. This section does not apply to hostler services or utility employees.

(c) Any railroad that willfully violates this section must pay a fine of not less than $250 or more than $2,500 for a first offense, not less than $750 or more than $5,000 for a second offense committed within three years of the first offense, and not less than $5,000 nor more than $10,000 for a third or subsequent offense committed within three years of the first offense.

(d) Fines prescribed in this section must be recovered in a civil action before a judge of the county in which the violation occurs.

EFFECTIVE DATE. This section is effective 30 days following final enactment.
Administration pursuant to United States Code, title 49, section 390.23(a), and the declaration

(b) Notwithstanding the relief provided in paragraph (a), a driver may not exceed a total of 14 hours combined on-duty and driving time after coming on duty following at least ten consecutive hours off-duty.

c) If a driver is operating under the relief provided by paragraph (a), and the declaration

in effect for more than 30 calendar days, the driver must take a 34-hour restart before the driver has been on duty for 30 consecutive days.

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

Subdivision 1. Use requirements. Any water power, telegraph, telephone, pneumatic tube, pipeline, community antenna television, cable communications or electric light, heat, power company, entity that receives a route permit under chapter 216F for a high-voltage transmission line necessary to interconnect an electric power generating facility with transmission lines or associated facilities of an entity that directly, or through its members or agents, provides retail electric service in the state, or fire department may use public roads for the purpose of constructing, using, operating, and maintaining lines, subways, canals, conduits, transmission lines, hydrants, or dry hydrants, for their business, but such lines shall be so located as in no way to interfere with the safety and convenience of ordinary travel along or over the same; and, in the construction and maintenance of such line, subway, canal, conduit, transmission lines, hydrants, or dry hydrants, the company's equipment

subject to all reasonable regulations imposed by the governing body of any county, town or city in which such public road may be. If the governing body does not require the company to obtain a permit, a company shall notify the governing body of any county, town, or city having jurisdiction over a public road prior to the construction or major repair, involving extensive excavation on the road right-of-way, of the company's equipment along, over, or under the public road, unless the governing body waives the notice requirement. A waiver of the notice requirement must be renewed on an annual basis. For emergency repair a company shall notify the governing body as soon as practical after the repair is made. Nothing herein shall be construed to grant to any person any rights for the maintenance of a telegraph, telephone, pneumatic tube, community antenna television system, cable communications system, or light, heat, power system, electric power generating system, high-voltage transmission line, or hydrant system within the corporate limits of any city until such person shall have obtained the right to maintain such system within such city or for a period beyond that for which the right to operate such system is granted by such city.
Sec. 51. [290.0687] ELECTRIC-ASSISTED BICYCLE CREDIT.

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

(b) "Electric-assisted bicycle" has the meaning given in section 169.011, subdivision 27, except that the term is limited to a new electric-assisted bicycle purchased from an electric-assisted-bicycle retailer.

(c) "Qualifying accessories" means a bicycle helmet, lights, lock, luggage rack, basket, bag or backpack, fenders, or reflective clothing.

Subd. 2. Credit allowed. (a) An individual who is a resident of Minnesota is allowed a credit against the tax imposed by this chapter equal to 75 percent of the amount paid for an electric-assisted bicycle in the taxable year, including any qualifying accessories. The credit is limited to $1,500, except for a married taxpayer filing a joint return, the limit is $1,500 per spouse.

(b) The credit percentage in paragraph (a) is reduced by one percentage point until the credit percentage equals 50 percent, for each $4,000 of adjusted gross income for the taxable year ending in the calendar year in excess of:

1. $50,000 for a married taxpayer filing a joint return; and
2. $25,000 for all other filers.

A taxpayer may claim the credit under this section only once. For married taxpayers filing a joint return, each spouse may claim the credit once.

(c) For purposes of determining the credit under this section, the commissioner must use the taxpayer's adjusted gross income for the taxable year ending in the calendar year prior to the calendar year in which the taxpayer applies for the credit under subdivision 3, paragraph (a).

Subd. 3. Application; administration of credit; transferability. (a) To claim the credit under this section, a taxpayer must submit to the commissioner an application for the credit in the form prescribed by the commissioner.

(b) Upon approving an application for a credit, the commissioner must issue a certificate to an eligible taxpayer stating the credit percentage, the taxable year for which the credit is allocated, and maximum credit for which the taxpayer is eligible. For a married taxpayer filing a joint return, each spouse may apply to the commissioner separately, and the commissioner must issue each spouse a separate credit certificate.

(c) The commissioner must allocate credits on a first-come, first-served basis, except that the commissioner must reserve 40 percent of the credits for a married taxpayer filing a joint return with an adjusted gross income of less than $78,000 or any other filer with an adjusted gross income of less than $41,000. Any portion of a taxable year's allocation under
this paragraph that is not allocated by September 30 of the taxable year is available for allocation to other credit applications beginning on October 1.

(d) The commissioner must not allocate an amount of credits totaling more than $2,000,000 each year. If the entire annual amount is not allocated in the taxable year beginning after December 31, 2023, and before January 1, 2025, any remaining amount is available for the taxable year beginning after December 31, 2024, and before January 1, 2026. The commissioner must not award any credits for taxable years beginning after December 31, 2025.

Subd. 4. Credit refundable; appropriation. If the amount of credit which the taxpayer is eligible to receive under this section exceeds the taxpayer's tax liability under this chapter, the commissioner must refund the excess to the taxpayer. An amount sufficient to pay the refunds allowed under this section is appropriated to the commissioner from the general fund.

EFFECTIVE DATE. This section is effective for taxable years beginning after December 31, 2023, and before January 1, 2026.

Sec. 52. Minnesota Statutes 2022, section 297A.64, subdivision 1, is amended to read:

Subdivision 1. Tax imposed.

(a) A tax is imposed on the lease or rental in this state for not more than 28 days of a passenger automobile as defined in section 168.002, subdivision 24, a van as defined in section 168.002, subdivision 40, or a pickup truck as defined in section 168.002, subdivision 26. The rate of tax is 9.2 percent of the sales price. The tax applies whether or not the vehicle is licensed in the state.

(b) The provisions of paragraph (a) do not apply to the vehicles of a nonprofit corporation or similar entity consisting of individual or group members who pay the organization for the use of a motor vehicle if the organization:

(1) owns, leases, or operates a fleet of vehicles of the type subject to the tax under this subdivision that are available to its members for use, priced on the basis of intervals of one hour or less;

(2) parks its vehicles in the public right-of-way or at unstaffed, self-service locations that are accessible at any time of the day; and

(3) maintains its vehicles, insures its vehicles on behalf of its members, and purchases fuel for its fleet.

EFFECTIVE DATE. This section is effective for sales and purchases made after June 30, 2023.

Sec. 53. Minnesota Statutes 2022, section 297A.64, subdivision 2, is amended to read:

Subd. 2. Fee imposed. (a) A fee equal to five percent of the sales price is imposed on leases or rentals of vehicles subject to the tax under subdivision 1. The lessor on the invoice...
to the customer may designate the fee as "a fee imposed by the State of Minnesota for the registration of rental cars."

(b) The provisions of this subdivision do not apply to the vehicles of a nonprofit corporation or similar entity, consisting of individual or group members who pay the organization for the use of a motor vehicle, if the organization:

(1) owns or leases a fleet of vehicles of the type subject to the tax under subdivision 1 that are available to its members for use, priced on the basis of intervals of one hour or less;

(2) parks its vehicles in the public right-of-way or at unstaffed, self-service locations that are accessible at any time of the day; and

(3) maintains its vehicles, insures its vehicles on behalf of its members, and purchases fuel for its fleet;

(4) does not charge usage rates that decline on a per unit basis, whether specified based on distance or time.

EFFECTIVE DATE. This section is effective for sales and purchases made after June 30, 2023.

Sec. 38. Minnesota Statutes 2022, section 297A.993, is amended by adding a subdivision to read:

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

(1) actual transportation sales tax collections by the county over the previous five calendar years;

(2) an estimation of the total sales tax revenues that will be collected by the county in the current year and estimated collections for the next ten calendar years;

(3) for each of the previous five calendar years, the current calendar year, and for the next ten calendar years:

(i) the amount of sales tax revenues expended or proposed to be expended for guideway planning, construction, operation, or maintenance;

(ii) the total expenditures or proposed expenditures of sales tax revenues for nonguideway uses; and

(iii) an estimated balance of unspent or undesignated county sales tax revenues.

EFFECTIVE DATE. This section is effective for sales and purchases made after June 30, 2023.
Sec. 39. Minnesota Statutes 2022, section 299A.01, is amended by adding a subdivision to read:

Subd. 8. Traffic safety report. Annually by January 2, the commissioner of public safety must submit a traffic safety report to the governor and the chairs and ranking minority members of the legislative committees with jurisdiction over traffic safety and enforcement. In preparing the report, the commissioner must seek advice and comments from the Advisory Council on Traffic Safety under section 4.076. The report must analyze the safety of Minnesota's roads and transportation system, including but not limited to:

1. Injuries and fatalities that occur on or near a roadway or other transportation system facility;
2. Factors that caused crashes resulting in injuries and fatalities;
3. Roadway and system improvements broadly and at specific locations that could reduce injuries and fatalities;
4. Enforcement and education efforts that could reduce injuries and fatalities;
5. Other safety improvements or programs to improve the quality of the roadway and transportation use experience; and
6. Existing resources and resource gaps for roadway and transportation system safety improvements.

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

Sec. 54. Minnesota Statutes 2022, section 299A.01, is amended by adding a subdivision to read:

Subd. 8. Traffic safety report. Annually by January 2, the commissioner of public safety must submit a traffic safety report to the governor and the chairs and ranking minority members of the legislative committees with jurisdiction over traffic safety and enforcement. In preparing the report, the commissioner must seek advice and comments from the Advisory Council on Traffic Safety under section 4.076. The report must analyze the safety of Minnesota's roads and transportation system, including but not limited to:

1. Injuries and fatalities that occur on or near a roadway or other transportation system facility;
2. Factors that caused crashes resulting in injuries and fatalities;
3. Roadway and system improvements broadly and at specific locations that could reduce injuries and fatalities;
4. Enforcement and education efforts that could reduce injuries and fatalities;
5. Other safety improvements or programs to improve the quality of the roadway and transportation use experience; and
6. Existing resources and resource gaps for roadway and transportation system safety improvements.

