## ARTICLE 1

### TRANSPORTATION APPROPRIATIONS

#### Section 1

The sums shown in the columns marked "Appropriations" are added to the appropriations in Laws 2023, chapter 68, article 1, to the agencies and for the purposes specified in this article. The appropriations are from the trunk highway fund, or another named fund, and are available for the fiscal years indicated for each purpose. Amounts for "Total Appropriation" and sums shown in the corresponding columns marked "Appropriations by Fund" are summary only and do not have legal effect. The figures "2024" and "2025" used in this article mean that the appropriations listed under them are available for the fiscal year ending June 30, 2024, or June 30, 2025, respectively. Each year is each of fiscal years 2024 and 2025.

<table>
<thead>
<tr>
<th>Subdivision 1</th>
<th>Total Appropriation</th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appropriations by Fund</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General</td>
<td>$9,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>$78,750,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Special Revenue</td>
<td>$3,750,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The appropriations in this section are to the commissioner of transportation.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
The amounts that may be spent for each purpose are specified in the following subdivisions.

Subd. 2. Multimodal Systems

(a) Transit

This appropriation is from the general fund for the zero-emission transit bus transition plan under Minnesota Statutes, section 174.249. This is a onetime appropriation.

(b) Freight

This appropriation is from the general fund for the commercial driver workforce study established in article 2, section 129. With the approval of the commissioner of transportation, any portion of this appropriation is available to the commissioner of public safety. This is a onetime appropriation and is available until June 30, 2026.

Subd. 3. State Road Construction

(a) Operations and Maintenance

$300,000 in fiscal year 2025 is for rumble strips under Minnesota Statutes, section 161.1258.

$1,000,000 in fiscal year 2025 is for landscaping improvements under the Department of Transportation’s community roadside landscape partnership program, with prioritization of tree planting as feasible.

(b) Program Planning and Research

$3,000,000 in fiscal year 2025 is for implementation and development of statewide programs.
and regional travel demand modeling related to the requirements under Minnesota Statutes, section 161.178. This is a onetime appropriation and is available until June 30, 2026.

$800,000 in fiscal year 2025 is for one or more grants to metropolitan planning organizations outside the metropolitan area, as defined in Minnesota Statutes, section 473.121, subdivision 2, for modeling activities related to the requirements under Minnesota Statutes, section 161.178. This is a onetime appropriation.

$1,000,000 is from the general fund for the traffic safety camera pilot program under Minnesota Statutes, section 169.147, and the evaluation and legislative report under article 2, section 143. With the approval of the commissioner of transportation, any portion of this appropriation is available to the commissioner of public safety. This is a onetime appropriation and is available until June 30, 2029.

$105,000 in fiscal year 2025 is for the cost of staff time to coordinate with the Public Utilities Commission relating to placement of high voltage transmission lines along trunk highways.

$100,000 in fiscal year 2025 is from the general fund for the purchase of autonomous mowing equipment for industrial use. This is a onetime appropriation.

(b) State Road Construction

$20,000,000 in fiscal year 2025 is for the actual construction, reconstruction, and improvement of trunk highways, including design-build contracts, internal department costs associated with delivering the
construction program, consultant usage to
support these activities, and the cost of actual
payments to landowners for lands acquired
for trunk highway rights-of-way, payment to
lessees, interest subsidies, and relocation
expenses. The base for this appropriation is
$10,000,000 in each of fiscal years 2026 and
2027, and $0 thereafter.

(c) Corridors of Commerce

This appropriation is for the corridors of
commerce program under Minnesota Statutes,
section 161.088. The commissioner may use
up to 17 percent of the amount in each year
for program delivery. The base for this
appropriation is $10,000,000 in fiscal year
2026 and $60,000,000 in fiscal year 2027.

Subd. 4. Trunk Highway 65

$1,000,000 in fiscal year 2025 is from the
trunk highway fund for one or more grants to
the city of Blaine, Anoka County, or both, for
predesign and design of intersection safety
improvements along marked Trunk Highway
65 from the interchange with marked U.S.
Highway 10 to 99th Avenue Northeast in the
city of Blaine. This is a onetime appropriation.

Subd. 5. Mississippi Skyway Trail Bridge

Notwithstanding the requirements under
Minnesota Statutes, section 174.38,
subdivision 3, paragraph (a), this appropriation
is from the active transportation account in
the special revenue fund for a grant to the city
of Ramsey for design, environmental analysis,
site preparation, and construction of the
Mississippi Skyway Trail Bridge over marked
U.S. Highways 10 and 169 in Ramsey to
provide for a grade-separated crossing by
4.30 pedestrians and nonmotorized vehicles. This is a onetime appropriation.

5.14 $10,000,000 in fiscal year 2025 is for the acquisition, environmental analysis, predesign, design, engineering, construction, and improvement of trunk highway bridges, including design-build contracts, program delivery, consultant usage to support these activities, and the cost of payments to landowners for lands acquired for trunk highway rights-of-way. Projects to construct, reconstruct, or improve trunk highway bridges from this appropriation must follow eligible investment priorities identified in the Minnesota State Highway Investment Plan under Minnesota Statutes, section 174.03, subdivision 1c. The commissioner may use up to 17 percent of this appropriation for program delivery. This is a onetime appropriation and is available until June 30, 2028.

5.29 onetime appropriation.

5.30

NOTE: THIS RIDER IS FROM SUBDIVISION 3, PARAGRAPH (B)
4.30 parking information management system
4.31 equipment at Department of
4.32 Transportation-owned parking rest area
4.33 locations. This is a onetime appropriation and
4.34 is available until June 30, 2028.

5.29 expanded truck parking at Big Spunk in Avon
5.30 and Enfield Rest Areas and for the
5.31 rehabilitation or replacement of truck parking
5.32 information management system equipment
5.33 at Department of Transportation-owned
5.34 parking rest area locations. This is a onetime
5.35 appropriation.

5.32 information management system equipment
5.33 at Department of Transportation-owned
5.34 parking rest area locations. This is a onetime
5.35 appropriation.

11.4 Sec. 14. TRANSFERS.
11.5 $20,000,000 in fiscal year 2025 is transferred from the general fund to the small cities assistance account under Minnesota Statutes, section 162.145; subdivision 2. This is a onetime transfer. The amount transferred under this section must be allocated and distributed pursuant to Minnesota Statutes, section 162.145, in the July 2024 payment.

6.4 Sec. 3. METROPOLITAN COUNCIL
6.5 $1,350,000 in fiscal year 2025 is for design, construction, and equipment required to upgrade the physical security elements and systems for the Department of Transportation building, attached tunnel systems, surrounding grounds, and parking facilities as identified in the 2017 Minnesota State Capitol complex physical security predesign and the updated assessment completed in 2022. This is a onetime appropriation and is available until June 30, 2028.

6.2 Subd. 9. Facilities Capital Program
6.3 This appropriation is for the transportation facilities capital program under Minnesota Statutes, section 174.595. This is a onetime appropriation.

6.12 (b) Buildings
6.13 $20,100,000 in fiscal year 2025 is for the transportation facilities capital improvement program under Minnesota Statutes, section 174.595. This is a onetime appropriation and is available until June 30, 2028.
The appropriation in this section is from the general fund to the Metropolitan Council.

$1,000,000 in fiscal year 2025 is for a grant to the Ramsey County Regional Railroad Authority for a portion of the costs of insurance coverage related to rail-related incidents occurring at Union Depot in the city of St. Paul. This is a onetime appropriation.

This appropriation is for a grant to Hennepin County to administer the Blue Line light rail transit extension antidisplacement community prosperity program under article 2, sections 12b and 12c. This is a onetime appropriation and is available until June 30, 2027. Notwithstanding Minnesota Statutes, section 16B.99, subdivision 14, the council must not use any amount of this appropriation for administrative costs.

Sec. 4. DEPARTMENT OF PUBLIC SAFETY

Subdivision 1. Total Appropriation $ 5,380,000

Appropriations by Fund

<table>
<thead>
<tr>
<th>Fund</th>
<th>2024</th>
<th>2025</th>
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<tr>
<td>General</td>
<td>0</td>
<td>500,000</td>
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<tr>
<td>Special Revenue</td>
<td>0</td>
<td>2,511,000</td>
</tr>
</tbody>
</table>

The amounts that may be spent for each purpose are specified in the following subdivisions.
Subd. 2. Driver Services

$1,211,000 in fiscal year 2025 is for staff and related operating costs for the intensive testing program under Minnesota Statutes, section 171.307.

$2,969,000 in fiscal year 2025 is for staff and related operating costs to support testing at driver's license examination stations.

Subd. 2. Driver Services

$2,099,000 in fiscal year 2025 is from the driver and vehicle services operating account in the special revenue fund for additional staff and related operating costs to support testing at driver's license examination stations.

$2,900,000 in fiscal year 2025 is for staff and related operating costs to support testing at driver's license examination stations.

Subd. 2. Traffic Safety

$100,000 in fiscal year 2025 is from the driver and vehicle services operating account in the special revenue fund for costs related to the special license plate review committee study and report under article 2, section 141. This is a one-time appropriation and is available until June 30, 2026.

$172,000 in fiscal year 2025 is from the driver and vehicle services operating account in the special revenue fund for costs related to translating written materials and providing them to driver's license agents and deputy registrars as required under article 2, section 131. This is a one-time appropriation.

Subd. 3. Traffic Safety

$1,200,000 in fiscal year 2025 is for the Lights On! microgrant program to administer and operate the grant program. This

$1,200,000 in fiscal year 2025 is for the Lights On! grant program under Minnesota Statutes, section 169.515. The commissioner, through the Office of Traffic Safety, must contract with the Lights On! microgrant program to administer and operate the grant program. This
Sec. 5. Laws 2021, First Special Session chapter 5, article 1, section 2, subdivision 2, is amended to read:

Subd. 2. Multimodal Systems

(a) Aeronautics

(1) Airport Development and Assistance

Appropriations by Fund

<table>
<thead>
<tr>
<th>Year</th>
<th>General</th>
<th>Airports</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>5,600,000</td>
<td>18,598,000</td>
</tr>
<tr>
<td>2023</td>
<td>0</td>
<td>18,598,000</td>
</tr>
</tbody>
</table>

This appropriation is from the state airports fund and must be spent according to Minnesota Statutes, section 360.395, subdivision 4.

$5,600,000 in fiscal year 2022 is from the general fund for a grant to the city of Karlstad for the acquisition of land, predesign, design, engineering, and construction of a primary airport runway. This appropriation is for Phase 1 of the project.

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

16B.98, subdivision 14, the commissioner may use up to two percent of this appropriation for administrative costs. This is a onetime appropriation.

$200,000 in fiscal year 2025 is appropriated from the motorcycle safety account in the special revenue fund for the public education campaign on motorcycle operation under article 2, section 134. This is a onetime appropriation.

is a onetime appropriation and is available until June 30, 2026.
If the commissioner of transportation determines that a balance remains in the state airports fund following the appropriations made in this article and that the appropriations made are insufficient for advancing airport development and assistance projects, an amount necessary to advance the projects, not to exceed the balance in the state airports fund, is appropriated in each year to the commissioner and must be spent according to Minnesota Statutes, section 360.305, subdivision 4. Within two weeks of a determination under this contingent appropriation, the commissioner of transportation must notify the commissioner of management and budget and the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance concerning the funds appropriated. Funds appropriated under this contingent appropriation do not adjust the base for fiscal years 2024 and 2025.

(2) Aviation Support Services

<table>
<thead>
<tr>
<th>Appropriations by Fund</th>
<th>2023</th>
<th>2024</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>1,650,000</td>
<td>1,650,000</td>
</tr>
<tr>
<td>Airports</td>
<td>6,690,000</td>
<td>6,690,000</td>
</tr>
</tbody>
</table>

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

(3) Civil Air Patrol

<table>
<thead>
<tr>
<th></th>
<th>2023</th>
<th>2024</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civil Air Patrol</td>
<td>80,000</td>
<td>80,000</td>
</tr>
</tbody>
</table>
This appropriation is from the state airports fund for the Civil Air Patrol.

(b) Transit and Active Transportation

This appropriation is from the general fund.

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

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

(c) Safe Routes to School

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

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

(d) Passenger Rail

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

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

(e) Freight

<table>
<thead>
<tr>
<th>Appropriations by Fund</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>2,464,000</td>
<td>1,445,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>5,878,000</td>
<td>5,878,000</td>
</tr>
</tbody>
</table>

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

$350,000 in fiscal year 2022 and $287,000 in fiscal year 2023 are from the general fund for two additional rail safety inspectors in the state rail safety inspection program under Minnesota Statutes, section 219.015. In each year, the commissioner must not increase the total assessment amount under Minnesota Statutes, section 219.015, subdivision 2, from the most recent assessment amount.

Sec. 15. Laws 2023, chapter 68, article 1, section 2, subdivision 4, is amended to read:

Subd. 4. Local Roads

(a) County State-Aid Highways

|                | 917,782,000 | 991,615,000 |

This appropriation is from the county state-aid highway fund under Minnesota Statutes, sections 161.081, 174.49, and 297A.815.
subdivision 3, and chapter 162, and is
available until June 30, 2033.

If the commissioner of transportation
determines that a balance remains in the
county state-aid highway fund following the
appropriations and transfers made in this
paragraph and that the appropriations made
are insufficient for advancing county state-aid
highway projects, an amount necessary to
advance the projects, not to exceed the balance
in the county state-aid highway fund, is
appropriated in each year to the commissioner.

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

(b) Municipal State-Aid Streets

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

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

(c) Other Local Roads

(1) Local Bridges

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

(2) Local Road Improvement

This appropriation is from the general fund
for construction and reconstruction of local
roads under Minnesota Statutes, section
174.52. This is a onetime appropriation and
is available until June 30, 2027.

(3) Local Transportation Disaster Support

This appropriation is from the general fund to
provide:

(i) a cost-share for federal assistance from the
Federal Highway Administration for the
emergency relief program under United States
Code; title 23, section 125; and

(ii) assistance for roadway damage on the
state-aid or federal-aid system associated with
state or federally declared disasters ineligible
for assistance from existing state and federal disaster programs.

Of the appropriation in fiscal year 2024, $3,300,000 is onetime and is available until June 30, 2027.

(4) Metropolitan Counties

This appropriation is from the general fund for distribution to metropolitan counties as provided under Minnesota Statutes, section 174.49, subdivision 5; for use in conformance with the requirements under Minnesota Statutes, section 174.49, subdivision 6.

Sec. 16. Laws 2023, chapter 68, article 1, section 3, subdivision 2, is amended to read:

Subd. 2. Transit System Operations

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

$50,000,000 in fiscal year 2024 is for a grant to Hennepin County for the Blue Line light rail transit extension project, including but not limited to predesign, design, engineering, environmental analysis and mitigation, right-of-way acquisition, construction, and acquisition of rolling stock. Of this amount, $40,000,000 is available only upon entering a full funding grant agreement with the Federal Transit Administration by June 30, 2027. This is a onetime appropriation and is available until June 30, 2030.

$3,000,000 in fiscal year 2024 is for highway bus rapid transit project development in the marked U.S. Highway 169 and marked Trunk Highway 55 corridors, including but not limited to feasibility study, predesign, design,
14.25 engineering, environmental analysis and
14.26 remediation, and right-of-way acquisition.

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

14.28 Sec. 17. Laws 2023, chapter 68, article 1, section 17, subdivision 7, is amended to read:

14.29 Subd. 7. U.S. Highway 52 box culvert underpass; Dakota County. $2,000,000 in fiscal year 2024 is appropriated from the general fund to the commissioner of transportation for preliminary and final design, planning, engineering, environmental analysis, acquisition of permanent easements and rights-of-way, and construction of a box culvert underpass or an alternative option near marked U.S. Highway 52 and Dakota County Road 6 State-Aid Highway 66 near the Hmong American Farmers Association in the township of Vermillion. This is a onetime appropriation and is available until June 30, 2027.

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

15.2 Sec. 19. Laws 2023, chapter 68, article 2, section 2, subdivision 3, is amended to read:

15.23 Subd. 3. Transportation Facilities Capital Improvements

This appropriation is for capital improvements to Department of Transportation facilities. The improvements must: (1) support the programmatic mission of the department; (2) extend the useful life of existing buildings; or (3) renovate or construct facilities to meet the department's current and future operational needs, the transportation facilities capital program under Minnesota Statutes, section 174.595.

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

15.4 Sec. 20. Laws 2023, chapter 68, article 2, section 2, subdivision 4, is amended to read:

15.24 Subd. 4. Trunk Highway 65; Anoka County

This appropriation is for one or more grants to the city of Blaine, Anoka County, or both for the predesign, right-of-way acquisition, design, engineering, and construction of intersection improvements along Trunk Highway 65 at 99th Avenue Northeast; 105th Avenue Northeast; Anoka County State-Aid

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**TRANSPORTATION FINANCE**

House Language H5242-3  Senate Language UEH5242-1

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Highway 12; 109th Avenue Northeast; 117th Avenue Northeast; and the associated frontage roads and backage roads within the trunk highway system.

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

Sec. 21. Laws 2023, chapter 68, article 2, section 2, subdivision 5, is amended to read:

Subd. 5. U.S. Highway 10; Coon Rapids

This appropriation is for a grant to Anoka County for preliminary engineering, environmental analysis; final design, right-of-way acquisition; construction; and construction administration of a third travel lane in each direction of marked U.S. Highway 10 from east of the interchange with Hanson Boulevard to Round Lake Boulevard in the city of Coon Rapids.

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

Sec. 22. Laws 2023, chapter 68, article 2, section 2, subdivision 7, is amended to read:

Subd. 7. U.S. Highway 169 Interchange; Scott County

This appropriation is for a grant to Scott County to design and construct trunk highway improvements associated with an interchange at U.S. Highway 169, marked Trunk Highway 282, and Scott County State-Aid Highway 9 in the city of Jordan, including accommodations for bicycles and pedestrians and for bridge and road construction.

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

Sec. 23. Laws 2023, chapter 68, article 2, section 2, subdivision 9, is amended to read:

Subd. 9. U.S. Highway 8; Chisago County

This appropriation is for a grant to Chisago County for predesign, design, engineering, and reconstruction of marked U.S. Highway 8.

Sec. 24. Laws 2023, chapter 68, article 2, section 2, subdivision 10, is amended to read:

Subd. 10. U.S. Highway 10; 109th Avenue Northeast

This appropriation is for a grant to Anoka County for preliminary engineering, environmental analysis; final design, right-of-way acquisition; construction; and construction administration of a third travel lane in each direction of marked U.S. Highway 10 from east of the interchange with Hanson Boulevard to Round Lake Boulevard in the city of Coon Rapids.

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

Sec. 25. Laws 2023, chapter 68, article 2, section 2, subdivision 11, is amended to read:

Subd. 11. U.S. Highway 169 Interchange; Scott County

This appropriation is for a grant to Scott County to design and construct trunk highway improvements associated with an interchange at U.S. Highway 169, marked Trunk Highway 282, and Scott County State-Aid Highway 9 in the city of Jordan, including accommodations for bicycles and pedestrians and for bridge and road construction.

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

Sec. 26. Laws 2023, chapter 68, article 2, section 2, subdivision 12, is amended to read:

Subd. 12. U.S. Highway 8; Chisago County

This appropriation is for a grant to Chisago County for predesign, design, engineering, and reconstruction of marked U.S. Highway 8.
8 from Karmel Avenue in Chisago City to marked Interstate Highway 35, including pedestrian and bike trails along and crossings of this segment of marked U.S. Highway 8. The reconstruction project may include expanding segments of marked U.S. Highway 8 to four lanes, constructing or reconstructing frontage roads and backage roads, and realigning local roads to consolidate, remove, and relocate access onto and off of U.S. Highway 8. This appropriation is for the portion of the project that is eligible for use of proceeds of trunk highway bonds. This appropriation is not available until the commissioner of management and budget determines that sufficient resources have been committed from nonstate sources to complete the project.

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

Sec. 5. APPROPRIATION; DEPARTMENT OF COMMERCE.

$46,000 in fiscal year 2025 is appropriated from the general fund to the commissioner of commerce for an environmental review conducted by the Department of Commerce Energy Environmental Review and Analysis unit, relating to the placement of high voltage transmission lines along trunk highway rights-of-way.

Sec. 6. APPROPRIATION; DEPARTMENT OF TRANSPORTATION.

$15,560,000 in fiscal year 2024 is appropriated from the general fund to the commissioner of transportation for trunk highway and local road projects, which may include but are not limited to feasibility and corridor studies, project development, predesign, preliminary and final design, engineering, environmental analysis and mitigation, right-of-way acquisition, construction, and associated infrastructure improvements. This appropriation is available for grants to local units of government. The commissioner may establish that a grant under this section does not require a nonstate contribution. This is a onetime appropriation and is available until June 30, 2029.

**EFFECTIVE DATE.** This section is effective the day following final enactment.
Sec. 6. APPROPRIATION CANCELLATION.

$24,800,000 of the appropriation in fiscal year 2024 from the general fund for Infrastructure Investment and Jobs Act (IIJA) discretionary matches under Laws 2023, chapter 68, article 1, subdivision 5, paragraph (a), is canceled to the general fund on June 29, 2024.

Sec. 8. APPROPRIATION; DYNAMIC TRANSPORTATION OPTIONS STUDY.

$300,000 in fiscal year 2025 is appropriated from the general fund to the commissioner of transportation to conduct the dynamic transportation options study specified in article 2, section 132. This is a onetime appropriation and is available until June 30, 2026.

Sec. 10. APPROPRIATION; OTHER ROADWAY SYSTEM.

(a) $4,000,000 in fiscal year 2025 is appropriated from the general fund to the commissioner of transportation for a grant to a political subdivision that (1) has a directly elected governing board, (2) is contained within a city of the first class, and (3) maintains sole jurisdiction over a roadway system within the city. This appropriation is for the design, engineering, construction, and reconstruction of roads on the roadway system. This is a onetime appropriation and is available until June 30, 2027.

(b) Notwithstanding Minnesota Statutes, section 16B.98, subdivision 14, the commissioner must not use any amount of this appropriation for administrative costs.
Sec. 11. **APPROPRIATION; TRUNK HIGHWAY 7 TRANSPORTATION MANAGEMENT ORGANIZATION.**

$200,000 in fiscal year 2025 is appropriated from the general fund to the commissioner of transportation for a grant to the city of Shorewood to develop a transportation management organization along the marked Trunk Highway 7 corridor from the western border of Hennepin County to Interstate Highway 494. Money under this section is available for developing a comprehensive study and financial plan for a transportation management organization in the cities and school districts along this corridor and connecting roadways.

The study must assess how the transportation management organization can develop resources to meet the corridor's growing and changing transportation needs and prioritize transportation-related challenges that affect vehicle, pedestrian, and bicycle safety; the region's workforce; access to health care and schools; and quality of life. This is a onetime appropriation. Notwithstanding Minnesota Statutes, section 16B.98, subdivision 14, the commissioner must not use any amount of this appropriation for administrative costs.

Sec. 12. **APPROPRIATION; TRUNK HIGHWAY 55.**

$2,000,000 in fiscal year 2025 is appropriated from the trunk highway fund to the commissioner of transportation for an updated environmental impact statement relating to the reconstruction of marked Trunk Highway 55 from Hennepin County State-Aid Highway 19, north of the city of Loretto, to Hennepin County Road 118 near the city of Medina. This is a onetime appropriation and is available until June 30, 2026.

Sec. 13. **APPROPRIATION; UNIVERSITY OF MINNESOTA.**

$350,000 in fiscal year 2025 is appropriated from the general fund to the Board of Regents of the University of Minnesota for the Center for Transportation Studies to conduct the study and produce the report on a clean transportation standard in Minnesota, as required under article 2, section 137. This is a onetime appropriation and is available until June 30, 2026.

ARTICLE 2

TRANSPORTATION FINANCE

Section 1. Minnesota Statutes 2022, section 13.6905, is amended by adding a subdivision to read:

Subd. 38. Intensive testing program data; Data on participants in the intensive testing program are governed by section 171.307, subdivision 7.

EFFECTIVE DATE. This section is effective August 1, 2024.
Section 1. Minnesota Statutes 2022, section 13.6905, is amended by adding a subdivision to read:

Subd. 39. Traffic safety camera data. Data related to traffic safety cameras are governed by section 169.147, subdivisions 14 to 16.

Sec. 2. Minnesota Statutes 2022, section 13.824, subdivision 1, is amended to read:

Subdivision 1. Definition Definitions. As used in this section, the following terms have the meanings given:

(b) "Automated license plate reader" means an electronic device mounted on a law enforcement vehicle or positioned in a stationary location that is capable of recording data on, or taking a photograph of, a vehicle or its license plate and comparing the collected data and photographs to existing law enforcement databases for investigative purposes. Automated license plate reader includes a device that is owned or operated by a person who is not a government entity to the extent that data collected by the reader are shared with a law enforcement agency. Automated license plate reader does not include a traffic safety camera system.

(c) "Traffic safety camera system" has the meaning given in section 169.011, subdivision 85a.

Sec. 3. Minnesota Statutes 2022, section 13.824, is amended by adding a subdivision to read:

Subd. 2a. Limitations; certain camera systems. A person must not use a traffic safety camera system for purposes of this section.

Sec. 4. Minnesota Statutes 2023 Supplement, section 123B.935, subdivision 1, is amended to read:

Subdivision 1. Training required. (a) Each district must provide public school pupils enrolled in kindergarten through grade 3 with age-appropriate active transportation safety training. At a minimum, the training must include pedestrian safety, including crossing roads:

(b) Each district must provide public school pupils enrolled in grades 4 through 8 with age-appropriate active transportation safety training. At a minimum, the training must include:

(1) pedestrian safety, including crossing roads safely using the searching left, right, left for vehicles in traffic technique; and

(2) bicycle safety, including relevant traffic laws, use and proper fit of protective headgear, bicycle parts and safety features, and safe biking techniques; and
(3) electric-assisted bicycle safety, including that a person under the age of 15 is not allowed to operate an electric-assisted bicycle.

(c) A nonpublic school may provide nonpublic school pupils enrolled in kindergarten through grade 8 with training as specified in paragraphs (a) and (b).

Sec. 5. Minnesota Statutes 2022, section 134A.09, subdivision 2a, is amended to read:

Subd. 2a. Petty misdemeanor cases and criminal convictions; fee assessment. (a) In Hennepin County and Ramsey County, the district court administrator or a designee may, upon the recommendation of the board of trustees and by standing order of the judges of the district court, include in the costs or disbursements assessed against a defendant convicted in the district court of the violation of a statute or municipal ordinance, a county law library fee. This fee may be collected in all petty misdemeanor cases and criminal prosecutions in which, upon conviction, the defendant may be subject to the payment of the costs or disbursements in addition to a fine or other penalty. When a defendant is convicted of more than one offense in a case, the county law library fee shall be imposed only once in that case.

(b) The law library fee does not apply to a citation issued pursuant to sections 169.06, subdivision 10, and 169.14, subdivision 13.

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

Sec. 6. Minnesota Statutes 2022, section 134A.10, subdivision 3, is amended to read:

Subd. 3. Petty misdemeanor cases and criminal convictions; fee assessment. (a) The judge of district court may, upon the recommendation of the board of trustees and by standing order, include in the costs or disbursements assessed against a defendant convicted in the district court of the violation of any statute or municipal ordinance, in all petty misdemeanor cases and criminal prosecutions in which, upon conviction, the defendant may be subject to the payment of the costs or disbursements in addition to a fine or other penalty a county law library fee. When a defendant is convicted of more than one offense in a case, the county law library fee shall be imposed only once in that case. The item of costs or disbursements may not be assessed for any offense committed prior to the establishment of the county law library.

(b) The law library fee does not apply to citations issued pursuant to sections 169.06, subdivision 10, and 169.14, subdivision 13.

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

Sec. 7. Minnesota Statutes 2022, section 161.089, is amended to read:

161.089 REPORT ON DEDICATED FUND EXPENDITURES.

By January 15 of each odd-numbered year, the commissioners of transportation and public safety, in consultation with the commissioner of management and budget, must jointly...
submit a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation finance. The report must:

1. list detailed expenditures and transfers from the trunk highway fund and highway user tax distribution fund for the previous two fiscal years and must include information on the purpose of each expenditure;

2. include a separate section that lists detailed expenditures and transfers from the trunk highway fund and highway user tax distribution fund for cybersecurity;

3. include for each expenditure from the trunk highway fund an estimate of the percentage of activities performed or purchases made with that expenditure that are not for trunk highway purposes.

Sec. 2. [161.1258] RUMBLE STRIPS.

(a) The commissioner must maintain transverse rumble strips in association with each stop sign that is located (1) on a trunk highway segment with a speed limit of at least 55 miles per hour, and (2) outside the limits of a statutory or home rule charter city.

(b) The commissioner must meet the requirements under paragraph (a) at each applicable location by the earlier of August 1, 2034, or the date of substantial completion of any construction, resurfacing, or reconditioning at the location.

Sec. 3. Minnesota Statutes 2022, section 161.14, is amended by adding a subdivision to read:

Subd. 105. Mayor Dave Smiglewski Memorial Bridge. The bridge on marked U.S. Highway 212 over the Minnesota River in the city of Granite Falls is designated as "Mayor Dave Smiglewski Memorial Bridge." Subject to section 161.139, the commissioner must adopt a suitable design to mark the bridge and erect appropriate signs.

Sec. 4. Minnesota Statutes 2022, section 161.14, is amended by adding a subdivision to read:

Subd. 106. Gopher Gunners Memorial Bridge. (a) The bridge on marked Trunk Highway 55 and marked Trunk Highway 62 over the Minnesota River, commonly known as the Mendota Bridge, is designated as "Gopher Gunners Memorial Bridge.

(b) The adjutant general of the Department of Military Affairs must reimburse the commissioner of transportation for costs incurred under this subdivision.
Sec. 5. Minnesota Statutes 2023 Supplement, section 161.178, is amended to read:

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) "Applicable entity" means the commissioner with respect to a capacity expansion project or portfolio for inclusion in the state transportation improvement program or a metropolitan planning organization with respect to a capacity expansion project or portfolio for inclusion in the appropriate metropolitan transportation improvement program.

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

(d) "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 of motor vehicle traffic at an intersection, excluding auxiliary lanes with a length of less than 2,500 feet.

(e) "Greenhouse gas emissions" includes those emissions described in section 216H.01.

Subd. 2. Project or portfolio assessment. (a) Prior to inclusion of a capacity expansion project or portfolio in the state transportation improvement program or in a metropolitan transportation improvement program, the applicable entity must perform a capacity expansion impact assessment of the project or portfolio. Following the assessment, the applicable entity must determine if the project conforms or is proportionally in conformance with:

(1) the greenhouse gas emissions reduction targets 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 1a.

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

(1) alter the scope or design of the project or any number of projects, remove one or more projects from the portfolio, or undertake a combination, and subsequently perform a revised assessment that meets the requirements under this section;

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

(3) if the applicable entity determines that the project is not in conformance with paragraph (a), the applicable entity must:

(1) alter the scope or design of the project or any number of projects, add or remove one or more projects from the portfolio, or undertake a combination, and subsequently 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 inclusion of the project or portfolio in the appropriate transportation improvement program.

Subd. 2a. Applicable projects. (a) For purposes of this section:

(1) prior to the date established under paragraph (b), a project or portfolio is a capacity expansion project; and

(2) on and after the date established under paragraph (b), a project or portfolio is a capacity expansion project or a collection of trunk highway and multimodal projects for a fiscal year and specific region.

(b) The commissioner must establish a date to implement impact assessments on the basis of assessing a portfolio or program of projects instead of on a project-by-project basis.

The date must be:

(1) August 1, 2027, which applies to projects that first enter the appropriate transportation improvement program for fiscal year 2031 or a subsequent year; or

(2) as established by the commissioner, if the commissioner:

(i) consults with metropolitan planning organizations;

(ii) prioritizes and makes reasonable efforts to meet the date under clause (1) or an earlier date;

(iii) determines that the date established under this clause is the earliest practicable in which the necessary models and tools are sufficient for analysis under this section; and

(iv) submits a notice to the chairs and ranking minority members of the legislative committees and divisions with jurisdiction over transportation finance and policy that must identify the date established and summarize the efforts under item (ii) and the determination under item (iii).

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.

(1) any necessary policies, procedures, manuals, and technical specifications;

(2) procedures to perform an impact assessment that provide for the determination under subdivision 2;

(3) in consultation with the technical advisory committee under section 161.1782, criteria for identification of a capacity expansion project; and

(b) The commissioner must establish a date to implement impact assessments on the basis of assessing a portfolio or program of projects instead of on a project-by-project basis. The date must be:

(1) August 1, 2027, which applies to projects that first enter the appropriate transportation improvement program for fiscal year 2031 or a subsequent year; or

(2) as established by the commissioner, if the commissioner:

(i) consults with metropolitan planning organizations;

(ii) prioritizes and makes reasonable efforts to meet the date under clause (1) or an earlier date;

(iii) determines that the date established under this clause is the earliest practicable in which the necessary models and tools are sufficient for analysis under this section; and

(iv) submits a notice to the chairs and ranking minority members of the legislative committees and divisions with jurisdiction over transportation finance and policy that must identify the date established and summarize the efforts under item (ii) and the determination under item (iii).
(4) related data reporting from local units of government on local multimodal
transportation systems and local project impacts on greenhouse gas emissions and vehicle
miles traveled.

(b) Analysis under an assessment must include but is not limited to estimates resulting
from the a project or portfolio for the following:

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

2. a net change in vehicle miles traveled for the affected network; and

3. impacts to transit and related impacts to local road systems, on a local,
regional, or statewide basis, as appropriate.

Subd. 4. Impact mitigation; interlinking. (a) To provide for impact mitigation, the
applicable entity must interlink the capacity expansion project or portfolio as provided in
this subdivision.

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

(c) An offset action consists of a project, program, or portfolio
modifications or actions that result in a net change in

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;

7. land use, including but not limited to residential and other density increases, mixed-use
development, and transit-oriented development;
(8) infrastructure improvements related to traffic operations, including but not limited to roundabouts and reduced conflict intersections; and

(9) natural systems, including but not limited to prairie restoration, reforestation, and urban green space; and

(10) as specified by the commissioner in the manner provided under paragraph (e).

Subd. 5. The commissioner may authorize additional offset actions under paragraph (c) if:

(d) a mitigation An offset action may be identified as interlinked to the capacity expansion project or portfolio if:

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

(2) the necessary funding sources are identified and sufficient amounts are committed;

(3) the mitigation is localized as provided in subdivision 5; and

(4) 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).

(g) The commissioner may authorize additional offset actions under paragraph (c) if:

(1) the offset action is reviewed and recommended by the technical advisory committee under section 161.1782; and

(2) the commissioner determines that the offset action is directly related to reduction in the transportation sector of greenhouse gas emissions or vehicle miles traveled.

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

(1) if the offset action is for one project, within or associated with at least one of the communities impacted by the capacity expansion project;

(2) if clause (1) does not apply or 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 portfolio; or

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

(b) The applicable entity 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) for each project evaluated separately under this section, identification of capacity expansion projects the project; and
(2) for each project evaluated separately, 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 offset actions;
(3) for each portfolio of projects, an overview of the projects, the impact determination by the commissioner, and a summary of any offset actions;
(4) a review of any interpretation of or additions to offset actions under subdivision 4;
(5) identification of the date established by the commissioner under subdivision 2a, paragraph (b); and
(6) a summary of the activities of the technical advisory committee under section 161.1782, including but not limited to any findings or recommendations made by the advisory committee.

Subd. 7. Safety and well-being. The requirements of this section are in addition to and must not supplant the safety and well-being goals established under section 174.01, subdivision 2, clauses (1) and (2).