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

Sec. 55. Minnesota Statutes 2022, section 299A.55, is amended to read:

299A.55 RAILROAD AND PIPELINE SAFETY; OIL AND OTHER HAZARDOUS MATERIALS.

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

(b) "Applicable rail carrier" means a railroad company that is subject to an assessment under section 219.015, subdivision 2.

(c) "Emergency manager" has the meaning given in section 219.055, subdivision 1.

(d) "Hazardous substance" has the meaning given in section 115B.02, subdivision 8, or Code of Federal Regulations, title 49, section 171.8.

(e) "Incident compelling a significant response" means an event involving rail carrier or pipeline company operations and a derailment, collision, discharge, or other similar activity resulting in applicable response actions performed by firefighters, peace officers,
incident commanders, emergency managers, or emergency first responders. For purposes
of this paragraph, "applicable response actions" consist of one or more of the following: a
request for mutual aid or special response resources, establishment of an exclusion zone,
an order for evacuation or shelter in place, or emergency notification to the general public.

(f) "Oil" has the meaning given in section 115E.01, subdivision 8.

(g) "Pipeline company" means any individual, partnership, association, or public or
private corporation who owns and operates pipeline facilities and is required to show specific
preparedness under section 115E.03, subdivision 2.

Subd. 2. Railroad and pipeline safety account. (a) A railroad and pipeline safety
account is created in the special revenue fund. The account consists of funds collected under
subdivision 4 and funds donated, allotted, transferred, or otherwise provided to the account.

(b) $104,000 is annually appropriated from the railroad and pipeline safety
account to the commissioner of the Pollution Control Agency for environmental protection
activities related to railroad discharge preparedness under chapter 115E.

(c) $600,000 in fiscal year 2018 and $600,000 in fiscal year 2019 are appropriated
$750,000 in fiscal year 2024 and $1,500,000 in each subsequent fiscal year are transferred
from the railroad and pipeline safety account to the commissioner of transportation for
improving safety at railroad grade crossings grade crossing safety account under section
219.1651.

(d) Following the appropriation in paragraph (b) and the transfer in paragraph
(c), the remaining money in the account is annually appropriated to the commissioner of
public safety for the purposes specified in subdivision 3.

Subd. 3. Allocation of funds. (a) Subject to funding appropriated for this subdivision,
the commissioner shall provide funds for training and response preparedness related to (1)
derailments, discharge incidents, or spills involving trains carrying oil or other hazardous
substances, and (2) pipeline discharge incidents or spills involving oil or other hazardous
substances.

(b) The commissioner shall allocate available funds as follows:

(1) $100,000 annually for emergency response teams; and

(2) the remaining amount to the Board of Firefighter Training and Education under
section 299N.02 and the Division of Homeland Security and Emergency Management, and
the State Fire Marshal Division.

(c) Prior to making allocations under paragraph (b), the commissioner shall consult with
the Fire Service Advisory Committee under section 299F.012, subdivision 2.

(d) The commissioner and the entities identified in paragraph (b), clause (2), shall
prioritize uses of funds based on:
firefighter training needs for firefighters, emergency managers, incident commanders, and emergency first responders; community risk from discharge incidents or spills; geographic balance; risks to the general public; and recommendations of the Fire Service Advisory Committee.

The following are permissible uses of funds provided under this subdivision:

1. training costs, which may include, but are not limited to, training curriculum, trainers, trainee overtime salary, other personnel overtime salary, and tuition;
2. costs of gear and equipment related to hazardous materials readiness, response, and management, which may include, but are not limited to, original purchase, maintenance, and replacement;
3. supplies related to the uses under clauses (1) and (2);
4. emergency preparedness planning and coordination;
5. emergency response team costs;
6. public safety emergency response exercises under section 219.055, subdivision 6;
7. incident commander and response site response exercises under section 219.055, subdivision 7;
8. postincident review and analysis under subdivision 5, based on costs incurred to state agencies and local units of government; and
9. public education and outreach, including but not limited to:
   i. informing and engaging the public regarding hazards of derailments and discharge incidents;
   ii. assisting the development of evacuation readiness;
   iii. undertaking public information campaigns; and
   iv. providing accurate information to the media on likelihood and consequences of derailments and discharge incidents.

(f) Notwithstanding paragraph (b), clause (2), from funds in the railroad and pipeline safety account provided for the purposes under this subdivision, the commissioner may retain a balance in the account for budgeting in subsequent fiscal years.

Subd. 4. Assessments. (a) The commissioner of public safety shall annually assess $2,500,000 to railroad and pipeline companies based on the formula specified in subdivision 5.
in paragraph (b). The commissioner shall deposit funds collected under this subdivision in
the railroad and pipeline safety account under subdivision 2.

(b) The assessment for each railroad is 70 percent of the total annual assessment
amount, divided in equal proportion between applicable rail carriers based on route miles
operated in Minnesota. The assessment for each pipeline company is 30 percent of the
total annual assessment amount, divided in equal proportion between companies based on
the yearly aggregate gallons of oil and other hazardous substances transported
by pipeline in Minnesota.

(c) The assessments under this subdivision expire July 1, 2017. In addition to the amount
identified in paragraph (a), the commissioner must assess the rail carrier or pipeline company
involved in an incident compelling a significant response for all postincident review and
analysis costs under subdivision 5 incurred by the state and local units of government. This
paragraph applies regardless of whether an assessment is imposed under paragraph (a) in a
fiscal year.

Subd. 5. Postincident review and analysis; legislative report; data.
(a) After an
incident compelling a significant response, or upon request of a fire chief or emergency
manager after an incident, the commissioner must ensure a postincident review and analysis
is performed in a timely manner. The review and analysis must be undertaken under an
agreement with an entity having relevant knowledge and experience that is fully independent
of the state, any local units of government involved in the incident, rail carriers, and pipeline
companies.

(b) The review and analysis process must include an after action review and must
evaluate, at a minimum, processes occurring during the incident for emergency assessment,
hazard operations, population protection, and incident management. The review and analysis
must be designed to minimize duplication of topics and issues addressed in any federal
review of the incident.

(c) By March 1 following any calendar year in which one or more postincident reviews
and analyses are performed, the commissioner must submit a report to the chair and ranking
minority members of the legislative committees with jurisdiction over transportation and
public safety policy and finance. The report must:

(1) provide a summary of the incidents;
(2) identify findings, lessons learned, and process changes; and
(3) make recommendations for legislative changes, if any.

(d) Except for the report under paragraph (c), any data under this subdivision are
nonpublic data, as defined under section 13.02, subdivision 2.
Sec. 18. [299A.704] DRIVER AND VEHICLE SERVICES FUND.

A driver and vehicle services fund is created in the state treasury. The fund consists of accounts and money as specified by law and any other money otherwise donated, allotted, or transferred to the fund.

EFFECTIVE DATE.

This section is effective the day following final enactment.

Sec. 19. Minnesota Statutes 2022, section 299A.705, subdivision 1, is amended to read:

Subdivision 1. Driver and vehicle services operating account.

(a) The driver and vehicle services operating account is created in the special revenue fund, consisting of all money from the vehicle services fees specified in chapters 168, 168A, and 168D, all money collected under chapter 171, and any other money donated, allotted, transferred, or otherwise provided to the account.

(b) Funds appropriated from the account must be used by the commissioner of public safety to administer:

(1) the vehicle services specified in chapters 168, 168A, and 168D, including:

(i) designing, producing, issuing, and mailing vehicle registrations, plates, emblems, and titles;

(ii) collecting title and registration taxes and fees;

(iii) transferring vehicle registration plates and titles;

(iv) maintaining vehicle records;

(v) issuing disability certificates and plates;

(vi) licensing vehicle dealers;

(vii) appointing, monitoring, and auditing deputy registrars; and

(viii) inspecting vehicles when required by law.

(c) In conjunction with each forecast under section 16A.103, the commissioner of management and budget must publish a supplemental statement for the account. The statement must include:

...
(1) categorization of revenue and expenditures for recent, current, and upcoming fiscal years, with breakdowns by anticipated expenditures under statutory and direct appropriations;

(2) specification of the account balance actuals or estimates in each fiscal year; and

(3) identification of changes in comparison to the most recent prior forecast.

Sec. 41. Minnesota Statutes 2022, section 299D.03, subdivision 5, is amended to read:

Subd. 5. Traffic fines and forfeited bail money. (a) All fines and forfeited bail money collected from persons apprehended or arrested by officers of the State Patrol shall be transmitted by the person or officer collecting the fines, forfeited bail money, or installments thereof, on or before the tenth day after the last day of the month in which these moneys were collected, to the commissioner of management and budget. Except where a different disposition is required in this subdivision or section 387.213, or otherwise provided by law, three-eighths of these receipts must be deposited in the state treasury and credited to the state general fund. The other five-eighths of these receipts must be deposited in the state treasury and credited as follows: (1) the first $1,000,000 in fiscal year 2024 and $2,500,000 in each fiscal year thereafter must be credited to the Minnesota grade crossing safety account in the special revenue fund, and (2) remaining receipts must be credited to the state trunk highway fund. If, however, the violation occurs within a municipality and the city attorney prosecutes the offense, and a plea of not guilty is entered, one-third of the receipts shall be deposited in the state treasury and credited to the state general fund, one-third of the receipts shall be paid to the municipality prosecuting the offense, and one-third shall be deposited in the state treasury and credited to the Minnesota grade crossing safety account or the state trunk highway fund as provided in this paragraph. When section 387.213 also is applicable to the fine, section 387.213 shall be applied before this paragraph is applied. All costs of participation in a nationwide police communication system chargeable to the state of Minnesota shall be paid from appropriations for that purpose.

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

Sec. 42. Minnesota Statutes 2022, section 299F.60, subdivision 1, is amended to read:

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

Sec. 43. Minnesota Statutes 2022, section 299J.16, subdivision 1, is amended to read:

Subdivision 1. Civil penalty. (a) A pipeline operator who violates section 299J.07, subdivision 1, or 299J.15, or the rules of the commissioner implementing those sections, shall forfeit and pay to the state a civil penalty in an amount to be determined by the court, up to $100,000 for each day that the operator remains in violation, subject to a maximum of $1,000,000 for a related series of violations the maximum penalties listed in Code of Federal Regulations, title 49, part 190, and any successor regulations and standards that may be amended or adopted.