(b) The commissioner may exempt a project from the requirements under this section if the commissioner determines the project will result in a reduction in fatal and serious injuries and:
(1) the project is at an intersection or segment with a fatal and serious injury critical crash index rate of 1.5 or greater over the last five years; or
(2) the project is identified as a traffic safety priority with a high number of fatalities or serious injuries by the Metropolitan Council and Department of Transportation's principal arterial intersection conversion study or similar study;

(c) If the commissioner exempts a project under the conditions specified in paragraph (b), the reasons must be submitted to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation within 90 days of the commissioner's decision;

Subd. 8. Transportation impact assessment and mitigation account. A transportation impact assessment and mitigation 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. Money in the account is annually appropriated to the commissioner and must only be expended on activities described or required under this section.
EFFECTIVE DATE. This section is effective February 1, 2025. This section does not apply to a capacity expansion project that was either included in the state transportation improvement program or has been submitted for approval of the geometric layout before February 1, 2025.

Sec. 9. [161.1782] TRANSPORTATION IMPACT ASSESSMENT; TECHNICAL ADVISORY COMMITTEE.

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

(b) "Advisory committee" means the technical advisory committee established in this section.

(c) "Project or portfolio" is as provided in section 161.178.

Subd. 2. Establishment. The commissioner must establish a technical advisory committee to assist in implementation review related to the requirements under section 161.178.

Subd. 3. Membership; appointments. The advisory committee is composed of the following members:

1. one member from the Department of Transportation, appointed by the commissioner of transportation;

2. one member from the Pollution Control Agency, appointed by the commissioner of the Pollution Control Agency;

3. one member from the Metropolitan Council, appointed by the chair of the Metropolitan Council;

4. one member from the Center for Transportation Studies, appointed by the president of the University of Minnesota;

5. one member representing metropolitan planning organizations outside the metropolitan area, as defined in section 473.121, subdivision 2, appointed by the Association of Metropolitan Planning Organizations; and

6. up to four members who are not employees of the state, with no more than two who are employees of a political subdivision, appointed by the commissioner of transportation.

Subd. 4. Membership; requirements. (a) To be eligible for appointment to the advisory committee, an individual must have experience or expertise sufficient to provide assistance.
in implementation or technical review related to the requirements under section 161.178.

Each appointing authority must consider appointment of individuals with expertise in travel
demand modeling, emissions modeling, traffic forecasting, land use planning, or
transportation-related greenhouse gas emissions assessment and analysis. In appointing the
members under subdivision 3, clause (b), the commissioner must also consider technical
expertise in other relevant areas that may include but is not limited to public health or
natural systems management.

(b) Members of the advisory committee serve at the pleasure of the appointing authority.

Vacancies must be filled by the appointing authority.

Subd. 6. Duties. The advisory committee must assist the commissioner in implementation
of the requirements under section 161.178 by:

(1) performing technical review and validation of processes and methodologies used for
impact assessment and impact mitigation;

(2) reviewing and making recommendations on:

(i) impact assessment requirements;

(ii) models and tools for impact assessment;

(iii) methods to determine sufficiency of impact mitigation;

(iv) procedures for interlinking a project or portfolio to impact mitigation; and

(v) reporting and data collection;

(3) advising on the approach used to determine the area of influence for a project or
portfolio for a geographic or transportation network area;

(4) developing recommendations on any clarifications, modifications, or additions to
the offset actions authorized under section 161.178, subdivision 4; and

(5) performing other analysis or activities as requested by the commissioner.

Subd. 6. Administration. (a) The commissioner must provide administrative support
to the advisory committee. Upon request, the commissioner must provide information and
technical support to the advisory committee.

(b) Members of the advisory committee are not eligible for compensation under this
section.

(c) The advisory committee is subject to the Minnesota Data Practices Act under chapter
13 and to the Minnesota Open Meeting Law under chapter 13D.

EFFECTIVE DATE. This section is effective the day following final enactment.
Sec. 10. Minnesota Statutes 2022, section 161.3203, subdivision 4, is amended to read:

Subd. 4. **Reports.** (a) By September 1 of each year, the commissioner shall provide, no later than September 1, an annual written report to the legislature, in compliance with sections 3.195 and 3.197, and shall submit the report to the chairs and ranking minority members of the senate and house of representatives legislative committees having jurisdiction over transportation policy and finance.

(b) The report must list all privatization transportation contracts within the meaning of this section that were executed or performed, whether wholly or in part, in the previous fiscal year. The report must identify, with respect to each contract:

1. the contractor;
2. contract amount;
3. duration;
4. work, provided or to be provided;
5. the comprehensive estimate derived under subdivision 3, paragraph (a);
6. the comprehensive estimate derived under subdivision 3, paragraph (b);
7. the actual cost to the agency of the contractor's performance of the contract; and
8. for contracts of at least $250,000, a statement containing the commissioner's determinations under subdivision 3, paragraph (c).

(c) The report must collect aggregate data on each of the commissioner's district offices and the bridge office on barriers and challenges to the reduction of transportation contract privatization. The aggregate data must identify areas of concern related to transportation contract privatization and include information on:

1. recruitment and retention of staff;
2. expertise gaps;
3. access to appropriate equipment; and
4. the effects of geography, demographics, and socioeconomic data on transportation contract privatization rates.

**EFFECTIVE DATE.** This section is effective the day following final enactment.
Sec. 11. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to read:

Subd. 4. High voltage transmission; placement in right-of-way. (a) For purposes of this subdivision and subdivisions 5 to 7, “high voltage transmission line” has the meaning given in section 216E.01, subdivision 4.

(b) Notwithstanding subdivision 1, paragraph (a), high voltage transmission lines under the laws of this state or the ordinance of any city or county may be constructed, placed, or maintained along any trunk highway, including an interstate highway and a trunk highway that is an expressway or a freeway, except as deemed necessary by the commissioner of transportation to protect public safety or ensure the proper function of the trunk highway system.

(c) If the commissioner denies a high voltage electric line colocation request, the reasons for the denial must be submitted for review to the chairs and ranking minority members of the committees with jurisdiction over energy and transportation, the Public Utilities Commission executive secretary, and the commissioner of commerce.

EFFECTIVE DATE. This section is effective the day following final enactment and applies to colocation requests for a high voltage transmission line on or after that date.

Sec. 12. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to read:

Subd. 5. High voltage transmission; coordination required. (a) Upon written request, the commissioner, with input from utilities or transmission line developers on potential future projects in the highway corridor, shall assign a project coordinator to review requested highway corridors for potential permitted locations for transmission lines. The commissioner must assign a project coordinator within 30 days of receiving the written request. The commissioner must share all known plans with affected utilities or transmission line developers on potential future projects in the highway corridor if the potential highway project impacts the placement or siting of high voltage transmission lines.

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

Sec. 9. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to read:

Subd. 6. High voltage transmission; constructability report; advance notice. (a) If the commissioner and a utility or transmission line developer identify a permissible route along a trunk highway corridor for possible colocation of transmission lines, a constructability report must be prepared by the utility or transmission line developer in consultation with the commissioner. A constructability report developed under this subdivision must be utilized by both parties to plan and approve colocation projects.

EFFECTIVE DATE. This section is effective the day following final enactment and applies to colocation requests for a high voltage transmission line on or after that date.

Sec. 13. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to read:

Subd. 6. High voltage transmission; constructability report; advance notice. (a) If the commissioner and a utility or transmission line developer identify a permissible route along a highway corridor for possible colocation of transmission lines, a constructability report must be prepared by the utility or transmission line developer in consultation with the commissioner. A constructability report developed under this subdivision must be utilized by both parties to plan and approve colocation projects.

EFFECTIVE DATE. This section is effective the day following final enactment.
A constructability report developed under this section between the commissioner and the parties seeking colocation must include terms and conditions for building the colocation project. Notwithstanding the requirements in subdivision 1, the report must be approved by the commissioner and the party or parties seeking colocation prior to the commissioner approving and issuing a permit for use of the trunk highway right-of-way.

(c) A constructability report must include an agreed upon time frame for which there will not be a request from the commissioner for relocation of the transmission line. If the commissioner determines that relocation of a transmission line in the trunk highway right-of-way is necessary, the commissioner, as much as practicable, must give a seven-year advance notice.

(d) Notwithstanding the requirements of subdivision 7 and section 161.46, subdivision 2, if the commissioner requires the relocation of a transmission line in the interstate highway right-of-way earlier than what was agreed upon in paragraph (c) in the constructability report or provides less than a seven-year notice of relocation in the agreed upon constructability report, the commissioner is responsible for 75 percent of the relocation costs.

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

Sec. 10. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to read:

Subd. 7. High voltage transmission; relocation reimbursement prohibited. (a) A high voltage transmission line that receives a route permit under chapter 216E on or after July 1, 2024, is not eligible for relocation reimbursement under section 161.46, subdivision 2.

(b) If the commissioner orders relocation of a high voltage transmission line that is subject to paragraph (a):

1. a public utility, as defined in section 216B.02, subdivision 4, may recover its portion of costs of relocating the line that the Public Utilities Commission deems prudently incurred as a transmission cost adjustment pursuant to section 216B.16, subdivision 7b; and

2. a consumer-owned utility, as defined in section 216B.2402, subdivision 2, may recover its portion of costs of relocating the line in any manner approved by its governing board.

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

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

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

EFFECTIVE DATE. This section is effective the day following final enactment.
Relocation of facilities; reimbursement.

Sec. 16. Minnesota Statutes 2023 Supplement, section 161.46, subdivision 2, is amended to read:

Subd. 2. Relocation of facilities; reimbursement. (a) Whenever the commissioner determines that the relocation of any utility facility is necessitated by the construction of a project on the routes of federally aided trunk highways, including urban extensions thereof, which routes that are included within the National System of Interstate Highways, the owner or operator of such the utility facility shall relocate the same utility facility 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.

Subd. 4a. Location and establishment; limitations. The county state-aid highway system must not include a segment of a county highway that is designated as a pedestrian mall under chapter 430.

This section is effective the day following final enactment.

\[21.1\]

\[21.11\] *(b) "Utility" means all publicly, privately, and cooperatively owned systems for supplying power, light, gas, telegraph, telephone, water, pipeline, or sewer service if such systems be authorized by law to use public highways for the location of its facilities.*

\[21.12\] *(c) "Cost of relocation" means the entire amount paid by such utility properly attributable to such relocation after deducting therefrom any increase in the value of the new facility and any salvage value derived from the old facility.*

\[21.13\] *(d) "High voltage transmission line" has the meaning given in section 216E.01, subdivision 4.*

\[21.14\] \(\text{EFFECTIVE DATE. This section is effective the day following final enactment.}\)

Sec. 12. Minnesota Statutes 2023 Supplement, section 161.46, subdivision 2, is amended to read:

Subd. 2. Relocation of facilities; reimbursement. (a) Whenever the commissioner determines that the relocation of any utility facility is necessitated by the construction of a project on the routes of federally aided trunk highways, including urban extensions thereof, which routes that are included within the National System of Interstate Highways, the owner or operator of such the utility facility shall relocate the same utility facility 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.

\[21.15\] \(\text{EFFECTIVE DATE. This section is effective the day following final enactment.}\)
Sec. 18. Minnesota Statutes 2022, section 162.081, subdivision 4, is amended to read:

Subd. 4. Formula for distribution to towns; purposes. (a) Money apportioned to a county from the town road account must be distributed to the treasurer of each town within the county, according to a distribution formula adopted by the county board. The formula must take into account each town's population and town road mileage, and other factors the county board deems advisable in the interests of achieving equity among the towns; distribution of town road funds to each town treasurer must be made by March 1, annually, or within 30 days after receipt of payment from the commissioner. Distribution of funds to town treasurers in a county which has not adopted a distribution formula under this subdivision must be made according to a formula prescribed by the commissioner by rule; (b) money distributed to a town under this subdivision may be expended by the town only for the construction; reconstruction; and gravel maintenance of town roads within the town; including debt service for bonds issued by the town in accordance with chapter 475; provided that the bonds are issued for a use allowable under this paragraph.

Sec. 19. Minnesota Statutes 2022, section 162.09, is amended by adding a subdivision to read:

Subd. 6a. Location and establishment; limitations. The municipal state-aid street system must not include a segment of a city street that is designated as a pedestrian mall under chapter 430.

Sec. 20. Minnesota Statutes 2022, section 162.145, subdivision 5, is amended to read:

Subd. 5. Use of funds. (a) Funds distributed under this section are available only for construction and maintenance of roads located within the city, including: (1) land acquisition, environmental analysis, design, engineering, construction, reconstruction, and maintenance; (2) road projects partially located within the city; (3) projects on county state-aid highways located within the city; and (4) cost participation on road projects under the jurisdiction of another unit of government; and (5) debt service for obligations issued by the city in accordance with chapter 475; provided that the obligations are issued for a use allowable under this section; (b) Except for projects under paragraph (a), clause (3), funds distributed under this section are not subject to state-aid requirements under this chapter, including but not limited to engineering standards adopted by the commissioner in rules.
Sec. 21. Minnesota Statutes 2023 Supplement, section 162.146, is amended by adding a subdivision to read:

Subd. 3. Use of funds. (a) Funds distributed under this section are available only for construction and maintenance of roads located within the city, including:

(1) land acquisition, environmental analysis, design, engineering, construction, reconstruction, and maintenance;

(2) road projects partially located within the city;

(3) projects on municipal state-aid streets located within the city;

(4) projects on county state-aid highways located within the city;

(5) cost participation on road projects under the jurisdiction of another unit of government; and

(6) debt service for obligations issued by the city in accordance with chapter 475, provided that the obligations are issued for a use allowable under this section.

(b) Except for projects under paragraph (a), clauses (3) and (4), funds distributed under this section are not subject to state-aid requirements under this chapter, including but not limited to engineering standards adopted by the commissioner in rules.

Sec. 22. Minnesota Statutes 2022, section 168.002, subdivision 18, is amended to read:

Subd. 18. Motor vehicle. (a) "Motor vehicle" means any self-propelled vehicle designed and originally manufactured to operate primarily on highways, and not operated exclusively upon railroad tracks; it includes any vehicle propelled or drawn by a self-propelled vehicle and includes vehicles known as trackless trolleys that are propelled by electric power obtained from overhead trolley wires but not operated upon rails.

(b) "Motor vehicle" includes an all-terrain vehicle only if the all-terrain vehicle (1) has at least four wheels, (2) is owned and operated by a physically disabled person, and (3) displays both disability plates and a physically disabled certificate issued under section 169.345.

(c) "Motor vehicle" does not include an all-terrain vehicle except (1) an all-terrain vehicle described in paragraph (b), or (2) an all-terrain vehicle licensed as a motor vehicle before August 1, 1985. The owner may continue to license an all-terrain vehicle described in clause (2) as a motor vehicle until it is conveyed or otherwise transferred to another owner, is destroyed, or fails to comply with the registration and licensing requirements of this chapter.

(d) "Motor vehicle" does not include a snowmobile; a manufactured home; a park trailer; an electric personal assistive mobility device as defined in section 169.011, subdivision 26; a motorized foot scooter as defined in section 169.011, subdivision 46; or an electric-assisted bicycle as defined in section 169.011, subdivision 27.
Minnesota Statutes 2022, section 168.002, subdivision 24, is amended to read:

(a) "Passenger automobile" means any motor vehicle designed and used for carrying not more than 15 individuals, including the driver.
(b) "Passenger automobile" does not include motorcycles, motor scooters, buses, school buses, or commuter vans as defined in section 168.126.
(c) "Passenger automobile" includes, but is not limited to:
(1) a vehicle that is a pickup truck or a van as defined in subdivisions 26 and 40;
(2) neighborhood electric vehicles, as defined in section 169.011, subdivision 47;
(3) medium-speed electric vehicles, as defined in section 169.011, subdivision 39;
(4) roadable aircraft, as defined in section 169.011, subdivision 67a.

Sec. 13. Minnesota Statutes 2022, section 168.09, subdivision 7, is amended to read:

Subd. 7. Display of temporary permit.
(a) A vehicle that displays a Minnesota plate issued under this chapter may display a temporary permit if:
(1) the current registration tax and all other fees and taxes have been paid in full; and
(2) the plates have been applied for.
(b) A vehicle may display a temporary permit in conjunction with expired registration, with or without a registration plate, if:
(1) the plates have been applied for;
(2) the registration tax and other fees and taxes have been paid in full; and
(3) either the vehicle is used solely as a collector vehicle while displaying the temporary permit and not used for general transportation purposes or the vehicle was issued a 21-day permit under section 168.092, subdivision 1.

(b) The permit is valid for a period of 60 days. The permit must be in a format prescribed by the commissioner, affixed to the rear of the vehicle where a license plate would normally be affixed, and plainly visible. The permit is valid only for the vehicle for which it was issued to allow a reasonable time for the new plates to be manufactured and
delivered to the applicant. The permit may be issued only by the commissioner or by a deputy registrar under section 168.33.

**EFFECTIVE DATE.** This section is effective October 1, 2024.

Sec. 14. Minnesota Statutes 2022, section 168.092, is amended to read:

Subdivision 1. Resident buyer. The motor vehicle registrar may issue a permit to a person purchasing a new or used motor vehicle in this state for the purpose of allowing the purchaser a reasonable time to register the vehicle and pay fees and taxes due on the transfer. The permit is valid for a period of 21-60 days. The permit must be in a format prescribed by the commissioner, affixed to the rear of the vehicle where a license plate would normally be affixed, and plainly visible. Each permit is valid only for the vehicle for which issued.

Subd. 2. Dealer. The registrar may issue permits to licensed dealers. When issuing a permit, the dealer shall complete the permit in the manner prescribed by the department.

**EFFECTIVE DATE.** This section is effective October 1, 2024.
The commissioner shall issue plates for the following periods:

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

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

3. Plates issued under sections 168.053 and 168.27; subdivisions 16 and 17, must be for a seven-year period.

4. Plates issued under subdivisions 2c and 2d and sections 168.123, 168.1235, and 168.1255 must be issued for the life of the veteran under section 169.79.

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

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

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

In lieu of plates required under this section, the commissioner must issue a registration number identical to the federally issued tail number assigned to the aircraft for roadable aircraft operating on public roadways.
23.23 (1) is a registered owner of a passenger automobile, noncommercial one-ton pickup
truck, motorcycle, or recreational vehicle;
23.24 (2) pays an additional fee in the amount specified for special plates under section 168.12,
subdivision 5;
23.25 (3) pays the registration tax required under section 168.013;
23.26 (4) pays the fees required under this chapter;
23.27 (5) contributes a minimum of $30 annually to the professional sports team foundations
philanthropy account; and
23.28 (6) complies with this chapter and rules governing registration of motor vehicles and
licensing of drivers;
23.29 (b) Minnesota professional sports team foundation philanthropy plates may be
personalized according to section 168.12, subdivision 2a.
24.1 Subd. 3. Design. At the request of a Minnesota professional sports team or the team's
foundation, the commissioner must, in consultation with the team or foundation, adopt a
suitable plate design incorporating. Each design must incorporate the requesting foundation's
marks and colors or directly relate to a charitable purpose as provided in subdivision 5. The
commissioner may design a single plate that incorporates the marks and colors of all
foundations organizations that have requested a plate.
24.2 Subd. 4. Plate transfers. 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:
24.3 (1) qualified under subdivision 2, paragraph (a), clause (1), to bear the special plates;
and
24.4 (2) registered to the same individual to whom the special plates were originally issued;
24.5 Subd. 5. Contributions; account; appropriation. (a) Contributions collected under
subdivision 2, paragraph (a), clause (5), must be deposited in the Minnesota professional
sports team foundation philanthropy account, which is established in the special revenue
fund. Money in the account is annually appropriated to the commissioner of public safety.
This appropriation is first for the annual cost of administering the account funds, and the
remaining funds are for distribution to the foundations or as provided in this subdivision in
the proportion that each plate design bears to the total number of Minnesota professional
sports team foundation philanthropy plates issued for that year. Proceeds from a plate that
includes the marks and colors of all foundations participating organizations must be divided
evenly between all foundations and charitable purposes.
24.6 (b) The foundations must only use the proceeds must only be used by:
(1) a Minnesota professional sports team foundation for philanthropic or charitable purposes; or

(2) the Minnesota United professional sports team through a designation that the funds are for the Minnesota Loon Restoration Project;

(e) The commissioner must annually transfer funds designated under paragraph (b), clause (2), from the Minnesota professional sports team philanthropy account to the Minnesota critical habitat private sector matching account under section 84.943 for purposes of the Minnesota Loon Restoration Project.

EFFECTIVE DATE. This section is effective October 1, 2024, for Minnesota professional sports team philanthropy plates issued on or after that date.

Sec. 26. Minnesota Statutes 2022, section 168.127, is amended to read:

168.127 FLEET VEHICLES; REGISTRATION, FEE.

Subdivision 1. Unique registration category. (a) A unique registration category is established for vehicles and trailers of a fleet. Vehicles registered in the fleet must be issued a distinctive license plate. The design and size of the fleet license plate must be determined by the commissioner.

(b) A deputy registrar may issue replacement license plates for qualified vehicles in a registered fleet pursuant to section 168.29.

Subd. 2. Annual registration period. The annual registration period for vehicles in the fleet will be determined by the commissioner. The applicant must provide all information necessary to qualify as a fleet registrant, including a list of all vehicles in the fleet. On initial registration, all taxes and fees for vehicles in the fleet must be reassessed based on the expiration date.

Subd. 3. Registration cards issued. (a) On approval of the application for fleet registration, the commissioner must issue a registration card for each qualified vehicle in the fleet. The registration card must be carried in the vehicle at all times and be made available to a peace officer on demand. The registered gross weight must be indicated on the license plate.

(b) A new vehicle may be registered to an existing fleet upon application to a deputy registrar and payment of the fee under section 168.33, subdivision 2.

(c) A deputy registrar must issue a replacement registration card for any registered fleet or any qualified vehicle in a registered fleet upon application.

Subd. 4. Filing registration applications. Initial fleet applications for registration and renewals must be filed with the commissioner or authorized deputy registrar.
Subd. 5. Renewal of fleet registration. On the renewal of a fleet registration, the registrant shall pay full licensing fees for every vehicle registered in the preceding year unless the vehicle has been properly deleted from the fleet. In order to delete a vehicle from a fleet, the fleet registrant must surrender to the commissioner the registration card and license plates. The commissioner may authorize alternative methods of deleting vehicles from a fleet, including destruction of the license plates and registration cards: If the card or license plates are lost or stolen, the fleet registrant shall submit a sworn statement stating the circumstances for the inability to surrender the card, stickers, and license plates. The commissioner shall issue a fleet registrant who fails to renew the licenses issued under this section or fails to report the removal of vehicles from the fleet within 30 days of the vehicles’ removal a penalty of 20 percent of the total tax due on the fleet against the fleet registrant who fails to renew the licenses issued under this section or fails to report the removal of vehicles from the fleet within 30 days. The penalty must be paid within 30 days after it is assessed.

Subd. 6. Fee. Instead of the filing fee described in section 168.33, subdivision 7, the applicant for fleet registration shall pay an equivalent administrative fee to the commissioner for each vehicle in the fleet.

EFFECTIVE DATE. This section is effective October 1, 2024, for fleet vehicle transactions on or after that date.

Sec. 27. Minnesota Statutes 2022, section 168.1282, subdivision 1, is amended to read:

Subdivision 1. Issuance of plates. The commissioner must issue "Start Seeing Motorcycles" 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 a fee in the amount specified for special plates under section 168.12, subdivision 5, for each set of plates;

(3) pays the registration tax as required under section 168.013, along with any other fees required by this chapter;

(4) contributes a minimum of $10 annually to the motorcycle safety fund account, created under section 171.01, subdivision 2a, paragraph (e), clause (4); and

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

EFFECTIVE DATE. This section is effective July 1, 2024.
Sec. 16. [168.1283] ROTARY INTERNATIONAL PLATES.

Subdivision 1. Issuance of plates. The commissioner must issue Rotary International 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 self-propelled recreational motor vehicle;

2. pays the registration tax as required under section 168.013;

3. pays a fee in the amount specified under section 168.12, subdivision 5, for each set of plates, along with any other fees required by this chapter;

4. contributes $25 upon initial application and a minimum of $5 annually to the Rotary District 5950 Foundation account; and

5. complies with this chapter and rules governing registration of motor vehicles and licensing of drivers.

Subd. 2. Design. The commissioner must adopt a suitable design for the plate that must include the Rotary International symbol and the phrase "Service Above Self."

Subd. 3. Plates transfer. On application to the commissioner and payment of a transfer fee of $5, special plates may be transferred to another qualified motor vehicle that is 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; appropriation. Contributions collected under subdivision 1, clause (4), must be deposited in the Rotary District 5950 Foundation account, which is established in the special revenue fund. Money in the account is annually appropriated to the commissioner of public safety. This appropriation is first for the annual cost of administering the account funds, and the remaining funds must be distributed to Rotary District 5950 Foundation to further the rotary's mission of service, fellowship, diversity, integrity, and leadership. Funds distributed under this subdivision must be used on projects within this state.

EFFECTIVE DATE. This section is effective January 1, 2025, for Rotary International special plates issued on or after that date.

Sec. 28. [168.24] ROADABLE AIRCRAFT REGISTRATION.

(a) For purposes of this section, "roadable aircraft" has the meaning given in section 360.013, subdivision 5(c).
An owner of a roadable aircraft must comply with all rules and requirements of this chapter and chapter 168A governing the titling, registration, taxation, and insurance of motor vehicles.

A person seeking to register a roadable aircraft for operation as a motor vehicle on public roadways in Minnesota must apply to the commissioner. The application must contain:

1. the name and address of the owner of the roadable aircraft;
2. the federally issued tail number assigned to the aircraft;
3. the make and model of the roadable aircraft; and
4. any other information the commissioner may require.

Upon receipt of a valid and complete application for registration of a roadable aircraft, the commissioner must issue a certificate of registration.

A valid registration certificate issued under this section must be located inside the roadable aircraft when the aircraft is in operation on a public highway.

A roadable aircraft registered as a motor vehicle under this section must also be registered as an aircraft as provided in section 360.60.

Subd. 17a. Dealers; duplicate or replacement plates. (a) For purposes of this subdivision, “motor vehicle dealer” has the meaning given in section 168.002, subdivision 6; “duplicate or replacement plates” means replacement plates issued under section 168.29; and “registration” has the meaning given in section 168A.01, subdivision 16c.

Notwithstanding section 168A.11, subdivision 1, and after the 48-hour notification period under section 168A.11, subdivision 2, has expired, a licensed motor vehicle dealer seeking duplicate or replacement plates for a motor vehicle held for resale and currently registered in Minnesota under section 168.12 must submit to the commissioner an application for a certificate of title under section 168A.05. A licensed motor vehicle dealer must remove plates from any vehicle that is held for resale and may only apply for replacement plates at the time of title transfer to the subsequent owner. The dealer may contract this service to a deputy registrar and the registrar may charge a fee of $7 per transaction to provide the service under section 168A.11, subdivision 1; paragraph (c).

EFFECTIVE DATE. This section is effective October 1, 2024.
a $2 additional fee for failure to deliver a title transfer within ten business days the period specified under section 168A.10, subdivision 2.

EFFECTIVE DATE. This section is effective October 1, 2024.
(ii) $7 must be deposited in the driver and vehicle services operating account under section 299A.705, subdivision 1; and

(iii) $1.50 must be deposited in the driver and vehicle services technology account under section 299A.705, subdivision 3.

(f) In addition to all other statutory fees and taxes, a deputy registrar must assess a $1 surcharge on every transaction for which filing fees are collected under this subdivision.

The surcharge authorized by this paragraph must be (1) deposited in the treasury of the place for which the deputy registrar is appointed; or (2) if the deputy registrar is not a public official, retained by the deputy registrar. For purposes of this paragraph, a deputy registrar does not include the commissioner.

(g) At least quarterly, the commissioner must compile data related to transactions completed by deputy registrars for which no filing fee under this section was collected, and distribute to each deputy registrar an amount calculated as (1) the number of no-fee transactions completed by that deputy registrar, multiplied by (2) $25. The total amount distributed to deputy registrars under this paragraph is appropriated to the commissioner from the driver and vehicle services operating account in the special revenue fund.

Sec. 31.  Minnesota Statutes 2022, section 168.33, is amended by adding a subdivision to read:

Subd. 8b.  Competitive bidding. (a) Notwithstanding any statute or rule to the contrary, if a deputy registrar appointed under this section permanently stops offering services at the approved office location and permanently closes the approved office location, the commissioner must use a competitive bidding process for the appointment of a replacement deputy registrar. If available, the replacement deputy registrar appointed by the commissioner under this section must continue to offer services at the approved office location. If the existing office location is not available to the replacement deputy registrar, the replacement office location must be at a location that must be approved by the commissioner and must serve a similar service area as the existing office location.

(b) The commissioner must not give a preference to a partner, owner, manager, or employee of the deputy registrar that has permanently stopped offering services at the closed office location in a competitive bidding process.

(c) The commissioner must adopt rules to administer and enforce a competitive bidding process to select a replacement deputy registrar. If the replacement deputy registrar elects not to offer services at the office location of the prior registrar, Minnesota Rules, chapter 7406, governing the selection of a proposed office location of a driver's license agent, applies.

EFFECTIVE DATE. This section is effective October 1, 2025.
Sec. 32. Minnesota Statutes 2023 Supplement, section 168.345, subdivision 2, is amended to read:

Subd. 2. Lessees; information. (a) The commissioner may not furnish information about registered owners of passenger automobiles or motor vehicles who are lessees under a lease for a term of 180 days or more to any person except:

(1) the owner of the vehicle;
(2) the lessee;
(3) personnel of law enforcement agencies and;
(4) trade associations performing a member service under section 604.15, subdivision 4a; and
(5) licensed dealers in connection with a vehicle sale or lease;
(6) federal, state, and local governmental units and;
(7) at the commissioner's discretion, to persons who use the information to notify lessees of automobile recalls.

(b) The commissioner may release information about motor vehicle lessees in the form of summary data, as defined in section 13.02, to persons who use the information in conducting statistical analysis and market research.

EFFECTIVE DATE. This section is effective October 1, 2024.
26.18 Sec. 19. Minnesota Statutes 2022, section 168A.11, subdivision 1, is amended to read:

26.19 Subdivision 1. Requirements upon subsequent transfer; service fee. (a) A dealer who
26.20 buys a vehicle and holds it for resale need not apply for a certificate of title. Upon transferring
26.21 the vehicle to another person, other than by the creation of a security interest, the dealer
26.22 shall promptly execute the assignment and warranty of title by a dealer, showing the names and addresses of the transferee and of any secured party holding a security interest
26.23 created or reserved at the time of the resale, and the date of the security agreement in the
26.24 spaces provided thereon on the certificate of title or secure reassignment.
26.25
26.26 (b) If a dealer elects to apply for a certificate of title on a vehicle held for resale, the
26.27 dealer need not register the vehicle but shall pay one month's registration tax. If a dealer
26.28 elects to apply for a certificate of title on a vehicle held for resale, the department
26.29 shall not place any legend on the title that no motor vehicle sales tax was paid by the dealer, but may indicate on the title whether the vehicle is a new or used
26.30 vehicle.
26.31
27.1 (c) With respect to motor vehicles subject to the provisions of section 325E.15, the dealer
27.2 shall also, in the space provided thereon on the certificate of title or secure
27.3 assignment, state the true cumulative mileage registered on the odometer or that the exact
27.4 mileage is unknown if the odometer reading is known by the transferor to be different from
27.5 the true mileage.
27.6 (d) The transferee shall complete the application for title section on the certificate
27.7 of title or separate title application form prescribed by the department. The
27.8 dealer shall mail or deliver the certificate to the registrar or deputy
27.9 registrar with the transferee's application for a new certificate and appropriate taxes and
27.10 fees, within ten business days of the period specified under section 168A.10, subdivision 2.
27.11 (e) With respect to vehicles sold to buyers who will remove the vehicle from this state,
27.12 the dealer shall remove any license plates from the vehicle, issue a 31-day temporary
27.13 permit pursuant to section 168.091, and notify the registrar within 48 hours
27.14 of the sale that the vehicle has been removed from this state. The notification must be made
27.15 in an electronic format prescribed by the registrar. The dealer may contract with a deputy registrar for the notification of sale to an out-of-state buyer. The deputy
27.16 registrar may charge a fee of $7 per transaction to provide this service.
27.17 **EFFECTIVE DATE.** This section is effective October 1, 2024, and applies to title
27.18 transfers on or after that date.

26.18 Sec. 34. Minnesota Statutes 2022, section 168A.11, subdivision 1, is amended to read:

26.38 Subdivision 1. Requirements upon subsequent transfer; service fee. (a) A dealer who
26.39 buys a vehicle and holds it for resale need not apply for a certificate of title, except as
26.40 provided under section 168.27, subdivision 17a. Upon transferring the vehicle to another
26.41 person, other than by the creation of a security interest, the dealer shall promptly execute
26.42 the assignment and warranty of title by a dealer, showing the names and addresses of the
26.43 transferee and of any secured party holding a security interest created or reserved at the
26.44 time of the resale, and the date of the security agreement in the spaces provided therefore on
26.45 the certificate of title or secure reassignment.
26.46
26.47 (b) If a dealer elects to apply for a certificate of title on a vehicle held for resale, the
26.48 dealer need not register the vehicle except as provided in section 168.27, subdivision 17a.
26.49 If a dealer elects to apply for a certificate of title on a vehicle held for resale but is not
26.50 requesting duplicate or replacement plates under section 168.12, the dealer need not register
26.51 the vehicle but shall pay one month's registration tax. If a dealer elects to apply for a
26.52 certificate of title on a vehicle held for resale, the department shall not place any legend on
26.53 the title that no motor vehicle sales tax was paid by the dealer, but may indicate on the title
26.54 whether the vehicle is a new or used vehicle.
26.55
26.56 (c) With respect to motor vehicles subject to the provisions of section 325E.15, the dealer
26.57 shall also, in the space provided therefore on the certificate of title or secure reassignment,
26.58 state the true cumulative mileage registered on the odometer or that the exact mileage is
26.59 known if the odometer reading is known by the transferor to be different from the true
26.60 mileage.
26.61 (d) The transferee shall complete the application for title section on the certificate
26.62 of title or separate title application form prescribed by the department. The dealer shall
26.63 mail or deliver the certificate to the registrar or deputy registrar with the transferee's application
26.64 for a new certificate and appropriate taxes and fees, within ten business 30 days.
26.65 (e) With respect to vehicles sold to buyers who will remove the vehicle from this state,
26.66 the dealer shall remove any license plates from the vehicle, issue a 31-day temporary permit
26.67 pursuant to section 168.091, and notify the registrar within 48 hours of the sale that the
26.68 vehicle has been removed from this state. The notification must be made in an electronic
26.69 format prescribed by the registrar. The dealer may contract with a deputy registrar for the
26.70 notification of sale to an out-of-state buyer. The deputy registrar may charge a fee of $7 per
26.71 transaction to provide this service.
26.72 **EFFECTIVE DATE.** This section is effective October 1, 2024, for applications on or
26.73 after that date.
(1) the vehicle has expired registration tabs that have been expired for less than 90 days;

(2) the vehicle is at a parking meter on which the time has expired and the vehicle has fewer than five unpaid parking tickets;

(3) the vehicle is identified in conjunction with a citation to the vehicle owner or lessee for (i) a violation under section 169.06, subdivision 10, or (ii) a violation under section 169.14, subdivision 13;

(b) A towing authority may tow a motor vehicle, notwithstanding paragraph (a), if:

(1) the vehicle is parked in violation of snow emergency regulations;

(2) the vehicle is parked in a rush-hour restricted parking area;

(3) the vehicle is blocking a driveway, alley, or fire hydrant;

(4) the vehicle is parked in a bus lane, or at a bus stop, during hours when parking is prohibited;

(5) the vehicle is parked within 30 feet of a stop sign and visually blocking the stop sign;

(6) the vehicle is parked in a disability transfer zone or disability parking space without a disability parking certificate or disability license plates;

(7) the vehicle is parked in an area that has been posted for temporary restricted parking (i) at least 12 hours in advance in a home rule charter or statutory city having a population under 50,000, or (ii) at least 24 hours in advance in another political subdivision;

(8) the vehicle is parked within the right-of-way of a controlled-access highway or within the traveled portion of a public street when travel is allowed there;

(9) the vehicle is unlawfully parked in a zone that is restricted by posted signs to use by fire, police, public safety, or emergency vehicles;

(10) the vehicle is unlawfully parked on property at the Minneapolis-St. Paul International Airport owned by the Metropolitan Airports Commission;

(11) a law enforcement official has probable cause to believe that the vehicle is stolen, or that the vehicle constitutes or contains evidence of a crime and impoundment is reasonably necessary to obtain or preserve the evidence;

(12) the driver, operator, or person in physical control of the vehicle is taken into custody and the vehicle is impounded for safekeeping;

(13) a law enforcement official has probable cause to believe that the owner, operator, or person in physical control of the vehicle has failed to respond to five or more citations for parking or traffic offenses;
(14) the vehicle is unlawfully parked in a zone that is restricted by posted signs to use by taxicabs;
(15) the vehicle is unlawfully parked and prevents egress by a lawfully parked vehicle;
(16) the vehicle is parked on a school day during prohibited hours, in a school zone on a public street where official signs prohibit parking; or
(17) the vehicle is a junk, abandoned, or unauthorized vehicle, as defined in section 168B.011, and subject to immediate removal under this chapter.