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

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

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

Sec. 44. Minnesota Statutes 2022, section 357.021, subdivision 6, is amended to read:

Subd. 6. Surcharges on criminal and traffic offenders. (a) Except as provided in this subdivision, the court shall impose and the court administrator shall collect a $75 surcharge on every person convicted of any felony, gross misdemeanor, misdemeanor, or petty misdemeanor offense, including a violation of a law or ordinance relating to vehicle parking, for which there shall be a $12 surcharge, and (2) section 609.855, subdivision 1, 3, or 3a, for which there is a $25 surcharge. When a defendant is convicted of more than one offense in a case, the surcharge shall be imposed only once in that case. In the Second Judicial District, the court shall impose, and the court administrator shall collect, an additional $1 surcharge on every person convicted of any felony, gross misdemeanor, misdemeanor, or petty misdemeanor offense, including a violation of a law or ordinance relating to vehicle parking, if the Ramsey County Board of Commissioners authorizes the $1 surcharge. The surcharge shall be imposed whether or not the person is sentenced to imprisonment or the sentence is stayed. The surcharge shall not be imposed when a person is convicted of a petty misdemeanor for which no fine is imposed.

(b) The court may reduce the amount or waive payment of the surcharge required under this subdivision on a showing of indigency or undue hardship upon the convicted person or the convicted person's immediate family. Additionally, the court may permit the defendant to perform community work service in lieu of a surcharge.

(c) The court administrator or other entity collecting a surcharge shall forward it to the commissioner of management and budget.

NOTE: SECTIONS 3 AND 4 ARE FROM ARTICLE 6

Sec. 3. Minnesota Statutes 2022, section 357.021, subdivision 6, is amended to read:

Subd. 6. Surcharges on criminal and traffic offenders. (a) Except as provided in this subdivision, the court shall impose and the court administrator shall collect a $75 surcharge on every person convicted of any felony, gross misdemeanor, misdemeanor, or petty misdemeanor offense, other than a violation of (1) a law or ordinance relating to vehicle parking, for which there shall be a $12 surcharge, and (2) section 609.855, subdivision 1, 3, or 3a, for which there is a $25 surcharge. When a defendant is convicted of more than one offense in a case, the surcharge shall be imposed only once in that case. In the Second Judicial District, the court shall impose, and the court administrator shall collect, an additional $1 surcharge on every person convicted of any felony, gross misdemeanor, misdemeanor, or petty misdemeanor offense, including a violation of a law or ordinance relating to vehicle parking, if the Ramsey County Board of Commissioners authorizes the $1 surcharge. The surcharge shall be imposed whether or not the person is sentenced to imprisonment or the sentence is stayed. The surcharge shall not be imposed when a person is convicted of a petty misdemeanor for which no fine is imposed.

(b) The court may reduce the amount or waive payment of the surcharge required under this subdivision on a showing of indigency or undue hardship upon the convicted person or the convicted person's immediate family. Additionally, the court may permit the defendant to perform community work service in lieu of a surcharge.

(c) The court administrator or other entity collecting a surcharge shall forward it to the commissioner of management and budget.
If the convicted person is sentenced to imprisonment and has not paid the surcharge in the special revenue fund and amounts in the account are appropriated to the trial courts before the term of imprisonment begins, the chief executive officer of the correctional facility in which the convicted person is incarcerated shall collect the surcharge from any earnings the inmate accrues from work performed in the facility or while on conditional release. The chief executive officer shall forward the amount collected to the court administrator or other entity collecting the surcharge imposed by the court.

A person who enters a diversion program, continuance without prosecution, or stay of adjudication for a violation of chapter 169 must pay the surcharge described in this subdivision. A surcharge imposed under this paragraph shall be imposed only once per case.

The surcharge does not apply to administrative citations issued pursuant to section 169.999.

The surcharge does not apply to administrative citations issued by transit rider investment program personnel pursuant to section 473.4075.

This section is effective July 1, 2023, and applies to violations committed on or after that date.

Subd. 7. Disbursement of surcharges by commissioner of management and budget. (a) Except as provided in paragraphs (b) to (d), the commissioner of management and budget shall disburse surcharges received under subdivision 6 as follows:

(1) one percent shall be credited to the peace officer training account in the game and fish fund to provide peace officer training for employees of the Department of Natural Resources who are licensed under sections 626.84 to 626.863, and who possess peace officer authority for the purpose of enforcing game and fish laws; and

(2) 99 percent shall be credited to the general fund.

(b) The commissioner of management and budget shall credit $3 of each surcharge received under subdivision 6 to the general fund.

(c) In addition to any amounts credited under paragraph (a), the commissioner of management and budget shall credit the following to the general fund: $47 of each surcharge received under subdivision 6; the $12 parking surcharge to the general fund; and the $25 surcharge for a violation of section 609.855, subdivision 1, 3, or 3a.

(d) If the Ramsey County Board of Commissioners authorizes imposition of the additional $1 surcharge provided for in subdivision 6, paragraph (a), the court administrator in the Second Judicial District shall transmit the surcharge to the commissioner of management and budget. The $1 special surcharge is deposited in a Ramsey County surcharge account in the special revenue fund and amounts in the account are appropriated to the trial courts.
for the administration of the petty misdemeanor diversion program operated by the Second Judicial District Ramsey County Violations Bureau.

EFFECTIVE DATE. This section is effective July 1, 2023, and applies to violations committed on or after that date.

Sec. 56. Minnesota Statutes 2022, section 360.915, subdivision 6, is amended to read:

Subd. 6. Administration.
(a) The commissioner must maintain records on stand-alone meteorological towers under this section and must provide information on stand-alone meteorological tower locations on the department's website.
(b) The commissioner must deposit revenue received under this section in the state airports fund.

Sec. 46. Minnesota Statutes 2022, section 473.146, subdivision 1, is amended to read:

Subdivision 1. Requirement. The council shall adopt a long-range comprehensive policy plan for transportation, climate action, and wastewater treatment. The plans must substantially conform to all policy statements, purposes, goals, standards, and maps in the development guide developed and adopted by the council under this chapter. Each policy plan must include, to the extent appropriate to the functions, services, and systems covered, the following:

(1) forecasts of changes in the general levels and distribution of population, households, employment, land uses, and other relevant matters, for the metropolitan area and appropriate subareas;
(2) a statement of issues, problems, needs, and opportunities with respect to the functions, services, and systems covered;
(3) a statement of the council's goals, objectives, and priorities with respect to the functions, services, and systems covered, addressing areas and populations to be served, the levels, distribution, and staging of services; a general description of the facility systems required to support the services; the estimated cost of improvements required to achieve the council's goals for the regional systems, including an analysis of what portion of the funding for each improvement is proposed to come from the state, Metropolitan Council levies, and cities, counties, and towns in the metropolitan area, respectively, and other similar matters;
(4) a statement of policies to effectuate the council's goals, objectives, and priorities;
(5) a statement of the fiscal implications of the council's plan, including a statement of:
(i) the resources available under existing fiscal policy; (ii) the adequacy of resources under existing fiscal policy and any shortfalls and unattended needs; (iii) additional resources, if any, that are or may be required to effectuate the council's goals, objectives, and priorities; and (iv) any changes in existing fiscal policy, on regional revenues and intergovernmental aids respectively, that are expected or that the council has recommended or may recommend;
(6) a statement of the relationship of the policy plan to other policy plans and chapters of the Metropolitan Development Guide;

(7) a statement of the relationships to local comprehensive plans prepared under sections 473.851 to 473.871; and

(8) additional general information as may be necessary to develop the policy plan or as may be required by the laws relating to the metropolitan agency and function covered by the policy plan, and

(9) forecasts pertaining to greenhouse gas emissions that are generated from activity that occurs within local jurisdictions, including from transportation, land use, energy use, solid waste, livestock, and agriculture, and the estimated impact of strategies that reduce or naturally sequester greenhouse gas emissions across sectors.

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. 47. Minnesota Statutes 2022, section 473.146, is amended by adding a subdivision to read:

Subd. 5. Development guide; climate action. The climate action chapter must include policies that describe how metropolitan system plans, as defined under section 473.852, subdivision 8, meet greenhouse gas emissions-reduction goals established by the state under section 216H.02, subdivision 1, and transportation targets established by the commissioner of transportation, including vehicle miles traveled reduction targets established in the statewide multimodal transportation plan under section 174.03, subdivision 1a. The climate action chapter must also include policies that describe how activities related to meeting greenhouse gas emissions-reduction goals may interact with labor conditions in countries other than the United States of America where critical materials are mined for use in renewable energy or electric vehicle products. For the purpose of this paragraph, "labor
conditions" includes, but is not limited to, slave labor, child labor, livable wages, human trafficking, and sexual assault.

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. 48. Minnesota Statutes 2022, section 473.39, is amended by adding a subdivision to read:

Subd. 1x. Obligations. In addition to other authority in this section, the council may issue certificates of indebtedness, bonds, or other obligations under this section in an amount not exceeding $104,545,000 for capital expenditures as prescribed in the council's transit capital improvement program and for related costs, including the costs of issuance and sale of the obligations. Of this authorization, after July 1, 2023, the council may issue certificates of indebtedness, bonds, or other obligations in an amount not exceeding $51,500,000, and after July 1, 2024, the council may issue certificates of indebtedness, bonds, or other obligations in an additional amount not exceeding $53,045,000.

NOTE: SECTIONS 15-17 AND 25-29 ARE FROM ARTICLE 6

Subd. 1. Code of conduct; establishment. (a) The council must adopt a rider code of conduct for transit passengers. The council must post a copy of the code of conduct in a prominent location at each light rail transit station, bus rapid transit station, and transit center.

(b) The code of conduct must not prohibit sleeping in a manner that does not otherwise violate conduct requirements.

Subd. 2. Code of conduct; violations. An authorized transit representative, as defined in section 609.355, subdivision 7, paragraph (g), may order a person to depart a transit vehicle or transit facility for a violation of the rider code of conduct established under subsection (a) in a manner that does not otherwise violate conduct requirements.
subdivision 1 if the person continues to act in violation of the code of conduct after being
warned once to stop.