(c) A violation under section 169.06, subdivision 10, or 169.14, subdivision 13, is not a traffic offense under paragraph (b), clause (13).

Sec. 36. Minnesota Statutes 2022, section 169.011, subdivision 3a, is amended to read:

Subd. 3a. Autocycle.
(a) "Autocycle" means a motorcycle that:
(1) has three wheels in contact with the ground;
(2) is designed with seating that does not require operators or any occupants to straddle or sit astride it;
(3) has a steering wheel;
(4) is equipped with antilock brakes; and
(5) is originally manufactured to meet federal motor vehicle safety standards for motorcycles in Code of Federal Regulations, title 49, part 571, and successor requirements.

(b) An autocycle does not include a roadable aircraft as defined in subdivision 67a.

Sec. 37. Minnesota Statutes 2023 Supplement, section 169.011, subdivision 27, is amended to read:

Subd. 27. Electric-assisted bicycle.
(a) "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;
(4) meets the requirements of a class 1, class 2, or class 3, or multiple mode 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.
(b) A vehicle that is modified so that it no longer meets the requirements for any electric-assisted bicycle class is not an electric-assisted bicycle.

Sec. 46. Minnesota Statutes 2022, section 169.011, subdivision 44, is amended to read:

Subd. 44. Motorcycle. "Motorcycle" means every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, including motor scooters and autocycles. Motorcycle does not include (1) motorized bicycles as defined in subdivision 45, (2) electric-assisted bicycles as defined in subdivision 27, or (3) a tractor, or (4) roadable aircraft as defined in subdivision 67a.

Sec. 47. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision to read:

Subd. 45a. Multiple mode electric-assisted bicycle. "Multiple mode electric-assisted bicycle" means an electric-assisted bicycle equipped with switchable or programmable modes that provide for operation as two or more of a class 1, class 2, or class 3 electric-assisted bicycle in conformance with the definition and requirements under this chapter for each respective class.

Sec. 48. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision to read:

Subd. 45b. Roadable aircraft. "Roadable aircraft" means any aircraft capable of taking off and landing from a suitable airfield which is also designed to be operated on a public highway as a motor vehicle.
Sec. 42. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision to read:

Subd. 77a. Speed safety camera system. "Speed safety camera system" means an electronic system of one or more cameras or other motor vehicle sensors that is specifically designed to automatically produce recorded images of a motor vehicle operated in violation of the speed limit, including related information technology for recorded image storage, retrieval, and transmission.

Sec. 43. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision to read:

Subd. 85a. Traffic safety camera system. "Traffic safety camera system" means a red light camera system, a speed safety camera system, or both in combination.

Sec. 44. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision to read:

Subd. 92b. Vulnerable road user. "Vulnerable road user" means a person in the right-of-way of a highway, including but not limited to a bikeway and an adjacent sidewalk or trail, who is:

1. a pedestrian;
2. on a bicycle or other nonmotorized vehicle or device;
3. on an electric personal assistive mobility device;
4. on an implement of husbandry; or
5. riding an animal.

Vulnerable road user includes the operator and any passengers for a vehicle, device, or personal conveyance identified in this subdivision.

Sec. 45. Minnesota Statutes 2022, section 169.04, is amended to read:

169.04 LOCAL AUTHORITY.

(a) The provisions of this chapter shall not be deemed to prevent local authorities, with respect to streets and highways under their jurisdiction, and with the consent of the commissioner, with respect to state trunk highways, within the corporate limits of a municipality, or within the limits of a town in a county in this state now having or which may hereafter have, a population of 500,000 or more, and a land area of not more than 600 square miles, and within the reasonable exercise of the police power from:

1. regulating the standing or parking of vehicles;
2. regulating traffic by means of police officers or traffic-control signals;
3. regulating or prohibiting processions or assemblages on the highways;
(4) designating particular highways as one-way roadways and requiring that all vehicles, except emergency vehicles, when on an emergency run, thereon be moved in one specific direction;

(5) designating any highway as a through highway and requiring that all vehicles stop before entering or crossing the same, or designating any intersection as a stop intersection, and requiring all vehicles to stop at one or more entrances to such intersections;

(6) restricting the use of highways as authorized in sections 169.80 to 169.88;

(7) regulating speed limits through the use of a speed safety camera system implemented under section 169.147; and

(8) regulating traffic control through the use of a red light camera system implemented under section 169.147.

(b) No ordinance or regulation enacted under paragraph (a), clause (4), (5), or (6), shall be effective until signs giving notice of such local traffic regulations are posted upon and kept posted upon or at the entrance to the highway or part thereof affected as may be most appropriate.

(c) No ordinance or regulation enacted under paragraph (a), clause (3), or any other provision of law shall prohibit:

(1) the use of motorcycles or vehicles utilizing flashing red lights for the purpose of escorting funeral processions, oversize buildings, heavy equipment, parades or similar processions or assemblages on the highways; or

(2) the use of motorcycles or vehicles that are owned by the funeral home and that utilize flashing red lights for the purpose of escorting funeral processions;

(d) Ordinances or regulations enacted under paragraph (a), clauses (7) and (8), may only be effective under the requirements of section 169.147, subdivision 2, paragraphs (b) and (c), after June 1, 2025, and before June 1, 2029.

Sec. 46. Minnesota Statutes 2022, section 169.06, is amended by adding a subdivision to read:

Subd. 10. Red light camera; penalty. (a) Subject to subdivision 11, if a motor vehicle is operated in violation of a traffic-control signal and the violation is identified through the use of a red light camera system implemented under section 169.147, the owner of the vehicle or the lessee of the vehicle is guilty of a petty misdemeanor and must pay a fine of $40.

(b) A person who commits a first offense under paragraph (a) must be given a warning and is not subject to a fine or conviction under paragraph (a). A person who commits a second offense under paragraph (a) is eligible for diversion, which must include a traffic safety course established under section 169.147, subdivision 11. A person who enters
diversion and completes the traffic safety course is not subject to a fine or conviction under paragraph (a).

(c) Paragraph (b) does not apply to:

(1) a violation that occurs in a commercial motor vehicle; or

(2) a violation committed by a holder of a class A, B, or C commercial driver's license or commercial driver learner's permit, without regard to whether the violation was committed in a commercial motor vehicle or another vehicle;

(d) This subdivision applies to violations committed on or after August 1, 2025, and before August 1, 2029.

Sec. 47. Minnesota Statutes 2022, section 169.06, is amended by adding a subdivision to read:

Subd. 11. Red light camera; limitations.
(a) An owner or lessee of a motor vehicle is not subject to a fine or conviction under subdivision 10 if any of the conditions under section 169.14, subdivision 14, paragraph (a), clauses (1) to (7), are met.

(b) The owner or lessee of a motor vehicle may not be issued a citation under subdivision 10 and under another subdivision in this section for the same conduct.

(c) A fine or conviction under subdivision 10 does not constitute grounds for revocation or suspension of a person's driver's license.

(d) Except as provided in subdivision 10, paragraph (c), this subdivision applies to violations committed on or after August 1, 2025, and before August 1, 2029.

Sec. 48. Minnesota Statutes 2022, section 169.14, subdivision 10, is amended to read:

Subd. 10. Radar; speed-measuring device; standards of evidence.
(a) In any prosecution in which the rate of speed of a motor vehicle is relevant, evidence of the speed as indicated on radar or other speed-measuring device, including but not limited to a speed safety camera system, is admissible in evidence, subject to the following conditions:

(1) the officer or traffic enforcement agent under section 169.147 operating the device has sufficient training to properly operate the equipment;

(2) the officer or traffic enforcement agent testifies as to the manner in which the device was set up and operated;

(3) the device was operated with minimal distortion or interference from outside sources; and

(4) the device was tested by an accurate and reliable external mechanism, method, or system at the time it was set up.
(b) Records of tests made of such devices and kept in the regular course of operations of any law enforcement agency are admissible in evidence without further foundation as to the results of the tests. The records shall be available to a defendant upon demand. Nothing in this subdivision shall be construed to preclude or interfere with cross-examination or impeachment of evidence of the rate of speed as indicated on the radar or speed-measuring device.

(c) Evidence from a speed safety camera system may be used solely for a citation or prosecution for a violation under subdivision 13;

Sec. 49. Minnesota Statutes 2022, section 169.14, is amended by adding a subdivision to read:

Subd. 13. Speed safety camera; penalty. (a) Subject to subdivision 14, if a motor vehicle is operated in violation of a speed limit and the violation is identified through the use of a speed safety camera system implemented under section 169.147, the owner of the vehicle or the lessee of the vehicle is guilty of a petty misdemeanor and must pay a fine of:

(1) $40; or

(2) $80, if the violation is for a speed at least 20 miles per hour in excess of the speed limit.

(b) A person who commits a first offense under paragraph (a) must be given a warning and is not subject to a fine or conviction under paragraph (a). A person who commits a second offense under paragraph (a) is eligible for diversion, which must include a traffic safety course established under section 169.147, subdivision 11. A person who enters diversion and completes the traffic safety course is not subject to a fine or conviction under paragraph (a).

(c) Paragraph (b) does not apply to:

(1) a violation that occurs in a commercial motor vehicle; or

(2) a violation committed by a holder of a class A, B, or C commercial driver’s license or commercial driver learner’s permit, without regard to whether the violation was committed in a commercial motor vehicle or another vehicle.

(d) This subdivision applies to violations committed on or after August 1, 2025, and before August 1, 2029;

Sec. 50. Minnesota Statutes 2022, section 169.14, is amended by adding a subdivision to read:

Subd. 14. Speed safety camera; limitations. (a) An owner or lessee of a motor vehicle is not subject to a fine or conviction under subdivision 13 if:

(1) the vehicle was stolen at the time of the violation;
(2) a transfer of interest in the vehicle in compliance with section 168A.10 was made before the time of the violation;

(3) the vehicle owner is a lessor of the motor vehicle, and the lessor identifies the name and address of the lessee;

(4) the vehicle is an authorized emergency vehicle operated in the performance of official duties at the time of the violation;

(5) another person is convicted, within the meaning under section 171.01, subdivision 29, for the same violation;

(6) the vehicle owner provides a sworn statement to the court or prosecuting authority that the owner was not operating the vehicle at the time of the violation; or

(7) the vehicle owner provides a sworn statement to the court or prosecuting authority that the owner was operating the vehicle at the time of the violation, but the owner was operating under the circumstances of an emergency, which may include but are not limited to the birth of a child, necessary and urgent medical attention at a hospital, or a potential injury to a passenger in the vehicle.

(b) The owner or lessee of a motor vehicle may not be issued a citation under subdivision 13 and under another subdivision in this section for the same conduct.

(c) Except as provided in subdivision 13, paragraph (c), a fine or conviction under subdivision 13 does not constitute grounds for revocation or suspension of a person's driver's license.

(d) This subdivision applies to violations committed on or after August 1, 2025, and before August 1, 2029.

Sec. 51. [169.147] TRAFFIC SAFETY CAMERA SYSTEM PILOT PROGRAM.

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

(b) "Camera-based traffic enforcement" means enforcement of traffic control through the use of a red light camera system, speed limits through the use of a speed safety camera system, or both.

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

(d) "Commissioners" means the commissioner of transportation as the lead in coordination with the commissioner of public safety.

(e) "Implementing authority" means the commissioners, with respect to trunk highways and any local authority that implements camera-based traffic enforcement under this section.
(f) "Local authority" means a local unit of government authorized under the pilot program as provided under subdivision 2.

(g) "Monitoring site" means a location at which a traffic safety camera system is placed and operated under this section.

(h) "Pilot program" means the traffic safety camera pilot program established in this section.

(i) "Traffic enforcement agent" means a licensed peace officer or an employee of a local authority who is designated as provided in this section.

Subd. 2. Pilot program establishment. (a) In conformance with this section, the commissioner of transportation, in coordination with the commissioner of public safety, must establish a traffic safety camera pilot program that provides for education and enforcement of speeding violations, traffic-control signal violations, or both in conjunction with use of traffic safety camera systems.

(b) The authority for camera-based traffic enforcement under the pilot program is limited to August 1, 2025, to July 31, 2029.

(c) Only the following may implement camera-based traffic enforcement under the pilot program:

(1) the commissioners, as provided under paragraph (d);

(2) the city of Minneapolis, as provided under paragraph (e);

(3) the city of Mendota Heights;

(4) one statutory or home rule charter city or town located outside of a metropolitan county, as defined in section 473.121, subdivision 4, as determined by the commissioner; and

(5) one county, as determined by the commissioner.

(d) Under the pilot program, the commissioners must, beginning August 1, 2025, commence enforcement of speeding violations in trunk highway work zones as specified under subdivision 17.

(e) The city of Minneapolis is prohibited from implementing the pilot program or camera-based traffic enforcement through or in substantive coordination with the city's police department.

Subd. 3. Local authority requirements. Prior to implementation of camera-based traffic enforcement, a local authority must:

...
(1) incorporate both camera-based traffic enforcement and additional strategies designed to improve traffic safety in a local traffic safety action plan, transportation plan, or comprehensive plan;

(2) notify the commissioner; and

(3) review and ensure compliance with the requirements under this section.

Subd. 4. Traffic safety camera system requirements. (a) By July 1, 2025, the commissioners must establish traffic safety camera system standards that include:

(1) recording and data requirements as specified in subdivision 15;

(2) requirements for monitoring site signage in conformance with the requirements under subdivision 5, paragraph (b), clause (3);

(3) procedures for traffic safety camera system placement in conformance with the requirements under subdivision 6;

(4) training and qualification of individuals to inspect and calibrate a traffic safety camera system;

(5) procedures for initial calibration of the traffic safety camera system prior to deployment; and

(6) requirements for regular traffic safety camera system inspection and maintenance by a qualified individual.

(b) Prior to establishing the standards under paragraph (a), the commissioners must solicit review and comments and consider any comments received.

(c) An implementing authority must follow the requirements and standards established under this subdivision.

Subd. 5. Public engagement and notice. (a) The commissioner and each implementing authority must maintain information on their respective websites that, at a minimum:

(1) summarizes implementation of traffic safety camera systems under the pilot program;

(2) provides each camera system impact study performed by the implementing authority under subdivision 6, paragraph (b);

(3) provides information and procedures for a person to contest a citation under the pilot program; and

(4) identifies the current geographic locations of camera-based traffic enforcement that are under the jurisdiction of the implementing authority.

(b) An implementing authority must:
implement a general public engagement and information campaign prior to
commencing camera-based speed enforcement under the pilot program; and

(2) perform public engagement as part of conducting a camera system impact study
under subdivision 6, paragraph (b); and

(3) place conspicuous signage prior to the motorist's arrival at each monitoring site,
which must:

(i) notify motor vehicle operators of the use of a traffic safety camera system to detect
violations; and

(ii) if a speed safety camera is in use, identify the speed limit.

c. Public engagement under paragraph (b) must include but is not limited to:

(1) outreach to populations that are traditionally underrepresented in public policy or
planning processes;

(2) consolidation and analysis of public feedback; and

(3) creation of an engagement summary that identifies public feedback and the resulting
impacts on implementation of camera-based traffic enforcement.

Subd. 6. Placement requirements. (a) A local authority with fewer than 10,000 residents
may place no more than one traffic safety camera system, whether the camera system is
activated or inactive. A local authority with at least 10,000 residents may place no more
than one traffic safety camera system per 10,000 residents, whether the camera system is
activated or inactive. An implementing authority may move the location of a traffic safety
camera system if the placement requirements under this subdivision are met.

(b) An implementing authority may only place a traffic safety camera system in
conformance with the results of a camera system impact study. At a minimum, the study
must:

(1) include evaluation of crash rates and severity, vehicle speed, equity, and traffic safety
treatment alternatives;

(2) identify traffic safety camera system locations; and

(3) explain how the locations comply with the placement requirements under paragraph
d.

c. An implementing authority may only place a traffic safety camera system:

(1) in a trunk highway work zone; or

(2) at a location that:
(i) is within 2,000 feet of (A) a public or nonpublic school; (B) a school zone established
under section 169.14, subdivision 5a; or (C) a public or private postsecondary institution;
and
(ii) has an identified traffic safety concern, as indicated by crash or law enforcement
data, safety plans, or other documentation.

(d) An implementing authority that places more than one traffic safety camera system
must ensure that the cameras are placed in geographically distinct areas and in multiple
communities with differing socioeconomic conditions.

(e) An implementing authority may place a traffic safety camera system on a street or
highway that is not under its jurisdiction only upon approval by the road authority that has
jurisdiction.

Subd. 7. Traffic-control devices. (a) An implementing authority must not adjust the
change interval for the steady yellow indication in a traffic-control signal:

(1) for one month prior to beginning to operate a red light camera system at the associated
intersection; or

(2) during the period that the red light camera system is operated at the associated
intersection.

(b) The yellow change interval for a traffic-control signal that is subject to paragraph
(a) must meet or exceed the standards and guidance specified in the Manual on Uniform
Traffic Control Devices adopted under section 169.06, subdivision 1.

(c) An implementing authority that adjusts the yellow change interval for a traffic-control
signal at an intersection where a red light camera system is being operated must deactivate
the red light camera system and subsequently meet the requirements under paragraph (a).

Subd. 8. Traffic enforcement agents. (a) An implementing authority may designate
one or more permanent employees of the authority, who is not a licensed peace officer, as
a traffic enforcement agent. A licensed peace officer is a traffic enforcement agent and is
not required to be designated under this subdivision. An employee of a private entity may
not be designated as a traffic enforcement agent.

(b) An implementing authority must ensure that a traffic enforcement agent is properly
trained in the use of equipment and the requirements governing traffic safety camera
implementation.

(c) Except as provided in subdivision 9, paragraph (f), a traffic enforcement agent who
is not a licensed peace officer has the authority to issue citations under this section only
while actually engaged in job duties and otherwise has none of the other powers and
privileges reserved to peace officers.
Subd. 9. Citations; warnings. (a) A traffic enforcement agent under the pilot program has the exclusive authority to issue a citation to the owner or lessee of a motor vehicle for (1) a violation under section 169.06, subdivision 10, and (2) a violation under section 169.14 subdivision 13.

(b) A traffic enforcement agent may only issue a citation if:

(1) the violation is committed at least 30 days after the relevant implementing authority has commenced camera-based traffic enforcement;

(2) with respect to speed limits, the speeding violation is at least ten miles per hour in excess of the speed limit; and

(3) a traffic enforcement agent has inspected and verified recorded images provided by the traffic safety camera system.

(c) An implementing authority must provide a warning for a traffic-control signal violation under section 169.06, subdivision 10, or a speeding violation under section 169.14, subdivision 13, for the period from (1) the date when camera-based traffic enforcement is first commenced, to (2) the date when citations are authorized under paragraph (b), clause (1).

(d) Notwithstanding section 169.022, an implementing authority may specify a speed in excess of the speed limit that is higher than the amount specified in paragraph (b), clause (2), at which to proceed with issuance of a citation.

(e) A citation may be issued through the United States mail if postmarked within: (1) 14 days of the violation for a vehicle registered in Minnesota; or (2) 30 days of the violation for a vehicle registered outside of Minnesota. Section 168.346, subdivision 2, applies to a private entity that provides citation mailing services under this section.

Subd. 10. Uniform citation. (a) There must be a uniform traffic safety camera citation issued throughout the state by a traffic enforcement agent for a violation as provided under this section. The uniform traffic safety camera citation is in the form and has the effect of a summons and complaint.

(b) The commissioner of public safety must prescribe the detailed form of the uniform traffic safety camera citation. As appropriate, the citation design must conform with the requirements for a uniform traffic ticket under section 169.99, subdivisions 1 and 1d. The citation design must include:

(1) a brief overview of the pilot program and implementation of traffic safety camera systems;

(2) a summary of the circumstances of the citation that includes identification of the motor vehicle involved, the date and time of the violation, and the location where the violation occurred.
(3) A copy of the recorded image or primary images used to identify a violation;

(4) A notification that the recorded images under clause (3) are evidence of a violation under section 169.06, subdivision 10, or 169.14, subdivision 13;

(5) A statement signed by the traffic enforcement agent who issued the citation stating that the agent has inspected the recorded images and determined that the violation occurred in the specified motor vehicle;

(6) A summary of the limitations under sections 169.06, subdivision 11, and 169.14, subdivision 14;

(7) Information on the diversion and traffic safety course requirements under sections 169.06, subdivision 10, paragraph (b), and 169.14, subdivision 13, paragraph (b);

(8) The total amount of the fine imposed;

(9) A notification that the person has the right to contest the citation;

(10) Information on the process and procedures for a person to contest the citation; and

(11) A statement that payment of the fine constitutes a plea of guilty and failure to appear in court is considered a plea of guilty, as provided under section 169.91.

(c) The commissioner of public safety must make the information required under paragraph (b) available in languages that are commonly spoken in the state and in each area in which a local authority has implemented camera-based traffic enforcement. Subd. 11. Traffic safety course. (a) The commissioners must establish a traffic safety course that provides at least 30 minutes of instruction on speeding, traffic-control signals, and other traffic safety topics. The curriculum must include safety risks associated with speed and speeding in school zones and work zones;

(b) The commissioners must not impose a fee for an individual who is authorized to attend the course under sections 169.06, subdivision 10, and 169.14, subdivision 13.

Subd. 12. Third-party agreements. (a) An implementing authority may enter into agreements with a private entity for operations, services, or equipment under this section. Payment under a contract with a private entity must not be based on the number of violations, citations issued, or other similar means;

(b) An implementing authority that enters into a third-party agreement under this subdivision must perform a data practices audit of the private entity to confirm compliance with the requirements under subdivisions 14 to 16 and chapter 13. An audit must be undertaken at least every other year.

Subd. 13. Use of revenue. (a) Revenue from citations received by an implementing authority that is attributable to camera-based traffic enforcement must be allocated as follows:
(1) first as necessary to provide for implementation costs, which may include but is not limited to procurement and installation of traffic safety camera systems, traffic safety planning, and public engagement; and

(2) the remainder for traffic safety measures that perform traffic calming;

(b) The amount expended under paragraph (a), clause (2), must supplement and not supplant existing expenditures for traffic safety.

Subd. 14. Data practices; general requirements. (a) All data collected by a traffic safety camera system are private data on individuals as defined in section 13.02, subdivision 12, or nonpublic data as defined in section 13.02, subdivision 9, unless the data are public under section 13.82, subdivision 2, 3, or 6, or are criminal investigative data under section 13.82, subdivision 7.

(b) An agreement with a private entity and an implementing authority pursuant to subdivision 12 is subject to section 13.05, subdivisions 6 and 11.

(c) A private entity must use the data gathered under this section only for purposes of camera-based traffic enforcement under the pilot program and must not share or disseminate the data with an entity other than the appropriate implementing authority, except pursuant to a court order. Nothing in this subdivision prevents a private entity from sharing or disseminating summary data, as defined in section 13.02, subdivision 19.

(d) Traffic safety camera system data are not subject to subpoena, discovery, or admission into evidence in any prosecution, civil action, or administrative process that is not taken pursuant to section 169.06, subdivision 10, or 169.14, subdivision 13.

Subd. 15. Data practices; traffic safety camera system. A traffic safety camera system:

(1) is limited to collection of the following data:

(i) recorded video or images of the rear license plate of a motor vehicle;

(ii) recorded video or images of motor vehicles and areas surrounding the vehicles to the extent necessary to (A) identify a violation of a traffic-control device, or (B) calculate vehicle speeds;

(iii) date, time, and vehicle location that correlates to the data collected under item (i) or (ii); and

(iv) general traffic data:

(A) collected specifically for purposes of pilot program analysis and evaluation;

(B) that does not include recorded video or images;

(C) in which individuals or unique vehicles are not identified; and...
Subd. 15. Data practices; destruction of data.
(a) Notwithstanding section 138.17, and except as otherwise provided in this subdivision, data collected by a traffic safety camera system must be destroyed within 30 days of the date of collection unless the data are criminal investigative data under section 13.82, subdivision 7, related to a violation of a traffic-control signal or a speed limit.
(b) Upon written request to a law enforcement agency from an individual who is the subject of a pending criminal charge or complaint, along with the case or complaint number and a statement that the data may be used as exculpatory evidence, data otherwise subject to destruction under paragraph (a) must be preserved by the law enforcement agency until the charge or complaint is resolved or dismissed.
(c) Upon written request from a program participant under chapter 5B, data collected by a traffic safety camera system related to the program participant must be destroyed at the time of collection or upon receipt of the request, whichever occurs later, unless the data are active criminal investigative data. The existence of a request submitted under this paragraph is private data on individuals as defined in section 13.02, subdivision 12.
(d) Notwithstanding section 138.17, data collected by a traffic safety camera system must be destroyed within three years of the resolution of a citation issued pursuant to this section.
(e) The destruction requirements under this subdivision do not apply to: (1) general traffic data as provided under subdivision 15, clause (1), item (iv); and (2) data that identifies the number of warnings or citations issued to an individual under this section.
Subd. 16. Data practices; destruction of data.
(a) Notwithstanding section 138.17, and except as otherwise provided in this subdivision, data collected by a traffic safety camera system must be destroyed within 30 days of the date of collection unless the data are criminal investigative data under section 13.82, subdivision 7, related to a violation of a traffic-control signal or a speed limit.
(b) Upon written request to a law enforcement agency from an individual who is the subject of a pending criminal charge or complaint, along with the case or complaint number and a statement that the data may be used as exculpatory evidence, data otherwise subject to destruction under paragraph (a) must be preserved by the law enforcement agency until the charge or complaint is resolved or dismissed.
(c) Upon written request from a program participant under chapter 5B, data collected by a traffic safety camera system related to the program participant must be destroyed at the time of collection or upon receipt of the request, whichever occurs later, unless the data are active criminal investigative data. The existence of a request submitted under this paragraph is private data on individuals as defined in section 13.02, subdivision 12.
(d) Notwithstanding section 138.17, data collected by a traffic safety camera system must be destroyed within three years of the resolution of a citation issued pursuant to this section.
(e) The destruction requirements under this subdivision do not apply to: (1) general traffic data as provided under subdivision 15, clause (1), item (iv); and (2) data that identifies the number of warnings or citations issued to an individual under this section.
Subd. 17. Work zone pilot project; report.
(a) By August 1, 2025, the commissioners must implement a speed safety camera pilot project that provides for education of speeding violations in conjunction with the development and study of the use of speed safety camera systems.
(b) The commissioners must issue a warning for a violation of section 169.14, subdivision 13; captured by a speed safety camera system and must not impose any fine for a second or subsequent violation.
(c) Prior to commencement of conducting the pilot project, the commissioners must establish a work zone traffic safety course that provides at least 30 minutes of instruction.
on speeding, traffic-control signals, and other safety risks associated with speed and speeding
in work zones.

(d) The commissioner must establish an implementation schedule that begins
commencement of camera-based traffic enforcement on at least two trunk highway work
zone segments by August 1, 2025. The commissioners may select different trunk highway
work zones. The commissioners must conduct the work zone pilot project in geographically
diverse areas and must consider traffic patterns, historic speed enforcement and citation
rates, and other factors to study further deployment of speed camera systems in additional
work zones.

(e) By July 1, 2025, the commissioners of transportation and public safety must establish
standards, schedules, curricula, and requirements for camera-based enforcement in a trunk
highway work zone. The actions of the commissioner are exempt from rulemaking under
chapter 14 and are not subject to exempt rulemaking procedures under section 14.386.

(f) By October 1, 2029, the commissioners must submit a report on the work zone pilot
project and speed safety camera systems to the chairs and ranking minority members of the
legislative committees having jurisdiction over transportation policy and finance. At a
minimum, the report must:

1. provide a review of the work zone pilot project;
2. provide data on warning notices issued by the pilot project, with breakouts by year,
   location, and trunk highway type;
3. evaluate any disparities in impacts under the work zone pilot project;
4. make recommendations on the calibration, installation, enforcement, administration,
adjudication, and implementation of speed camera traffic enforcement in trunk highway
work zones, including any statutory or legislative changes needed; and
5. make recommendations on how to integrate trunk highway work zone speed camera
enforcement into the commissioner's strategies, practices, and methods to reduce vehicle
speeds and enhance worker safety in work zones.

(g) The authority for the work zone pilot project is limited to August 1, 2025, to July 31, 2029.

Subd. 18. Exempt from rulemaking. Rules adopted to implement this section are
exempt from rulemaking under chapter 14 and are not subject to exempt rulemaking
procedures under section 14.386.

Subd. 19. Expiration. This section expires July 31, 2029.
motor vehicles must include instruction on commissioner must adopt rules for persons 
enrolled in driver education programs offered at public schools, private schools, and 
commercial driver training schools, requiring inclusion in the course of instruction a section 
on vulnerable road users. The instruction must include information on: 
(1) the rights and responsibilities of vulnerable road users, as defined in section 169.011, 
subdivision 92b; 
(2) the specific duties of a driver when encountering a bicycle, other nonmotorized 
vehicles, or a pedestrian; 
(3) safety risks for vulnerable road users and motorcyclists or other operators of two- 
or three-wheeled vehicles; and 
(d) best practices to minimize dangers and avoid collisions with vulnerable road users 
and motorcyclists or other operators of two- or three-wheeled vehicles.

Sec. 52. Minnesota Statutes 2022, section 169.222, subdivision 2, is amended to read:
Subd. 2. Manner and number riding. No bicycle, including a tandem bicycle, cargo 
or utility bicycle, or trailer, shall be used to carry more persons at one time than the number 
for which it is designed and equipped, except an adult rider may carry a child in a seat 
designed for carrying children that is securely attached to the bicycle. (a) For purposes of 
this subdivision, "bicycle" includes a tandem bicycle, electric-assisted bicycle, cargo or 
utility bicycle, or trailer.
(b) No person may operate a bicycle while carrying more than the number of riders for 
which the bicycle is designed or equipped.
(c) Notwithstanding paragraph (b), an adult bicycle operator may carry a child in a trailer 
or seat designed for carrying children that is securely attached to a bicycle.

Subd. 6a. Electric-assisted bicycle; riding rules. (a) A person may operate an 
electric-assisted bicycle in the same manner as provided for operation of other bicycles, 
including but not limited to operation on the shoulder of a roadway, a bicycle lane, and a 
bicycle route, and operation without the motor engaged on a bikeway or bicycle trail.
(b) A person may operate a class 1 or class 2 electric-assisted bicycle with the motor 
engaged on a bicycle path, bicycle trail, or shared use path unless prohibited under section 
85.015, subdivision 1d; 85.018, subdivision 2, paragraph (d); or 160.263, subdivision 2, 
paragraph (b), as applicable.
(c) A person may operate a class 3 electric-assisted bicycle or multiple mode 
electric-assisted bicycle with the motor engaged on a bicycle path, bicycle trail, or shared 
electric-assisted bicycle with the motor engaged on a bicycle path, bicycle trail, or shared
use path unless the local authority or state agency having jurisdiction over the bicycle path or trail prohibits the operation.

(d) The local authority or state agency having jurisdiction over a trail or over a bike park that is designated as nonmotorized and that has a natural surface tread made by clearing and grading the native soil with no added surfacing materials may regulate the operation of an electric-assisted bicycle.

(e) A person under the age of 15 must not operate an electric-assisted bicycle.

Subd. 2.

(a) The manufacturer or distributor of an electric-assisted bicycle must apply a label to the bicycle that is permanently affixed in a prominent location. The label must contain the classification number, top assisted speed, and motor wattage of the electric-assisted bicycle, and must be printed in a legible font with at least 9-point type. A multiple mode electric-assisted bicycle must have labeling that identifies the highest electric-assisted bicycle class in which it is capable of operation.

(b) A person must not modify an electric-assisted bicycle to change the motor-powered speed capability or motor engagement so that the bicycle no longer meets the requirements for the applicable class, unless:

(1) the person replaces the label required in paragraph (a) with revised information; or
(2) for a vehicle that no longer meets the requirements for any electric-assisted bicycle class, the person removes the labeling as an electric-assisted bicycle.

(c) An electric-assisted bicycle must operate in a manner so that the electric motor is disengaged or ceases to function when the rider stops pedaling or (1) when the brakes are applied; or (2) except for a class 2 electric-assisted bicycle or a multiple mode electric-assisted bicycle operating in class 2 mode, when the rider stops pedaling.

(d) A class 3 electric-assisted bicycle or multiple mode electric-assisted bicycle must be equipped with a speedometer that displays the speed at which the bicycle is traveling in miles per hour.

(e) A multiple mode electric-assisted bicycle equipped with a throttle must not be capable of exceeding 20 miles per hour on motorized propulsion alone in any mode when the throttle is engaged.
to a fine of up to $200. These parking spaces are reserved for disabled persons with motor
vehicles displaying the required certificate, plates, permit valid for 30 days, or insignia.

(b) For purposes of this subdivision, a parking space that is clearly identified as reserved
for physically disabled persons by a permanently posted sign that does not meet all design
standards, is considered designated and reserved for physically disabled persons. A sign
posted for the purpose of this section must be visible from inside a motor vehicle parked in
the space; be kept clear of snow or other obstructions which block its visibility; and be
nonmovable.

(c) By August 1, 2024, the Minnesota Council on Disability must select and propose a
statewide uniform disability parking space sign that is consistent with the Americans with
Disabilities Act. The selected and proposed sign must not display any variation of the word
"handicapped." As part of selecting and proposing a statewide uniform disability parking
space sign, the Minnesota Council on Disability may encourage owners or managers of
property to replace existing disability parking space signs at the owner's earliest opportunity
once the sign is made available for distribution.

(d) Beginning on August 1, 2025, an applicable owner or manager of property on which
a disability parking sign may be located must install and display the new uniform disability
parking sign required in paragraph (c) at:

(1) newly created on-site parking facilities; and
(2) existing on-site parking facilities when the manager or owner replaces existing
disability parking space signs.

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

Subdivision 1. Grant program established; purpose. The Lights On grant program is
established under this section to provide drivers on Minnesota roads with vouchers of up
to $250 to use at participating auto repair shops to repair or replace broken or malfunctioning
lighting equipment required under sections 169.49 to 169.51. Grant funds awarded under
this program are intended to increase safety on Minnesota roads by ensuring vehicle lights
are properly illuminated, offering drivers restorative solutions rather than punishment for
malfunctioning equipment, lessening the financial burden of traffic tickets on low-income
drivers, and improving police-community relations.

Subd. 2. Eligibility. Counties, cities, towns, the State Patrol, and local law enforcement
agencies, including law enforcement agencies of a federally recognized Tribe, as defined
in United States Code, title 25, section 5304(e), are eligible to apply for grants under this
section.

Subd. 3. Application. (a) The commissioner of public safety must develop application
materials and procedures for the Lights On grant program.
The application must describe the type or types of intended vouchers, the amount of money requested, and any other information deemed necessary by the commissioner.

Applicants must submit an application under this section in the form and manner prescribed by the commissioner.

Applicants must describe how grant money will be used to provide and distribute vouchers to drivers.