Subd. 3. Paid fare zones. The council must establish and clearly designate paid fare
zones at each light rail transit station where the council utilizes self-service barrier-free fare
collection.

Subd. 4. Light rail transit facility monitoring. (a) The council must maintain public
safety monitoring and response activities at light rail transit facilities that include:

1. placement of security cameras and sufficient associated lighting that provide live
coverage for (i) the entire area at each light rail transit station, and (ii) each light rail transit
vehicle;
2. installation of a public address system at each light rail transit station that is capable
of providing information and warnings to passengers; and
3. real-time active monitoring of passenger activity and potential violations throughout
the light rail transit system.
(b) The monitoring activities must include timely maintenance or replacement of
malfunctioning cameras or public address systems.

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. 50. [473.4075] TRANSIT RIDER INVESTMENT PROGRAM.
Subdivision 1. Definitions. (a) For purposes of this section, the following terms and the
terms defined in section 609.835, subdivision 7, have the meanings given:
(b) "Transit official" means an individual who is authorized as TRIP personnel, a
community service officer, or a peace officer as defined in section 626.84, subdivision 1,
paragraph (c).
(c) "TRIP personnel" means persons specifically authorized by the council for the TRIP
program under this section, including but not limited to fare inspection and enforcement,
who are not peace officers or community service officers.
(d) "TRIP program" or "program" means the transit rider investment program established
in this section.

Subd. 2. Program established. (a) Subject to available funds, the council must implement
a transit rider investment program that provides for TRIP personnel deployment, fare payment
inspection, administrative citation issuance, rider education and assistance, and improvements
to the transit experience.
(b) As part of program implementation, the council must:

1. adopt a resolution that establishes the program and establishes fine amounts in accordance with subdivision 8;
2. establish policies and procedures that govern authorizing and training TRIP personnel, TRIP personnel uniforms, issuing an administrative citation, and contesting an administrative citation;
3. consult with stakeholders on the design of the program;
4. develop a TRIP personnel recruitment plan that includes informing and supporting potential applicants who are:
   (i) representative of transit users; and
   (ii) from cultural, ethnic, and racial communities that are historically underrepresented in state or local public service;
5. develop a TRIP personnel strategic deployment plan that:
   (i) requires teams of at least two individuals; and
   (ii) targets deployment to times and locations with identified concentrations of activity that are subject to an administrative citation, other citations, or arrest or that negatively impact the rider experience; and
6. provide for training to peace officers who provide law enforcement assistance under an agreement with the council on the program and issuance of administrative citations.

Subd. 3. TRIP manager. The council must appoint a TRIP manager to manage the program. The TRIP manager must have managerial experience in social services, transit service, or law enforcement. The TRIP manager is a TRIP personnel staff member.

Subd. 4. TRIP personnel; duties; requirements. (a) The duties of the TRIP personnel include:

1. monitoring and responding to passenger activity, including:
   (i) informing passengers about the council's rider code of conduct; and
   (ii) assisting passengers in obtaining social services, such as through information and referrals;
2. acting as a liaison to social service agencies;
3. providing information to passengers on using the transit system;
(b) As part of program implementation, the council must:

1. adopt a resolution that establishes the program and establishes fine amounts in accordance with subdivision 8;
2. establish policies and procedures that govern authorizing and training TRIP personnel, TRIP personnel uniforms, issuing an administrative citation, and contesting an administrative citation;
3. consult with stakeholders on the design of the program;
4. develop a TRIP personnel recruitment plan that includes informing and supporting potential applicants who are:
   (i) representative of transit users; and
   (ii) from cultural, ethnic, and racial communities that are historically underrepresented in state or local public service;
5. develop a TRIP personnel strategic deployment plan that:
   (i) requires teams of at least two individuals; and
   (ii) targets deployment to times and locations with identified concentrations of activity that are subject to administrative citations, other citations, or arrest or that negatively impact the rider experience; and
6. provide for training on the program and issuance of administrative citations to peace officers who provide law enforcement assistance under an agreement with the council.

Subd. 3. TRIP manager. The council must appoint a TRIP manager to manage the program. The TRIP manager must have managerial experience in social services, transit service, or law enforcement. The TRIP manager is a TRIP personnel staff member.

Subd. 4. TRIP personnel; duties; requirements. (a) The duties of the TRIP personnel include:

1. monitoring and responding to passenger activity including:
   (i) educating passengers and specifying expectations related to the council's rider code of conduct; and
   (ii) assisting passengers in obtaining social services, such as through information and referrals;
2. acting as a liaison to social service agencies;
3. providing information to passengers on using the transit system;
(4) providing direct navigation assistance and accompaniment to passengers who have a disability, are elderly, or request enhanced personal aid;

(5) performing fare payment inspections;

(6) issuing administrative citations as provided in subdivision 6; and

(7) obtaining assistance from peace officers or community service officers as necessary;

(b) An individual who is authorized as TRIP personnel must wear the uniform as established by the council at all times when on duty.

Subd. 5. TRIP personnel; training. Training for TRIP personnel must include the following topics:

(1) early warning techniques, crisis intervention, conflict de-escalation, and conflict resolution;

(2) identification of persons likely in need of social services;

(3) locally available social service providers, including services for homelessness, mental health, and addiction;

(4) policies and procedures for administrative citations; and

(5) administration of opiate antagonists in a manner that meets the requirements under section 151.37, subdivision 12.

Subd. 6. Administrative citations; authority; issuance. (a) A transit official has the exclusive authority to issue an administrative citation to a person who commits a violation under section 609.855, subdivision 1, paragraph (a), clause (1), or 3.

(b) An administrative citation must include notification that the person has the right to contest the citation, basic procedures for contesting the citation, and information on the timeline and consequences for failure to contest the citation or pay the fine.

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

(d) Issuance and resolution of an administrative citation is a bar to prosecution under section 609.855, subdivision 1, paragraph (a), clause (1), or 3, or for any other violation arising from the same conduct.

Subd. 7. Administrative citations: disposition. (a) A person who commits a violation under section 609.855, subdivision 1, paragraph (a), clause (1), or 3, and is issued an administrative citation under this section must, within 90 days of issuance, pay the fine as specified or contest the citation. A person who fails to either pay the fine or contest the citation within the specified period is considered to have waived the contested citation process and is subject to collections.
The council must provide a civil process for a person to contest the administrative
improvement of safety, including improvements made to equipment and infrastructure; Subd. 8. The alternative resolution procedure must be available only to a person who has both. The alternative resolution procedure must be available only to a person who has committed a violation under section 609.855, subdivision 1 or 3, for the first time, unless the person demonstrates financial hardship.

The council may contract with credit bureaus, public and private collection agencies, the Department of Revenue, and other public or private entities providing collection services as necessary for the collection of fine debts under this section. As determined by the council, collection costs are added to the debts referred to a public or private collection entity for collection. Collection costs include the fees of the collection entity and may include, if separately provided, skip tracing fees, credit bureau reporting charges, and fees assessed by any public entity for obtaining information necessary for debt collection. If the collection entity collects an amount less than the total due, the payment is applied proportionally to collection costs and the underlying debt.

Subd. 8. Administrative citations; penalties. (a) The amount of a fine under this section must be set at no less than $35 and no more than $100.

(b) Subject to paragraph (a), the council may adopt a graduated structure that increases the fine amount for second and subsequent violations.

(c) The council may adopt an alternative resolution procedure under which a person associated with its transit operations to hear and rule on challenges to administrative citations and may contract with another unit of government or a private entity to provide the service.

(b) The council must provide a civil process for a person to contest the administrative citation before a neutral third party. The council may employ a council employee not associated with its transit operations to hear and rule on challenges to administrative citations or may contract with another unit of government or a private entity to provide the service.
94.16 (2) provide an overview of the rider code of conduct and measures required under section 473.4065;
94.17 (3) provide an overview of the transit rider investment program under section 473.4075 and the program's structure and implementation;
94.18 (4) provide an overview of the activities of transit rider investment program personnel, including specifically describing the activities of uniformed transit safety officials;
94.19 (5) provide a description of all policies adopted pursuant to section 473.4075, the need for each policy, and a copy of each policy;
94.20 (6) if the council adopted an alternative resolution procedure pursuant to section 473.4075 subdivision 8, provide:
94.21 (i) a description of that procedure;
94.22 (ii) the criteria used to determine financial hardship; and
94.23 (iii) for each of the previous three calendar years, how frequently the procedure was used, the number of community service hours performed, and the total amount paid as prepayment of transit fares;
94.24 (7) for each of the previous three calendar years:
94.25 (i) identify the number of fare compliance inspections that were completed, including the total number and the number as a percentage of total rides;
94.26 (ii) state the number of warnings and citations issued by the Metro Transit Police Department and transit agents, including a breakdown of which type of officer or official issued the citation, the statutory authority for issuing the warning or citation, the reason given for each warning or citation issued, and the total number of times each reason was given;
94.27 (iii) state the number of administrative citations that were appealed pursuant to section 473.4075, the number of those citations that were dismissed on appeal, and a breakdown of the reasons for dismissal;
94.28 (iv) include data and statistics on crime rates occurring on public transit vehicles and surrounding transit stops and stations;
94.29 (v) state the number of peace officers employed by the Metro Transit Police Department;
94.30 (vi) state the average number of peace officers employed by the Metro Transit Police Department; and
94.31 (vii) state the number of uniformed transit safety officials and community service officers who served as transit agents;
analyze impacts of the transit rider investment program on fare compliance and customer experience for riders, including rates of fare violations; and

(9) make recommendations on the following:

(i) changes to the administrative citation program; and

(ii) methods to improve safety on public transit and transit stops and stations.

EFFECTIVE DATE; APPLICATION. This section is effective July 1, 2023, and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Subd. 7. Climate action plan. The council must specify how the information in section 473.146, subdivision 5, must be incorporated into comprehensive plan content.

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

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

(1) occupies or rides in any public transit vehicle without paying the applicable fare or otherwise obtaining the consent of the transit provider including:

(i) the use of a reduced fare when a person is not eligible for the fare; or

(ii) the use of a fare medium issued solely for the use of a particular individual by another individual;

(2) presents a falsified, counterfeit, photocopied, or other deceptively manipulated fare medium as fare payment or proof of fare payment;

(3) sells, provides, copies, reproduces, or creates any version of any fare medium without the consent of the transit provider;

(4) puts or attempts to put any of the following into any fare box, pass reader, ticket vending machine, or other fare collection equipment of a transit provider:

(i) papers, articles, instruments, or items other than fare media or currency; or

(ii) a fare medium that is not valid for the place or time at, or the manner in, which it is used.

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

(i) the use of a reduced fare when a person is not eligible for the fare; or

(ii) the use of a fare medium that is not valid for the place or time at, or the manner in, which it is used.

EFFECTIVE DATE; APPLICATION. This section is effective July 1, 2023, and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

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

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

(1) occupies or rides in any public transit vehicle without paying the applicable fare or otherwise obtaining the consent of the transit provider including:

(i) the use of a reduced fare when a person is not eligible for the fare; or

(ii) the use of a fare medium issued solely for the use of a particular individual by another individual;

(2) presents a falsified, counterfeit, photocopied, or other deceptively manipulated fare medium as fare payment or proof of fare payment;

(3) sells, provides, copies, reproduces, or creates any version of any fare medium without the consent of the transit provider;

(4) puts or attempts to put any of the following into any fare box, pass reader, ticket vending machine, or other fare collection equipment of a transit provider:

(i) papers, articles, instruments, or items other than fare media or currency; or

(ii) a fare medium that is not valid for the place or time at, or the manner in, which it is used.
Subd. 1a. Prohibited activities; misdemeanor.
(a) A person who, while riding in a vehicle providing public transit service: 
(1) smokes, as defined in section 144.413, subdivision 4; 
(2) urinates or defecates; 
(3) consumes an alcoholic beverage, as defined in section 340A.101, subdivision 2; 
(4) operates a radio, television, tape player, electronic musical instrument, or other electronic device, other than a watch, which amplifies music, unless the sound emanates only from earphones or headphones and except that vehicle operators may operate electronic equipment for official business; 
(5) carries or is in control of an animal without the operator's consent. 
(b) A person is guilty of a violation of this subdivision only if the person continues to act in violation of this subdivision after being warned once by an authorized transit representative to stop the conduct. 
EFFECTIVE DATE. This section is effective July 1, 2023, and applies to violations committed on or after that date.

Sec. 55. Minnesota Statutes 2022, section 609.855, subdivision 3, is amended to read:
Subd. 3. Prohibited activities; petty misdemeanor.
(a) A person is guilty of a petty misdemeanor who, while riding in a vehicle providing public transit service: 
(1) throws or deposits litter; or 
(2) smokes or carries lighted smoking paraphernalia; 
(3) urinates or defecates; 
(4) carries or is in control of an animal without the operator's consent. 
(b) A person is guilty of a violation of this subdivision only if the person continues to act in violation of this subdivision after being warned once by an authorized transit representative to stop the conduct. 
EFFECTIVE DATE. This section is effective July 1, 2023, and applies to violations committed on or after that date.

Sec. 28. Minnesota Statutes 2022, section 609.855, is amended by adding a subdivision to read:
Subd. 2a. Prohibited activities; petty misdemeanor.
(a) A person who performs any of the following while in a transit vehicle or at a transit facility is guilty of a petty misdemeanor: 
(1) smokes, as defined in section 144.413, subdivision 4; 
(2) urinates or defecates; 
(3) consumes an alcoholic beverage, as defined in section 340A.101, subdivision 2;
(4) damages a transit vehicle or transit facility in a manner that meets the requirements
for criminal damage to property in the fourth degree under section 609.593, subdivision 3,
and is not otherwise a violation under subdivision 1, 1a, or 2 of that section;
(5) performs vandalism, defacement, or placement of graffiti, as defined in section
617.90, subdivision 1; or
(6) engages in disorderly conduct as specified in section 609.72, subdivision 1, clause
(3).
(b) A peace officer, as defined in section 626.84, subdivision 1, paragraph (c), may order
a person to depart a transit vehicle or transit facility for a violation under paragraph (a).

EFFECTIVE DATE. This section is effective July 1, 2023, and applies to violations
committed on or after that date.

Sec. 56. Minnesota Statutes 2022, section 609.855, subdivision 7, is amended to read:

Subd. 7.
(b) "Public transit" or "transit" has the meaning given in section 174.22, subdivision 7.
(c) "Public transit vehicle" or "transit vehicle" means any vehicle used for the purpose
of providing public transit, whether or not the vehicle is owned or operated by a public
entity.
(d) "Public transit facilities" or "transit facilities" means any vehicles, equipment,
property, structures, stations, improvements, plants, parking or other facilities, or rights that
are owned, leased, held, or used for the purpose of providing public transit, whether or not
the facility is owned or operated by a public entity.
(e) "Fare medium" means a ticket, smart card, pass, coupon, token, transfer, or other
medium sold or distributed by a public transit provider, or its authorized agents, for use in
gaining entry to or use of the public transit facilities or vehicles of the provider.
(f) "Proof of fare payment" means a fare medium valid for the place or time at, or the
manner in, which it is used. If using a reduced-fare medium, proof of fare payment also
includes proper identification demonstrating a person's eligibility for the reduced fare. If
using a fare medium issued solely for the use of a particular individual, proof of fare payment
also includes an identification document bearing a photographic likeness of the individual
and demonstrating that the individual is the person to whom the fare medium is issued.
(g) "Authorized transit representative" means the person authorized by the transit provider
to operate the transit vehicle, a peace officer, a transit official under section 473.4075,
subdivision 1, or any other person designated by the transit provider as an authorized transit
representative under this section.

EFFECTIVE DATE. This section is effective the day following final enactment.
Sec. 57. Laws 2005, First Special Session chapter 6, article 3, section 103, is amended to read:

Sec. 103. ADDITIONAL DEPUTY REGISTRAR OF MOTOR VEHICLES FOR HENNEPIN COUNTY.

Notwithstanding Minnesota Statutes, section 168.33, and rules adopted by the commissioner of public safety, limiting sites for the office of deputy registrar based on either the distance to an existing deputy registrar office or the annual volume of transactions processed by any deputy registrar within Hennepin County before or after the proposed appointment, the commissioner of public safety shall appoint a new deputy registrar of motor vehicles and driver's license agent for Hennepin County to operate a new full-service office of deputy registrar, with full authority to function as a registration and motor vehicle tax collection and driver's license bureau, at the Midtown Exchange Building and the North Minneapolis Service Center at 1001 Plymouth Avenue North in the city of Minneapolis.

The addition of a deputy registrar shall make the North Minneapolis Service Center a full-service office of deputy registrar with full authority to function as a registration and motor vehicle tax collection and driver's license bureau. All other provisions regarding the appointment and operation of a deputy registrar of motor vehicles and driver's license agent under Minnesota Statutes, sections 168.33 and 171.061, and Minnesota Rules, chapter 7406, apply to the office.

NOTE: SECTIONS 30 AND 31 ARE FROM ARTICLE 6

(a) From funds specified under Minnesota Statutes, section 161.53, paragraph (b), the commissioner of transportation using existing resources, the Metropolitan Council must arrange and pay for a study by the Center for Transportation Studies at the University of Minnesota that examines public transportation after the COVID-19 pandemic is substantially curtailed in the United States. At a minimum, the study must:

1. focus primarily on transit service for commuters in throughout the metropolitan area, as defined in Minnesota Statutes, section 473.121, subdivision 2;
2. specifically review Northstar Commuter Rail and commuter-oriented transit service by the Metropolitan Council and by the suburban transit providers; and
3. provide analysis and projections for the public transit system in the metropolitan area, as defined in Minnesota Statutes, section 473.121, subdivision 2, on anticipated changes in:
   (i) ridership;
   (ii) demand for different modes and forms of active and public transportation;
   (iii) transit service levels and features;

(b) The study must:

1. focus primarily on transit service for commuters in throughout the metropolitan area, as defined in Minnesota Statutes, section 473.121, subdivision 2;
2. specifically review Northstar Commuter Rail and commuter-oriented transit service by the Metropolitan Council and by the suburban transit providers; and
3. provide analysis and projections for the public transit system in the metropolitan area, as defined in Minnesota Statutes, section 473.121, subdivision 2, on anticipated changes in:
   (i) ridership;
   (ii) demand for different modes and forms of active and public transportation;
   (iii) transit service levels and features;
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119.30 (iv) revenue and expenditures; and
119.31 (v) long-term impacts.

120.1 (b) by October 1, 2023, the commissioner chair of the metropolitan
120.2 council must provide a copy of the study to the members of the legislative committees with
120.3 jurisdiction over transportation policy and finance.

120.4 effective date; application. this section is effective the day following
120.5 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
120.6 Scott, and Washington.

120.7 Sec. 58. Laws 2022, chapter 39, section 2, is amended to read:
120.8 Sec. 2. SWIFT LIGHT RAIL TRANSIT; EXPENDITURES AND
120.9 SCHEDULE.

120.10 (a) annually by January 1 and July 1, the metropolitan council must provide status
120.11 updates on the southwest light rail transit project to the chairs and ranking minority members
120.12 of the legislative committees with jurisdiction over transportation policy and finance. Each
120.13 status update must include:
120.14 (1) total expenditures on the project during the previous six months as compared to
120.15 projections;
120.16 (2) total expenditures on the project anticipated over the next six months; and
120.17 (3) total expenditures on the project to date;
120.18 (4) the total project cost estimate; and
120.19 (5) any change in the date of anticipated project completion.

120.20 (b) the metropolitan council must notify the chairs and ranking minority members of
120.21 the legislative committees with jurisdiction over transportation policy and finance within
120.22 seven calendar days of making a determination that:
120.23 (1) the anticipated southwest light rail project completion date is delayed by six months
120.24 or more beyond the estimated completion date determined as of the effective date of this
120.25 section;
120.26 (2) the anticipated southwest light rail project completion date is delayed by six months
120.27 or more beyond the most recent estimated completion date;
120.28 (3) the total southwest light rail project cost is anticipated to increase by five percent
120.29 or more above the project cost estimate determined as of the effective date of this section;
120.30 or
121.1 (4) the total southwest light rail project cost is anticipated to increase by five percent
121.2 or more above the most recent cost estimate.