Applicants must keep records of vouchers distributed and records of all expenses associated with awarded grant money.

Applicants must not use awarded grant money for administrative costs. A nonstate organization that contracts with the commissioner to operate the program must not retain any of the grant money for administrative costs.

An applicant must not distribute more than one voucher per motor vehicle in a 90-day period.

A voucher that is distributed to a driver must contain the following information:

1. the motor vehicle license plate number;
2. the date of issuance; and
3. the badge number of the officer distributing the voucher.

Preference for grant awards must be given to applicants whose proposals provide resources and vouchers to individuals residing in geographic areas that have historically received underinvestment and have high poverty rates.

Preference for grant awards must be given to applicants whose proposals provide resources and vouchers to individuals residing in geographic areas that have higher crash rates or higher number of tickets issued for broken or malfunctioning lighting equipment, or (ii) are high poverty areas. For purposes of this section, "high poverty area" means a census tract as reported in the most recently completed decennial census published by the United States Bureau of the Census that has a poverty area rate of at least 20 percent or in which the median family income does not exceed 80 percent of the greater of the statewide or metropolitan median family income.

By February 1 each year, grant recipients must submit a report to the commissioner itemizing all expenditures made using grant money, the purpose of each expenditure, and the disposition of each contact made with drivers with malfunctioning or broken lighting equipment. The report must be in the form and manner prescribed by the commissioner.

By March 15 each year, the commissioner must submit a report to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance. The report must itemize, for the previous calendar year:

1. the participating grant recipients and the total number and dollar amount of vouchers that each grant recipient distributed; and
2. the purpose of each expenditure, the disposition of each contact made with drivers with malfunctioning or broken lighting equipment, and the purpose of each voucher distributed.

By February 1 each year, grant recipients must submit a report itemizing all expenditures made using grant money, the purpose of each expenditure, and the disposition of each contact made with drivers with malfunctioning or broken lighting equipment. The report must be in the form and manner prescribed by the commissioner.

By March 15 each year, the commissioner must submit a report to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance. The report must list, for the previous calendar year:

1. the participating grant recipients and the total number and dollar amount of vouchers that each grant recipient distributed; and
(2) the participating auto repair shops and the total number and dollar amount of vouchers that each received.

Grant recipients and any program organization contracted by the commissioner must provide information as requested by the commissioner to complete the report required under this paragraph.

Sec. 57. Minnesota Statutes 2022, section 169.685, subdivision 7, is amended to read:

Subd. 7. Appropriation; special account. The Minnesota child passenger restraint and education account is created in the state treasury special revenue fund, consisting of fines collected under subdivision 5 and other money appropriated or donated. The money in the account is annually appropriated to the commissioner of public safety to be used to provide child passenger restraint systems to families in financial need, school districts and child care providers that provide for the transportation of pupils to and from school using type III vehicles or school buses with a gross vehicle weight rating of 10,000 pounds or less, and to provide an educational program on the need for and proper use of child passenger restraint systems. Information on the commissioner’s activities and expenditure of funds under this section must be available upon request.

Sec. 58. Minnesota Statutes 2022, section 169.79, is amended by adding a subdivision to read:

Subd. 3b. Roadable aircraft. Notwithstanding subdivision 1 and section 168.09,

Sec. 59. Minnesota Statutes 2022, section 169.812, subdivision 2, is amended to read:

Subd. 2. Escort vehicles required; width. (a) Except as provided in paragraphs (d) and (e), no escort vehicle is required if the width of an overdimensional load is 15 feet or less as measured at the bottom of the load or is 16 feet or less as measured at the top of the load.

(b) Only one rear escort vehicle is required on a multilane divided roadway if the width of an overdimensional load is more than 15 feet as measured at the bottom of the load or is more than 16 feet as measured at the top of the load.

(e) Only one lead escort vehicle and one rear escort vehicle is required on any undivided roadway if the width of an overdimensional load is more than 15 feet as measured at the bottom of the load or is more than 16 feet as measured at the top of the load.

(d) One lead escort vehicle, one rear escort vehicle, and either one lead licensed peace officer or an additional escort driver if a local licensed peace officer is unavailable is required when any part of an overdimensional load or a vehicle transporting an overdimensional load extends beyond the left of the centerline on an undivided roadway.

(e) The commissioner may require additional escorts when deemed necessary to protect public safety or to ensure against undue damage to the road foundations, surfaces, or structures. The commissioner must specify in the permit (1) the number of additional escorts...
68.12 required; and (2) whether the operators of the escort vehicles must be licensed peace officers
or may be escort drivers, as defined in subdivision 1;

68.13 Sec. 60. Minnesota Statutes 2022, section 169.869, subdivision 1, is amended to read:
68.14 Subdivision 1. Definition. For purposes of this section, "road construction materials" means street or highway construction materials; including but not limited to aggregate material as defined in section 298.75, subdivision 1, paragraph (a), hot mix asphalt, plastic concrete, cementitious materials, concrete admixtures, asphalt cement, and recycled road materials; and bulk aggregate materials that are delivered to an aggregate plant or production facility or are used in the production of asphalt or concrete, not including those materials that require the vehicle to be marked or placarded in accordance with section 221.033 and Code of Federal Regulations, title 49, part 172.

68.15 Sec. 61. Minnesota Statutes 2022, section 169.974, subdivision 5, is amended to read:
68.16 Subd. 5. Driving rules. (a) An operator of a motorcycle must ride only upon a permanent and regular seat which is attached to the vehicle for that purpose. No other person shall ride on a motorcycle, except that passengers may ride (1) upon a permanent and regular operator's seat if designed for two persons, (2) upon additional seats attached to or in the vehicle, or (3) in a sidecar attached to the vehicle. The operator of a motorcycle is prohibited from carrying passengers in a number in excess of the designed capacity of the motorcycle or sidecar attached to it. A passenger is prohibited from being carried in a position that interferes with the safe operation of the motorcycle or the view of the operator.
68.17 (b) No person shall ride upon a motorcycle as a passenger unless the person can reach the footrests or floorboards with both feet.
68.18 (c) Except for passengers of sidecars, drivers and passengers of three-wheeled motorcycles, and persons in an autocycle, no person shall operate or ride upon a motorcycle except while sitting astride the seat, facing forward, with one leg on either side of the motorcycle.
68.19 (d) No person shall operate a motorcycle while carrying animals, packages, bundles, or other cargo which prevent the person from keeping both hands on the handlebars.
68.20 (e) No person shall operate a motorcycle between lanes of moving or stationary vehicles headed in the same direction, nor shall any person drive a motorcycle abreast of or overtake or pass another vehicle within the same traffic lane, unless the operator of the motorcycle is traveling at not more than 25 miles per hour and no more than 15 miles per hour over the speed of traffic. Motorcycles may, with the consent of both drivers, be operated not more than two abreast in a single traffic lane if the vehicles fit safely within the designated space of the lane. An operator of a motor vehicle that intentionally impedes or attempts to prevent any operator of a motorcycle from operating a motorcycle as permitted under this paragraph is guilty of a petty misdemeanor.
(f) Motor vehicles including motorcycles are entitled to the full use of a traffic lane and no motor vehicle may be driven or operated in a manner so as to deprive a motorcycle of the full use of a traffic lane.

(g) A person operating a motorcycle upon a roadway must be granted the rights and is subject to the duties applicable to a motor vehicle as provided by law, except as to those provisions which by their nature can have no application.

(h) Paragraph (e) of this subdivision does not apply to police officers in the performance of their official duties.

(i) No person shall operate a motorcycle on a street or highway unless the headlight or headlights are lighted at all times the motorcycle is so operated.

(j) A person parking a motorcycle on the roadway of a street or highway must:

(1) if parking in a marked parking space, park the motorcycle completely within the marked space; and

(2) park the motorcycle in such a way that the front of the motorcycle is pointed or angled toward the nearest lane of traffic to the extent practicable and necessary to allow the operator to (i) view any traffic in both directions of the street or highway without having to move the motorcycle into a lane of traffic and without losing balance or control of the motorcycle; and (ii) ride the motorcycle forward and directly into a lane of traffic when the lane is sufficiently clear of traffic.

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

Sec. 62. [169.975] OPERATION OF ROADABLE AIRCRAFT.

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

(b) "Aircraft" has the meaning given in section 360.013, subdivision 37.

(c) "Airport" has the meaning given in section 360.013, subdivision 39, and includes a personal-use airport as defined in Minnesota Rules, part 8800.0100, subpart 22a.

(d) "Restricted landing area" has the meaning given in section 360.013, subdivision 57.

(e) "Unlicensed landing area" has the meaning given in Minnesota Rules, part 8800.0100, subpart 32a.

Subd. 2. Operation. (a) A roadable aircraft is considered a motor vehicle when in operation, including on a public highway, except when the vehicle is (1) at an airport, (2) on a restricted landing area, (3) on an unlicensed landing area, or (4) in flight. When operating a roadable aircraft as a motor vehicle, an operator must comply with all rules and requirements set forth in this chapter governing the operation of a motor vehicle.
(b) When in operation at an airport, on a restricted landing area, on an unlicensed landing area, or in flight, a roadable aircraft is considered an aircraft and the operator must comply with all rules and requirements set forth in chapter 360. An owner of a roadable aircraft registered in Minnesota under this chapter must comply with all rules and requirements of this chapter and chapter 360 governing the registration, taxation, and insurance of aircraft.

(c) A roadable aircraft may only take off or land at an airport, unlicensed landing area, or restricted landing area.

Sec. 63.
Minnesota Statutes 2022, section 169.99, subdivision 1, is amended to read:

Subdivision 1. Form. (a) Except as provided in subdivision 3; section 169.147, subdivision 8; and section 169.999, subdivision 3, there shall be a uniform traffic ticket issued throughout the state by the police and peace officers or by any other person for violations of this chapter and ordinances in conformity thereto. Such uniform traffic ticket shall be in the form and have the effect of a summons and complaint. Except as provided in paragraph (b), the uniform ticket shall state that if the defendant fails to appear in court in response to the ticket, an arrest warrant may be issued. The uniform traffic ticket shall consist of four parts, on paper sensitized so that copies may be made without the use of carbon paper, as follows:

1. the complaint, with reverse side for officer's notes for testifying in court, driver's past record, and court's action, printed on white paper;

2. the abstract of court record for the Department of Public Safety, which shall be a copy of the complaint with the certificate of conviction on the reverse side, printed on yellow paper;

3. the police record, which shall be a copy of the complaint and of the reverse side of copy (1), printed on pink paper; and

4. the summons, with, on the reverse side, such information as the court may wish to give concerning the Traffic Violations Bureau, and a plea of guilty and waiver, printed on off-white tag stock.

(b) If the offense is a petty misdemeanor, the uniform ticket must state that a failure to appear will be considered a plea of guilty and waiver of the right to trial, unless the failure to appear is due to circumstances beyond the person's control.

Sec. 27.
Minnesota Statutes 2023 Supplement, section 169A.44, subdivision 1, is amended to read:

Subdivision 1. Nonfelony violations. (a) This subdivision applies to a person charged with a nonfelony violation of section 169A.20 (driving while impaired) under circumstances described in section 169A.40; subdivision 3 (certain DWI offenders; custodial arrest);
(b) Except as provided in subdivision 3, unless maximum bail is imposed under section 629.471, a person described in paragraph (a) may be released from detention only if the person agrees to the following conditions pending resolution of the charge:

1. abstain from alcohol and nonprescribed controlled or intoxicating substances; and
2. submit to a program of electronic alcohol monitoring, involving at least daily measurements of the person's alcohol concentration, pending resolution of the charge to monitor that abstinence.

(c) A defendant charged with a violation of section 169A.20, subdivision 1, clause (1), (5), or (6); subdivision 1, clause (4), where one of the elements involves a violation of clause (1); subdivision 2, clause (1); or subdivision 2, clause (2), if the court issued the warrant based on probable cause to believe that the person was under the influence of alcohol, must be monitored through the use of:

1. electronic alcohol monitoring, involving at least daily measurements of the person's alcohol concentration if electronic alcohol-monitoring equipment is available to the court; or
2. random alcohol tests conducted at least weekly if electronic alcohol-monitoring equipment is not available to the court.

(d) A defendant charged with a violation of section 169A.20, subdivision 1, clause (2), (3), (4), (7), or (8); or subdivision 2, clause (2), if the court issued the warrant based on probable cause to believe that the person was under the influence of a controlled substance or an intoxicating substance, must be monitored through the use of random urine analyses conducted at least weekly.

Clause (2) applies only when electronic alcohol-monitoring equipment is available to the court.

(e) The court shall require partial or total reimbursement from the person for the cost of the electronic alcohol monitoring, random alcohol tests, and random urine analyses, to the extent the person is able to pay.

EFFECTIVE DATE. This section is effective August 1, 2024, and applies to defendants charged on or after that date.
request for reinstatement or at the time of the arrest for the offense listed under clause (2),
item (i), subitem (A) or (B), or (ii), subitem (A) or (B), as based on:

(i) a request by the person for reinstatement, on a form to be provided by the Department
of Public Safety;

(ii) the person's attestation under penalty of perjury; and

(iii) the submission by the driver of certified copies of vehicle registration records and
driving records for the period from the arrest until the driver seeks reinstatement of driving
privileges; or

(2) the person used the ignition interlock device and complied with section 171.306 for
a period of not less than:

(i) one year, for a person whose driver's license was revoked for:

(A) an offense occurring within ten years of a qualified prior impaired driving incident;
or

(B) an offense occurring after two qualified prior impaired driving incidents; or

(ii) two years, for a person whose driver's license was revoked for:

(A) an offense occurring under item (i), subitem (A) or (B), and the test results indicated
an alcohol concentration of twice the legal limit or more; or

(B) an offense occurring under item (i), subitem (A) or (B), and the current offense is
for a violation of section 169A.20, subdivision 2;

(b) A person whose driver's license has been canceled or denied as a result of three or
more qualified impaired driving incidents involving at least one alcohol-related offense
shall not be eligible for reinstatement of driving privileges without an ignition interlock
restriction until the person:

1. has completed rehabilitation according to rules adopted by the commissioner or been
granted a variance from the rules by the commissioner; and

2. has submitted verification of abstinence from alcohol and controlled substances
under paragraph (c), as evidenced by the person's use of an ignition interlock device or other
chemical monitoring device approved by the commissioner;

(c) The verification of abstinence must show that the person has abstained from the use
of alcohol and controlled substances for a period of not less than:

1. three years, for a person whose driver's license was canceled or denied for an offense
occurring within ten years of the first of two qualified prior impaired driving incidents, or

2. occurring after three qualified prior impaired driving incidents;
(2) four years, for a person whose driver's license was canceled or denied for an offense
occurring within ten years of the first of three qualified prior impaired driving incidents; or

(3) six years, for a person whose driver's license was canceled or denied for an offense
occurring after four or more qualified prior impaired driving incidents.

(d) A person whose driver's license has been revoked as a result of a controlled or
intoxicating substance offense listed under clause (2) shall not be eligible for reinstatement
of driving privileges without participating in the intensive testing program established under
section 171.307 until the commissioner certifies that either:

(i) the person did not own or lease a vehicle at the time of the offense or at any time
between the time of the offense and the driver's request for reinstatement, or commit a
violation of chapter 169, 169A, or 171 between the time of the offense and the driver's
request for reinstatement or at the time of the arrest for the offense listed under clause (2),
item (i), subitem (A) or (B); or
(ii) the person's attestation under penalty of perjury; and
(iii) the submission by the driver of certified copies of vehicle registration records and
driving records for the period from the arrest until the driver seeks reinstatement of driving
privileges; or

(2) the person participated in the intensive testing program and complied with section
171.307 for a period of not less than:

(i) one year, for a person whose driver's license was revoked for:

(A) an offense occurring within ten years of a qualified prior impaired driving incident;

(B) an offense occurring after two qualified prior impaired driving incidents; or

(ii) two years, for a person whose driver's license was revoked for:

(A) an offense occurring under item (i), subitem (A) or (B), and the test results indicated
an alcohol concentration of twice the legal limit or more; or

(B) an offense occurring under item (i), subitem (A) or (B), and the current offense is
for a violation of section 169A.20, subdivision 2;

or

(e) A person whose driver's license has been canceled or denied as a result of three or
more qualified impaired driving incidents involving at least one controlled or intoxicating
substance offense shall not be eligible for reinstatement of driving privileges without
participating in the intensive testing program until the person:
(1) has completed rehabilitation according to rules adopted by the commissioner or been
granted a variance from the rules by the commissioner; and
(2) has submitted verification of abstinence from alcohol and controlled substances
under paragraph (f), as evidenced by the person's participation in the intensive testing
program or other monitoring approved by the commissioner.
(f) The verification of abstinence must show that the person has abstained from the use
of alcohol and controlled substances for a period of not less than:
(1) three years, for a person whose driver's license was canceled or denied for an offense
occurring within ten years of the first of two qualified prior impaired driving incidents, or
occurring after three qualified prior impaired driving incidents;
(2) four years, for a person whose driver's license was canceled or denied for an offense
occurring within ten years of the first of three qualified prior impaired driving incidents; or
(3) six years, for a person whose driver's license was canceled or denied for an offense
occurring after four or more qualified prior impaired driving incidents.
(g) As used in this subdivision:
(1) "alcohol-related offense" means a violation of section 169A.20, subdivision 1, clause
(1k), (5), or (6); subdivision 1, clause (4), where one of the elements involves a violation of
clause (1); subdivision 2, clause (1); or subdivision 2, clause (2), if the court issued the
warrant based on probable cause to believe that the person was under the influence of
alcohol; and
(2) "controlled or intoxicating substance offense" means a violation of section 169A.20,
subdivision 1, clause (2), (3), (4), (7), or (8); or subdivision 2, clause (2), if the court issued
the warrant based on probable cause to believe that the person was under the influence of
a controlled substance or an intoxicating substance.
EFFECTIVE DATE. This section is effective August 1, 2024, and applies to revocations
and cancellations or denials that occur on or after that date.
Sec. 65. Minnesota Statutes 2022, section 171.01, is amended by adding a subdivision to read:

Subd. 45c. Residence address and permanent mailing address. "Residence address" and "permanent mailing address" mean, for purposes of drivers' licenses, enhanced drivers' licenses, REAL ID-compliant drivers' licenses and identification cards, instruction permits, identification cards, and enhanced identification cards, the postal address of the permanent domicile within this state where an individual:

(1) resides;

(2) intends to reside within 30 calendar days after the date of application; or

(3) intends to return whenever absent.