106.22 (iv) revenue and expenditures; and
106.23 (v) long-term impacts.

106.24 (b) by October 1, 2023, the commissioner chair of the metropolitan
106.25 council must provide a copy of the study to the members of the legislative committees with
106.26 jurisdiction over transportation policy and finance.

106.27 effective date; application. this section is effective the day following
106.28 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
106.29 Scott, and Washington.

107.1 Sec. 31. Laws 2022, chapter 39, section 2, is amended to read:
107.2 Sec. 3. SWIFT LIGHT RAIL TRANSIT; EXPENDITURES AND
107.3 SCHEDULE.

107.4 (a) annually by January 1 and July 1, the metropolitan council must provide status
107.5 updates on the southwest light rail transit project to the chairs and ranking minority members
107.6 of the legislative committees with jurisdiction over transportation policy and finance. Each
107.7 status update must include:
107.8 (1) total expenditures on the project during the previous six months as compared to
107.9 projections;
107.10 (2) total expenditures on the project anticipated over the next six months; and
107.11 (3) total expenditures on the project to date;
107.12 (4) the total project cost estimate; and
107.13 (5) any change in the date of anticipated project completion.

107.14 (b) the metropolitan council must notify the chairs and ranking minority members of
107.15 the legislative committees with jurisdiction over transportation policy and finance within
107.16 seven calendar days of making a determination that:
107.17 (1) the anticipated southwest light rail project completion date is delayed by six months
107.18 or more beyond the estimated completion date determined as of the effective date of this
107.19 section;
107.20 (2) the anticipated southwest light rail project completion date is delayed by six months
107.21 or more beyond the most recent estimated completion date;
107.22 (3) the total southwest light rail project cost is anticipated to increase by five percent
107.23 or more above the project cost estimate determined as of the effective date of this section;
107.24 or
107.25 (4) the total southwest light rail project cost is anticipated to increase by five percent
107.26 or more above the most recent cost estimate.
(c) On a monthly basis and at least 30 days prior to making an expenditure for the Southwest light rail transit project, the Metropolitan Council must submit an expenditure notification for review and comment to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance and to the members of the Legislative Commission on Metropolitan Government. A notification must include the following for each expenditure or for a subtotal of related expenditures:

1. the expenditure or subtotal amount;
2. the specific standard cost category; and
3. identification or a brief summary of the nature of the expenditure.

EFFECTIVE DATE; APPLICATION. This section is effective the day following final enactment and applies to expenditures made on or after October 1, 2023. This section applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.
representatives to determine the production levels needed to deliver net-zero emissions in
aviation by 2050.

Subd. 2. Membership. Appointments to the working group are made pursuant to
Minnesota Statutes, section 15.0597. Appointments to the working group must attempt to
achieve equitable representation from agricultural interests, renewable fuel producers,
transportation fuel producers, technology providers, Tribal communities, environmental
organizations, science organizations, environmental justice organizations, automotive
manufacturers, forestry interests, electric utilities, electric vehicle charging infrastructure
companies, aviation interests, and water quality interests.

Subd. 3. Administration. Appointments and designations to the working group authorized
by this section must be completed by July 1, 2023. Public members serve without
compensation or payment of expenses. The members of the working group must select a
chair from its membership who must not be a commissioner or their designee.

Subd. 4. Report. By February 1, 2024, the working group must submit its findings and
recommendations to the chairs and ranking minority members of the legislative committees
with jurisdiction over transportation and energy policy.

Subd. 5. Expiration. The working group expires on January 1, 2025, or upon submission
of the report required under subdivision 4, whichever is earlier.

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

Sec. 60. ELECTRIC VEHICLE TAX AND REGISTRATION STUDY REQUIRED.
By January 1, 2024, the commissioners of transportation and management and budget
must submit a report to the chairs and ranking minority members of the legislative committees
with jurisdiction over transportation and finance policy regarding the equalization of
registration fees imposed on electric vehicles with the gasoline tax revenue generated by
gasoline-powered vehicles. The study must, at a minimum, evaluate proposals and
recommend legislation to determine the amount of revenue needed from registration fees
of electric vehicles, plug-in hybrid electric vehicles, and vehicles with efficient gasoline
consumption characteristics to equalize the revenue lost from the gasoline tax.

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

Sec. 64. MIDTOWN GREENWAY BICYCLE AND PEDESTRIAN TRAIL
EXPANSION PLANNING.
(a) The Metropolitan Council must plan continuous and dedicated bicycle and pedestrian
trails from the current eastern terminus of the Midtown Greenway in Hennepin County to
27th Avenue Southeast in Hennepin County and to Allianz Field in Ramsey County. The
Metropolitan Council may use available funding to support project management and
implementation, data collection, legal analysis, community engagement, and use of
consultants.
(b) When planning the trail expansions, the Metropolitan Council must coordinate with the Hennepin County Regional Railroad Authority, the Ramsey County Regional Railroad Authority, other local governments, and affected property owners.

(c) The bicycle and pedestrian trails to be planned must include the following segments:

(1) Segment 1 from the eastern terminus of the Midtown Greenway extending eastward over the Short Line Bridge on the railroad right-of-way to Cleveland Avenue North in the city of St. Paul. Segment 1 must include a connection to the existing bicycle facility on Pelham Boulevard via a new trail on St. Anthony Avenue;

(2) Segment 2 from the eastern end of the Short Line Bridge extending over marked Interstate Highway 94 to the existing bicycle facility on 27th Avenue Southeast in the city of Minneapolis. Segment 2 must include connections to Franklin Avenue Southeast, Cecil Street Southeast, Seymour Avenue Southeast, and the existing pedestrian bridge at Seymour Avenue Southeast over marked Interstate Highway 94;

(3) Segment 3 from Cleveland Avenue North extending eastward on Gilbert Avenue to Prior Avenue North and on Prior Avenue North northward to the intersection of Prior Avenue North and St. Anthony Avenue;

(4) Segment 4 from Prior Avenue North extending eastward on St. Anthony Avenue to the existing bicycle and pedestrian bridge at Aldine Street over marked Interstate Highway 94; and

(5) Segment 5 from the intersection of Aldine Street and St. Anthony Avenue to Allianz Field on a route to be determined that does not include railroad right-of-way.

(d) At a minimum, the developed plans must include:

(1) a project layout that provides a safe and consistent two-way, curb-separated trail protected from motor vehicle traffic wherever possible;

(2) features of the existing Midtown Greenway that provide safety and wayfinding, including but not limited to lighting, signage, and emergency call boxes;

(3) an analysis of which portions of the planned trails can be completed independently of other portions. In completing this analysis, the Metropolitan Council may subdivide the segments listed in paragraph (c) as needed;

(4) an analysis of what portions of the planned trails can be completed either without using railroad right-of-way or on railroad right-of-way without significantly affecting current rail operations;

(5) a recommendation for a reasonable easement or shared use agreement for the Short Line Bridge between the railroad and Hennepin County that maintains active rail tracks on
the upstream side of the bridge while accommodating a bicycle and pedestrian trail on the
downstream side of the bridge; and

(6) estimates for construction costs broken out by segments and features,

c) The council must allocate revenues collected under Minnesota Statutes, section

297A.9923, for the purpose of the planning activities in paragraphs (a) to (d).

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

Sec. 65. RETROACTIVE DRIVER'S LICENSE REINSTATEMENT.

(a) The commissioner of public safety must make an individual's driver's license eligible
for reinstatement if the license is solely suspended pursuant to:

(1) Minnesota Statutes 2020, section 169.92, subdivision 4, if the person did not appear
in court (i) in compliance with the terms of a citation for a petty misdemeanor, or (ii) for a
violation of Minnesota Statutes, section 171.24, subdivision 1;

(2) Minnesota Statutes 2020, section 171.16, subdivision 2, if the person was convicted
only under Minnesota Statutes, section 171.24, subdivision 1 or 2;

(3) Minnesota Statutes 2020, section 171.16, subdivision 3; or

(4) any combination of clauses (1), (2), and (3).

(b) By December 1, 2023, the commissioner must provide written notice to an individual
whose license has been made eligible for reinstatement under paragraph (a), addressed to
the licensee at the licensee's last known address.

(c) Notwithstanding any law to the contrary, before the license is reinstated, an individual
whose driver's license is eligible for reinstatement under paragraph (a) must pay a single
reinstatement fee of $20.

(d) The following applies for an individual who is eligible for reinstatement under
paragraph (a) and whose license was suspended, revoked, or canceled under any other
provision in Minnesota Statutes:

(1) the suspension, revocation, or cancellation under any other provision in Minnesota
Statutes remains in effect;

(2) subject to clause (1), the individual may become eligible for reinstatement under
paragraph (a); and

(3) the commissioner is not required to send the notice described in paragraph (b).

(e) Paragraph (a) applies notwithstanding Minnesota Statutes 2020, sections 169.92,
subsection 4, and 171.16, subdivision 2 or 3, or any other law to the contrary.

EFFECTIVE DATE. This section is effective August 1, 2023.
Sec. 60. MICROTRANSIT SERVICE.

From sales tax revenue, as defined in Minnesota Statutes, section 473.4465, subdivision 1, the Metropolitan Council must provide financial assistance to replacement service providers under Minnesota Statutes, section 473.388, for improvements related to demand response transit service. The council must make grants in fiscal year 2024 as follows:

1. $2,300,000 to Minnesota Valley Transit Authority for vehicle costs;
2. $5,700,000 to Minnesota Valley Transit Authority for infrastructure and other capital costs; and
3. $1,000,000 to SouthWest Transit for vehicle costs.

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

Sec. 61. FINANCIAL REVIEW OF NONPROFIT GRANT RECIPIENTS REQUIRED.

Subdivision 1. Financial review required. (a) Before awarding a competitive, legislatively named, single source, or sole source grant to a nonprofit organization under this act, the grantor must require the applicant to submit financial information sufficient for the grantor to document and assess the applicant's current financial standing and management. Items of significant concern must be addressed with the applicant and resolved to the satisfaction of the grantor before a grant is awarded. The grantor must review the following information:

(b) At a minimum, the grantor must require each applicant to provide the following information:

1. the applicant's most recent Form 990, Form 990-EZ, or Form 990-N filed with the Internal Revenue Service. If the applicant has not been in existence long enough or is not required to file Form 990, Form 990-EZ, or Form 990-N, the applicant must demonstrate

1. the grantee's history of performing duties similar to those required by the grant,
2. whether the size of the grant requires the grantee to perform services at a significantly increased scale, and whether the size of the grant will require significant changes to the operation of the grantee's organization;

Subd. 2. Financial information required; determination of ability to perform. Before an agency awards a competitive, legislatively named, single source, or sole source grant, the agency must assess the risk that a grantee cannot or would not perform the required duties. In making this assessment, the agency must review the following information:

1. the grantee's history of performing duties similar to those required by the grant, whether the size of the grant requires the grantee to perform services at a significantly increased scale, and whether the size of the grant will require significant changes to the operation of the grantee's organization;

1. the grantee's history of performing duties similar to those required by the grant, whether the size of the grant requires the grantee to perform services at a significantly increased scale, and whether the size of the grant will require significant changes to the operation of the grantee's organization;
to the grantor that the applicant is exempt and must instead submit documentation of internal
controls and the applicant's most recent financial statement prepared in accordance with
generally accepted accounting principles and approved by the applicant's board of directors
or trustees or, if there is no such board, by the applicant's managing group;

(2) evidence of registration and good standing with the secretary of state under Minnesota
Statutes, chapter 317A, or other applicable law;

(3) unless exempt under Minnesota Statutes, section 309.515, evidence of registration
and good standing with the attorney general under Minnesota Statutes, chapter 309;

(4) if required under Minnesota Statutes, section 309.53, subdivision 3, the applicant's
most recent audited financial statement prepared in accordance with generally accepted
accounting principles;

Subd. 2. Authority to postpone or forgo. Notwithstanding any contrary provision in
this act, a grantor that identifies an area of significant concern regarding the financial standing
or management of a legislatively named applicant may postpone or forgo awarding the
grant;

Subd. 3. Authority to award subject to additional assistance and oversight. A grantor
that identifies an area of significant concern regarding an applicant's financial standing or
management may award a grant to the applicant if the grantor provides or the grantee
otherwise obtains additional technical assistance, as needed, and the grantor imposes
additional requirements in the grant agreement. Additional requirements may include but
are not limited to enhanced monitoring, additional reporting, or other reasonable requirements
imposed by the grantor to protect the interests of the state;

Subd. 4. Relation to other law and policy. The requirements in this section are in
addition to any other requirements imposed by law, the commissioner of administration
under Minnesota Statutes, sections 16B.97 to 16B.98; or agency policy.

Subd. 5. Agency authority to not award grant. If an agency determines that there is
an appreciable risk that a grantee receiving a competitive, single source, or sole source grant
cannot or would not perform the required duties under the grant agreement, the agency must
notify the grantee and the commissioner of administration and give the grantee an opportunity
to respond to the agency's concerns. If the grantee does not satisfy the agency's concerns
within 45 days, the agency must not award the grant.

Subd. 6. Certification, provided by the grantee, that none of its principals have been convicted
of a financial crime.

Subd. 8. Effect. The requirements of this section are in addition to other requirements
imposed by law; the commissioner of administration under Minnesota Statutes, sections
16B.97 to 16B.98; or agency grant policy.

Subd. 4. Assistance from administration. An agency without adequate resources or
experience to perform obligations under this section may contract with the commissioner
of administration to perform the agency's duties under this section.

Grantee must demonstrate to the grantor's satisfaction that the grantee is exempt and must
instead submit the grantee's most recent board-reviewed financial statements and
documentation of internal controls;

(3) for a for-profit business, three years of federal and state tax returns, current financial
statements, certification that the business is not under bankruptcy proceedings, and disclosure
of any liens on its assets. If a business has not been in business long enough to have three
years of tax returns, the grantee must demonstrate to the grantor's satisfaction that the grantee
has appropriate internal financial controls;

(4) evidence of registration and good standing with the secretary of state under Minnesota
Statutes, chapter 317A, or other applicable law;

(5) if the grantee's total annual revenue exceeds $750,000, the grantee's most recent
financial audit performed by an independent third party in accordance with generally accepted
accounting principles; and

(6) certification, provided by the grantee, that none of its principals have been convicted
of a financial crime.

The requirements in this section are in addition to any other requirements imposed by law;
the commissioner of administration under Minnesota Statutes, sections
16B.97 to 16B.98; or agency policy.
Subd. 6. Legislatively named grantees. If an agency determines that there is an appreciable risk that a grantee receiving a legislatively named grant cannot or would not perform the required duties under the grant agreement, the agency must notify the grantee, the commissioner of administration, and the chair and ranking minority members of Ways and Means Committee in the house of representatives, the chairs and ranking minority members of the Finance Committee in the senate, and the chairs and ranking minority members of the committees in the house of representatives and the senate with primary jurisdiction over the bill in which the money for the grant was appropriated. The agency must give the grantee an opportunity to respond to the agency’s concerns. If the grantee does not satisfy the agency’s concerns within 45 days, the agency must delay award of the grant until adjournment of the next regular or special legislative session.

Subd. 7. Subgrants. If a grantee will disburse the money received from the grant to other organizations to perform duties required under the grant agreement, the agency must be a party to agreements between the grantee and a subgrantee. Before entering agreements for subgrants, the agency must perform the financial review required under this section with respect to the subgrantees.
Subd. 3. Duties. At a minimum, the working group must:

(1) assess the current status and capability of transit signal priority systems among the relevant road authorities;

(2) identify key barriers and constraints and measures to address the barriers;

(3) explore methods for ongoing coordination among the relevant road authorities;

(4) estimate costs of potential improvements; and

(5) develop a proposal or recommendations to implement transit signal priority systems and related transit advantage improvements, including a prioritized listing of locations or routes.

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

Subd. 5. Report. By December 15, 2023, the Metropolitan Council must submit a report on transit signal priority system improvements to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. At a minimum, the report must summarize the results of the working group and provide information on each of the activities specified in subdivision 3.


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. 63. TRANSIT FARE ELIMINATION PILOT PROGRAM.

Subdivision 1. Pilot program established. From sales tax revenue, as defined in section 473.4465, subdivision 1, the Metropolitan Council must establish a pilot program to provide transit service free of charge for all riders, as specified in this section.

Subd. 2. Requirements. (a) The Metropolitan Council must implement the pilot program:

(1) from July 1, 2023, to December 31, 2024;

(2) for two regular route bus lines, which may include express bus and bus rapid transit;
on the entirety of each selected route; and
(4) during both peak and nonpeak service hours.

(b) The Metropolitan Council must prioritize transit lines to include in the pilot program based on routes with:

(1) the highest average daily ridership;
(2) the highest estimated proportions of low-income riders;
(3) the highest estimated proportions of riders who exclusively use transit; and
(4) significant connections to destinations and other high-ridership transit lines.

Subd. 3. Legislative report. (a) By February 15, 2025, the Metropolitan Council must submit a report on the pilot program to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance. At a minimum, the report must include:

(1) an overview of pilot program implementation;
(2) evaluation of the effects on (i) ridership, (ii) travel time, (iii) service equity, and (iv) rider experience and other measures of quality of life;
(3) a review of fiscal impacts, including foregone revenue, costs related to service changes, and potential cost efficiencies;
(4) analysis of barriers, best practices, economic impacts, and other relevant considerations; and
(5) any recommendations regarding any subsequent implementation of free transit service.

(b) For purposes of this subdivision, "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.

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.

NOTE: SECTIONS 34 AND 36 ARE FROM ARTICLE 6

Sec. 64. METRO MOBILITY ENHANCEMENT PILOT PROGRAM. Subdivision 1. Definition. For purposes of this section, "pilot program" means the Metro Mobility enhancement pilot program established in this section.
Subd. 2. Establishment. From sales tax revenue, as defined in Minnesota Statutes, section 473.4465, subdivision 1, the Metropolitan Council must implement a pilot program to enhance the existing service levels of Metro Mobility under Minnesota Statutes, section 473.386.

Subd. 3. Requirements. The pilot program must:

1. commence by September 1, 2023, and operate until December 31, 2025;
2. provide for advanced scheduling of enhanced Metro Mobility service;
3. to the extent feasible, provide service outside of the current Metro Mobility hours of service, as follows:
   (i) on weekdays from 6:00 a.m. to 10:00 p.m.;
   (ii) on Saturdays from 7:00 a.m. to 11:00 p.m.; and
   (iii) on Sundays from 7:00 a.m. to 10:00 p.m.;
4. cover the entirety of the geographic area specified in Minnesota Statutes, section 473.386, subdivision 3, clause (9); and
5. establish rider eligibility and fares in a manner that is substantially comparable to the requirements under Metro Mobility.

Subd. 4. Legislative report. By February 1, 2026, the Metropolitan Council must submit a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance concerning the pilot program. At a minimum, the report must:

1. summarize pilot program implementation;
2. provide a fiscal review that identifies uses of funds;
3. analyze results under the pilot program, including improvements to service and customer experience;
4. evaluate accessibility impacts and constraints for riders who use a wheelchair or otherwise require specialized equipment or service;
5. consider service models, technologies, partnership models, and anticipated industry changes;
6. identify findings, practices, and considerations for replication in communities throughout the state;
7. review any modifications under consideration, planned, or implemented for the Metro Mobility program; and

Subd. 2. Establishment. Subject to available funds, the Metropolitan Council must implement a pilot program to enhance the existing service levels of Metro Mobility under Minnesota Statutes, section 473.386.

Subd. 3. Requirements. The pilot program must:

1. commence by September 1, 2023, and operate until December 31, 2025;
2. provide for advanced scheduling of enhanced Metro Mobility service;
3. to the extent feasible, provide service outside of the current Metro Mobility hours of service, as follows:
   (i) on weekdays from 6:00 a.m. to 10:00 p.m.;
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6. identify findings, practices, and considerations for replication in communities throughout the state;
7. review any modifications under consideration, planned, or implemented for the Metro Mobility program; and
Subd. 2. Membership. (a) The task force consists of the following members:

1. four members of the senate, with two appointed by the senate majority leader and
   two appointed by the senate minority leader;

2. four members of the house of representatives, with two appointed by the speaker of
   the house and two appointed by the minority leader of the house of representatives;

3. one person representing cities in the metropolitan area, appointed by the Association
   of Metropolitan Municipalities;

4. one county commissioner representing counties in the metropolitan area, appointed
   by the Association of Minnesota Counties;

5. one person representing townships in the metropolitan area, appointed by the
   Minnesota Association of Townships;

6. one person representing an employee collective bargaining unit of the Metropolitan
   Council, appointed by the Minnesota AFL-CIO;

7. one person appointed by the governor;

8. one person representing transit, appointed by Move Minnesota;

9. one person representing institutions of higher education, appointed by the Office of
   Higher Education; and

10. two members of the public, appointed by the Legislative Coordinating Commission.
(b) The appointing authorities under paragraph (a) must make the appointments by July 15, 2023.

Subd. 2. Terms. Members of the charter commission shall hold office until February 15, 2024. Vacancies shall be filled by the appointing authority. Appointments shall be made by filing with the Metropolitan Council. An appointee shall file acceptance of the appointment with the Metropolitan Council within ten days or be considered to have declined the appointment.

Subd. 3. Chair; rules. The charter commission shall meet within 30 days after the initial appointment, elect a chair, and establish rules, including quorum requirements, for its operation and procedures.

Subd. 3. Chair; other officers. The task force shall elect from among its legislative members a chair and vice-chair and any other officers that the task force determines would be necessary or convenient.

Subd. 4. Duties. The task force shall study and evaluate options to reform and reconstitute governance of the Metropolitan Council. The study must include an analysis of the costs and benefits of:

(1) direct election of members to the Metropolitan Council;
(2) a combination of directly elected and appointed members to the Metropolitan Council;
(3) a council of governments which would replace the current Metropolitan Council;
(4) reapportioning responsibilities of the Metropolitan Council to state agencies and local units of government;
(5) adoption of a home rule charter for governance of the Metropolitan Council; and
(6) any other regional governance approaches that are viable alternatives to the current structure of the Metropolitan Council.

Subd. 5. State; metropolitan agencies must cooperate; subcommittees. The Metropolitan Council and state and metropolitan agencies shall cooperate with the task force and provide information requested in a timely fashion. The task force may establish

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(1) direct election of members to the Metropolitan Council;
(2) a combination of directly elected and appointed members to the Metropolitan Council;
(3) a council of governments which would replace the current Metropolitan Council;
(4) reapportioning responsibilities of the Metropolitan Council to state agencies and local units of government;
(5) adoption of a home rule charter for governance of the Metropolitan Council; and
(6) any other regional governance approaches that are viable alternatives to the current structure of the Metropolitan Council.

Subd. 5. State; metropolitan agencies must cooperate; subcommittees. The Metropolitan Council and state and metropolitan agencies shall cooperate with the task force and provide information requested in a timely fashion. The task force may establish
subcommittees and invite other stakeholders to participate in the task force's study and development of recommendations.

Subd. 6. Compensation. Member compensation and reimbursement for expenses are governed by Minnesota Statutes, section 15.059, subdivision 3.

Subd. 7. Grants. The task force may accept grant funds from any federal, state, local, or nongovernmental source to support its work and offset any costs, provided accepting the money does not create a conflict of interest for the task force or its members. The Legislative Coordinating Commission may administer any grant money given to the task force.

Subd. 8. Administrative support; staff. The Legislative Coordinating Commission must provide meeting space, administrative support, and staff support for the task force.

The task force may hold meetings in any publicly accessible location in the Capitol Complex that is equipped with technology that can facilitate remote testimony.

Subd. 9. Open meeting law. Meetings of the task force are subject to Minnesota Statutes, chapter 13D.

Subd. 10. Report. The task force shall report its findings and recommendations to the chairs and ranking minority members of the legislative committees with jurisdiction over Metropolitan Council or jurisdiction over the Metropolitan Council and metropolitan agencies. The report is due by February 1, 2024.

Subd. 11. Expiration. The task force expires on June 30, 2024.

EFFECTIVE DATE; EXPIRATION; APPLICATION. This section is effective the day following final enactment. Subdivision 5 applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.
(2) a determination of the costs to local and regional metropolitan area government services to implement efficient land use policies, including the costs to construct and maintain transportation and water infrastructure and emergency services;

(3) an analysis of how implementation of efficient land use policies would reduce future costs to local and regional metropolitan area government with regard to transportation and water infrastructure and emergency services;

(4) an assessment of transportation and related infrastructure necessary to facilitate efficient land use policies, including but not limited to estimations of road lane miles, utility miles, and land acreage necessary to facilitate such policies;

(5) an analysis of sewer access and water access charges and policies, including an analysis of the differences in the charges between property classifications and charges in urban, suburban, and rural areas;

(6) the estimated impact implementation of efficient land use policies would have on vehicle miles traveled, access to jobs in essential services, transit viability, and commute modal share in the metropolitan area; and

(7) any other data or analyses the Metropolitan Council deems relevant.

Subd. 4. Report. The Metropolitan Council must submit a copy of the study under this section to the chairs and ranking minority members of the legislative committees with jurisdiction over local government and transportation policy and finance by February 1, 2025.

NOTE: SECTION 24 IS FROM ARTICLE 6

Sec. 24. Minnesota Statutes 2022, section 473.859, subdivision 2, is amended to read:

(a) A land use plan shall include the water management plan required by section 103B.235, and shall designate the existing and proposed location, intensity and extent of use of land and water, including lakes, wetlands, rivers, streams, natural drainage courses, and adjoining land areas that affect water natural resources, for agricultural, residential, commercial, industrial and other public and private purposes, or any combination of such purposes.

(b) A land use plan shall contain a protection element, as appropriate, for historic sites, the matters listed in the water management plan required by section 103B.235, and an element for protection and development of access to direct sunlight for solar energy systems.

(c) A land use plan shall also include a housing element containing standards, plans and programs for providing adequate housing opportunities to meet existing and projected local and regional housing needs, including but not limited to the use of official controls and land
use planning to promote the availability of land for the development of low and moderate
income housing.

(d) A land use plan shall also include the local government's goals, intentions, and
priorities concerning aggregate and other natural resources, transportation infrastructure,
land use compatibility, habitat, agricultural preservation, and other planning priorities,
considering information regarding supply from the Minnesota Geological Survey Information
Circular No. 46.

(e) A land use plan shall also include forecasts pertaining to greenhouse gas emissions
and vehicle miles traveled that are generated from activity that occurs within the local
government's jurisdiction, including from transportation, land use, energy use, solid waste,
livestock, and agriculture, and the estimated impact of strategies that reduce or naturally
sequester greenhouse gas emissions across sectors. The forecasts under this paragraph must
analyze both efficient land use and compact growth scenarios.

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. 63. LEGISLATIVE REPORT; SPEED SAFETY CAMERAS.
(a) By January 3, 2024, the commissioner of public safety must submit a report to the
chiefs and ranking minority members of the legislative committees with jurisdiction over
transportation policy and finance that identifies a process and associated policies for issuance
of a mailed citation to the owner or lessee of a motor vehicle that a speed safety camera
system detects is operated in violation of a speed limit.
(b) The commissioner must convene a task force to assist in the development of the
report. The task force must include the Advisory Council on Traffic Safety under Minnesota
Statutes, section 4.076, a representative from the Minnesota County Attorneys Association,
and a person with expertise in data privacy and may include other members as the commissioner
determines are necessary to develop the report.
(c) At a minimum, the report must include consideration and analysis of:
(1) methods to identify the owner, operator, and any lessee of the motor vehicle;
(2) compliance with federal enforcement requirements related to holders of a commercial
driver's license;
(3) authority of individuals who are not peace officers to issue citations;
(4) data practices, including but not limited to concerns related to data privacy;
(5) due process, an appeals process, and the judicial system;
(6) technology options, constraints, and factors;
(7) other legal issues; and
(8) recommendations regarding implementation, including but not limited to any legislative proposal and information on implementation costs.

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

Sec. 66. SENATOR SCOTT J. NEWMAN SCENIC BOULEVARD.

Notwithstanding Minnesota Statutes, section 10.49, Whiskey Road in Saint Louis County is renamed as "Senator Scott J. Newman Scenic Boulevard."

Sec. 68. VEHICLE REGISTRATION RATES STUDY REQUIRED.
By January 1, 2024, the commissioners of management and budget and public safety, in consultation with the State Patrol, must report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation finance and policy. The report must examine current and historical vehicle registration rates and provide a projection about anticipated vehicle registration revenues for the next ten years. The report must analyze the factors behind declining vehicle registration and vehicle registration renewal rates, including (1) where Minnesota's vehicle registration fees rank amongst other states and (2) enforcement of Minnesota Statutes, section 168.36, by local law enforcement.

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

The revisor of statutes must change the terms "driver services operating account" and "vehicle services operating account" to "driver and vehicle services operating account" wherever the terms appear in Minnesota Statutes. The revisor must change any references to Minnesota Statutes, section 299A.705, subdivision 2, to reference Minnesota Statutes, section 299A.705, subdivision 1, and correct any related cross-references made necessary by the changes in this act.

Sec. 69. REVISOR INSTRUCTION.
The revisor of statutes shall recodify Minnesota Statutes, section 115E.042, subdivision 2, as Minnesota Statutes, section 219.055, subdivision 2a, and Minnesota Statutes, section 115E.042, subdivision 3, as Minnesota Statutes, section 219.055, subdivision 3a. The revisor shall correct any cross-references made necessary by this recodification.

Sec. 70. REPEALER.
(a) Minnesota Statutes 2022, sections 167.45; and 360.915, subdivision 5, are repealed.
(b) Minnesota Statutes 2022, sections 168B.15; and 169.829, subdivision 2, are repealed.
(c) Minnesota Rules, parts 7411.0530, and 7411.0535, are repealed.
80.23 Minnesota Statutes 2022, sections 168.121, subdivision 5; 168.1282, subdivision 5; 168.1294, subdivision 5; 168.1299, subdivision 4; and 299A.705, subdivision 2, are repealed.

189.13 EFFECTIVE DATE. Paragraph (b) is effective August 1, 2023. Paragraph (c) is effective July 1, 2023.