EFFECTIVE DATE. This section is effective October 1, 2024, for applications on or after that date.

Sec. 66. Minnesota Statutes 2022, section 171.01, is amended by adding a subdivision to read:

Subd. 48e. Temporary mailing address. "Temporary mailing address" means the mailing address of any place where a person regularly or occasionally stays and may receive mail in their name other than the person's residence address. A temporary mailing address does not include the designated address under section 5B.05.

EFFECTIVE DATE. This section is effective October 1, 2024, for applications on or after that date.

Sec. 67. Minnesota Statutes 2022, section 171.06, subdivision 2a, is amended to read:

Subd. 2a. Two-wheeled vehicle endorsement fee. (a) In addition to the appropriate fee under subdivision 2, the fee for a two-wheeled vehicle endorsement on a driver's license is:

(1) $26.50 for an initial endorsement or a duplicate license obtained for the purpose of adding the endorsement; and

(2) $17 for each license renewal with the endorsement;

(b) The additional fee must be paid into the state treasury and credited as follows:

(1) $19 of the additional fee under paragraph (a), clause (1), and $11 of the additional fee under paragraph (a), clause (2), to the motorcycle safety fund account, which is hereby created in the special revenue fund; and

(2) the remainder to the general fund;

(c) All application forms prepared by the commissioner for two-wheeled vehicle endorsements must clearly state the amount of the total fee that is dedicated to the motorcycle safety fund account.
EFFECTIVE DATE. This section is effective July 1, 2024.

Sec. 68. Minnesota Statutes 2023 Supplement, section 171.06, subdivision 3, is amended to read:

Subd. 3. Contents of application; other information. (a) An application must:

(1) state the full name, date of birth, sex, and either (i) the residence address of the applicant, or (ii) designated address under section 5B.05;

(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;

(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 (e);

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

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

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

(vi) indicate caretaker information as provided under section 171.12, subdivision 5c; and

(vii) indicate a temporary mailing address separate from the applicant's residence address listed on the identification card or license; and

(6) meet the requirements under section 201.161, subdivision 3;

(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;

e) 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).

f) If an applicant designates a temporary mailing address under paragraph (a), clause
(5), item (vii), the commissioner must use the temporary mailing address in lieu of the
applicant's residence address for delivery of the driver's license or identification card. The
commissioner must send all other correspondence to the applicant's residence address.
Nothing in this paragraph or paragraph (a), clause (5), item (viii), may be construed to modify
or remove proof of residency requirements at the time of application for an initial driver's
permit, driver's license, or identification card.

g) The commissioner must provide information on the department's website on the
option for an applicant to designate a temporary mailing address. The information on the
department's website must:

(1) be easily accessible and address frequently asked questions;

(2) detail the department's requirements for the use of a temporary mailing address;
(3) compare the use of a temporary mailing address to the use of an applicant's residence address; and

(4) clarify that a driver's license or identification card will not be delivered to a forwarded mail address;

**EFFECTIVE DATE.** This section is effective October 1, 2024, for applications on or after that date.

Sec. 69. Minnesota Statutes 2022, section 171.06, is amended by adding a subdivision to read:

Subd. 7a. **REAL ID-compliant and noncompliant drivers' licenses; online renewal.**

(a) For purposes of this subdivision, "applicant" or "renewal applicant" means a person who renews a REAL ID-compliant or noncompliant driver's license or identification card through the department's online renewal system established in this subdivision.

(b) The commissioner must establish a process for an applicant to renew a REAL ID-compliant or noncompliant driver's license or identification card, whether by website or some other means, as provided by this subdivision.

(c) The commissioner may renew a REAL ID-compliant or noncompliant driver's license or identification card for an individual who does not renew in person if:

(1) there is no material change in identity, including any change to the applicant's name, address, signature, and driver's license or identification card number;

(2) the renewal application is not for a different type or class of driver's license or Minnesota identification card;

(3) the renewal application is not for an enhanced driver's license or identification card;

(4) 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 of the applicant's current credential; and

(5) for a driver's license renewal, the applicant submits a vision examination certificate that:

(i) has been completed within the last two 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 prescribed by the commissioner.

(d) The commissioner must use the photograph on file as specified in paragraph (c), clause (4), for the applicant's REAL ID-compliant or noncompliant driver's license or identification card.
(e) The commissioner must provide detailed and easily accessible information on the department's website about online renewals for REAL ID-compliant and noncompliant drivers' licenses and identification cards. The information must be clearly organized to assist an applicant in completing online renewal, including but not limited to the photograph and vision examination requirements under this section and section 171.13, subdivision 1.

(f) By each July 31, 50 percent of the revenue collected in the previous fiscal year from the filing fees assessed for transactions completed under this subdivision must be distributed as payments to each full-service provider and driver's license agent that was in operation during the last quarter of the previous fiscal year. The distribution must be based proportionally on the total number of transactions completed by each full-service provider and driver's license agent. For the purposes of the distribution calculation in this paragraph, the number of transactions completed by a driver's license agent must first be multiplied by 0.2. The amount to be distributed under this paragraph is appropriated to the commissioner from the driver and vehicle services operating account in the special revenue fund.

EFFECTIVE DATE. This section is effective January 1, 2025, for renewals on or after that date.

Subd. 4. Fee; equipment. (a) The agent may charge and retain a filing fee for each application as follows:

(1) New application for a noncompliant, REAL ID-compliant, or enhanced driver's license or identification card $16.00
(2) Renewal application for a noncompliant, REAL ID-compliant, or enhanced driver's license or identification card $11.00

Except as provided in paragraph (c), the fee must cover all expenses involved in receiving, accepting, or forwarding to the department the applications and fees required under sections 171.02, subdivision 3; 171.06, subdivisions 2 and 2a; and 171.07, subdivisions 3 and 3a.

(b) The statutory fees and the filing fees imposed under paragraph (a) may be paid by credit card or debit card. The driver's license agent may collect a convenience fee on the statutory fees and filing fees not greater than the cost of processing a credit card or debit card transaction. The convenience fee must be used to pay the cost of processing credit card and debit card transactions. The commissioner must adopt rules to administer this paragraph using the exempt procedures of section 14.386, except that section 14.386, paragraph (b), does not apply.

(c) The department must maintain the photo identification and vision examination equipment for all agents. All photo identification and vision examination equipment must be compatible with standards established by the department.
(d) A filing fee retained by the agent employed by a county board must be paid into the county treasury and credited to the general revenue fund of the county. An agent who is not an employee of the county must retain the filing fee in lieu of county employment or salary and is considered an independent contractor for pension purposes, coverage under the Minnesota State Retirement System, or membership in the Public Employees Retirement Association.

(e) Before the end of the first working day following the final day of the reporting period established by the department, the agent must forward to the department all applications and fees collected during the reporting period except as provided in paragraph (d).

(f) At least quarterly, the commissioner must compile data related to transactions completed by driver's license agents for which no filing fee under this section was collected, and distribute to each driver's license agent an amount calculated as (1) the number of no-fee transactions completed by that driver's license agent, multiplied by (2) $25. The total amount distributed to driver's license agent under this paragraph is appropriated to the commissioner from the driver and vehicle services operating account in the special revenue fund.

Sec. 71. Minnesota Statutes 2022, section 171.061, is amended by adding a subdivision to read:

Subd. 5a. Competitive bidding. (a) Notwithstanding any statute or rule to the contrary, if a driver's license agent appointed under this section permanently stops offering services at the approved office location and permanently closes the approved office location, the commissioner must use a competitive bidding process for the appointment of a replacement driver's license agent. If available, the replacement driver's license agent appointed by the commissioner under this section must continue to offer services at the approved office location. If the existing office location is not available to the replacement driver's license agent, the replacement office location must be at a location that must be approved by the commissioner and must serve a similar service area as the existing office location.

(b) The commissioner must not give a preference to a partner, owner, manager, or employee of the driver's license agent that has permanently stopped offering services at the closed office location in a competitive bidding process.

(c) The commissioner must adopt rules to administer and enforce a competitive bidding process to select a replacement driver's license agent. If the replacement driver's license agent elects to not offer services at the office location of the prior agent, Minnesota Rules, chapter 7404, governing the selection of a proposed office location of a driver's license agent, applies.

EFFECTIVE DATE. This section is effective October 1, 2025.
Sec. 29. Minnesota Statutes 2023 Supplement, section 171.0705, subdivision 2, is amended to read:

Subd. 2. Driver’s manual; bicycle traffic vulnerable road users. The commissioner shall include in each edition of the driver’s manual published by the department a section relating to vulnerable road users and motorcyclists or operators of two- or three-wheeled vehicles that, at a minimum, includes:

1. bicycle traffic laws, including any changes in the law which affect bicycle traffic;
2. traffic laws related to pedestrians and pedestrian safety; and
3. traffic laws related to motorcycles, autocycles, motorized bicycles, motorized foot scooters, and electric personal assistive mobility devices.

EFFECTIVE DATE. This section is effective the day following final enactment and applies to each edition of the manual published on or after that date.

Sec. 30. Minnesota Statutes 2023 Supplement, section 171.13, subdivision 1, is amended to read:

Subdivision 1. Examination subjects and locations; provisions for color blindness, disabled veterans. (a) Except as otherwise provided in this section, the commissioner must examine each applicant for a driver's license by such agency as the commissioner directs.

This examination must include:

- bicycle traffic laws, including any changes in the law which affect bicycle traffic;
- traffic laws related to pedestrians and pedestrian safety; and
- traffic laws related to motorcycles, autocycles, motorized bicycles, motorized foot scooters, and electric personal assistive mobility devices.

EFFECTIVE DATE. This section is effective the day following final enactment and applies to each edition of the manual published on or after that date.

Sec. 72. Minnesota Statutes 2023 Supplement, section 171.0705, subdivision 2, is amended to read:

Subd. 2. Driver’s manual; bicycle traffic vulnerable road users. The commissioner shall include in each edition of the driver’s manual published by the department a section relating to vulnerable road users and motorcyclists or operators of two- or three-wheeled vehicles that, at a minimum, includes:

1. bicycle and electric-assisted bicycle traffic laws, including any changes in the law which affect bicycle traffic;
2. traffic laws related to pedestrians and pedestrian safety; and
3. traffic laws related to motorcycles, autocycles, motorized bicycles, motorized foot scooters, and electric personal assistive mobility devices.

Sec. 73. Minnesota Statutes 2022, section 171.12, is amended by adding a subdivision to read:

Subd. 6a. Driving record; traffic safety camera system. (a) Except as provided in paragraph (b), the commissioner of public safety must not record on an individual’s driving record any violation of:

1. a traffic-control signal under section 169.06, subdivision 10; or
2. a speed limit under section 169.14, subdivision 13.

(b) This subdivision does not apply to:

1. a violation that occurs in a commercial motor vehicle; or
2. a violation committed by a holder of a class A, B, or C commercial driver's license or commercial driver learner's permit, without regard to whether the violation was committed in a commercial motor vehicle or another vehicle.

(c) This subdivision applies to violations committed on or after August 1, 2025, and before August 1, 2029.

Sec. 74. Minnesota Statutes 2023 Supplement, section 171.13, subdivision 1, is amended to read:

Subdivision 1. Examination subjects and locations; provisions for color blindness, disabled veterans. (a) Except as otherwise provided in this section, the commissioner must examine each applicant for a driver's license by such agency as the commissioner directs.

This examination must include:
(1) a test of the applicant's eyesight; provided that this requirement is met by submission of a vision examination certificate under section 171.06, subdivision 7;

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

(3) a test of the applicant's knowledge of (i) traffic laws; (ii) the effects of alcohol and drugs on a driver's ability to operate a motor vehicle safely and legally, and of the legal penalties and financial consequences resulting from violations of laws prohibiting the operation of a motor vehicle while under the influence of alcohol or drugs; (iii) railroad grade crossing safety; (iv) slow-moving vehicle safety; (v) laws relating to pupil transportation safety, including the significance of school bus lights, signals, stop arm, and passing a school bus; (vi) traffic laws related to vulnerable road users and motorcyclists, including but not limited to operators of bicycles and pedestrians; and (vii) the circumstances and dangers of carbon monoxide poisoning;

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

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

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

(c) The commissioner must ensure that an applicant may take an exam either in the county where the applicant resides or in an adjacent county at a reasonably convenient location. The schedule for each exam station must be posted on the department's website.

(d) The commissioner shall ensure that an applicant is able to obtain an appointment for an examination to demonstrate ability under paragraph (a), clause (4), within 14 days of the applicant's request if, under the applicable statutes and rules of the commissioner, the applicant is eligible to take the examination.

(e) The commissioner must provide real-time information on the department's website about the availability and location of exam appointments. The website must show the next available exam dates and times for each exam station. The website must also provide an option for a person to enter an address to see the date and time of the next available exam at each exam station sorted by distance from the address provided.

(1) one of the following:

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

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

(3) a test of the applicant's knowledge of (i) traffic laws; (ii) the effects of alcohol and drugs on a driver's ability to operate a motor vehicle safely and legally, and of the legal penalties and financial consequences resulting from violations of laws prohibiting the operation of a motor vehicle while under the influence of alcohol or drugs; (iii) railroad grade crossing safety; (iv) slow-moving vehicle safety; (v) laws relating to pupil transportation safety, including the significance of school bus lights, signals, stop arm, and passing a school bus; (vi) traffic laws related to vulnerable road users and motorcyclists, including but not limited to operators of bicycles and pedestrians; and (vii) the circumstances and dangers of carbon monoxide poisoning;

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

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

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

(c) The commissioner must ensure that an applicant may take an exam either in the county where the applicant resides or in an adjacent county at a reasonably convenient location. The schedule for each exam station must be posted on the department's website.

(d) The commissioner shall ensure that an applicant is able to obtain an appointment for an examination to demonstrate ability under paragraph (a), clause (4), within 14 days of the applicant's request if, under the applicable statutes and rules of the commissioner, the applicant is eligible to take the examination.

(e) The commissioner must provide real-time information on the department's website about the availability and location of exam appointments. The website must show the next available exam dates and times for each exam station. The website must also provide an option for a person to enter an address to see the date and time of the next available exam at each exam station sorted by distance from the address provided.
EFFECTIVE DATE. This section is effective January 1, 2025, for renewals on or after that date.

Sec. 75. Minnesota Statutes 2022, section 171.13, subdivision 9, is amended to read:

Subd. 9. Online driver’s license knowledge testing authorization. (a) The commissioner must implement online knowledge testing as provided in this subdivision. The commissioner must not charge a fee to a driver education program or an authorized entity for access to the online knowledge testing system or for administering the online knowledge test. The commissioner must administer the fourth or subsequent knowledge test for a person.

(b) Upon written request from a driver education program licensed by the department, the commissioner must grant access to the department’s web-based knowledge testing system to the driver education program. Once granted access to the online knowledge testing system, a driver education program may administer the online knowledge test to a student of the program.

(c) An entity other than a driver education program may apply to the commissioner for authority to administer online knowledge tests. The commissioner may approve or disapprove an application for administering the online knowledge tests under this paragraph. Upon approving an application of an entity, the commissioner must grant access to the department’s web-based knowledge testing system to that authorized entity. Once granted access to the online knowledge testing system, the authorized entity may administer the online knowledge test.

(d) A driver education program or authorized entity:

(1) must provide all computers and equipment for persons that take the online knowledge test;

(2) must provide appropriate proctors to monitor persons taking the online knowledge test; and

(3) may charge a fee of no more than $10 for administering the online knowledge test.

(e) For purposes of paragraph (d), clause (2), a proctor must be:

(1) an employee of the driver education program, authorized entity, or a state or local government;

(2) a driver’s license agent; or

(3) a classroom teacher, school administrator, or paraprofessional at a public or private school, excluding a home school.

The proctor must be physically present at the location where the test is being administered. A proctor must not be a relative of the person taking the test. For purposes of this paragraph, a relative is a spouse, fiancee, fiancé, grandparent, parent, child, sibling, or legal guardian, including adoptive, half, step, and in-law relationships.
This section is effective August 1, 2025.

Sec. 76. Minnesota Statutes 2022, section 171.16, subdivision 3, is amended to read:

Subd. 3. Failure to pay fine. The commissioner is prohibited from suspending a person's driver's license based solely on the fact that a person:

1. has been convicted of:

   (i) violating a law of this state or an ordinance of a political subdivision which regulates the operation or parking of motor vehicles;

   (ii) a violation under section 169.06, subdivision 10;

   (iii) a violation under section 169.14, subdivision 13;

2. has been sentenced to the payment of a fine or had a surcharge levied against that person, or sentenced to a fine upon which a surcharge was levied; and

3. has refused or failed to comply with that sentence or to pay the surcharge.

Sec. 77. Minnesota Statutes 2023 Supplement, section 171.301, subdivision 3, is amended to read:

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) a reinstatement fee under sections 171.20, subdivision 4, and 171.29, subdivision 2;

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

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

3. issuance of a reintegration driver's license does not forgive or otherwise discharge any unpaid fees or fines.

This section is effective the day following final enactment.

Sec. 78. Minnesota Statutes 2023 Supplement, section 171.301, subdivision 6, is amended to read:

Subd. 6. Issuance of regular driver's license. (a) Notwithstanding any statute or rule to the contrary, the commissioner must issue a REAL ID-compliant or noncompliant license to a person who possesses a reintegration driver's license if:

1. the person has possessed the reintegration driver's 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 reinstatement fee or surcharge under sections 171.20, subdivision 4, and 171.29, subdivision 2, for a person who is eligible and applies for a license under paragraph (a).

EFFECTIVE DATE. This section is effective the day following final enactment.
"Program participant" means a person who has qualified to take part in the ignition interlock program under this section, and whose driver's license, as a result of an incident involving alcohol, has been:

1. revoked, canceled, or denied under section 169A.52; 169A.54; 171.04, subdivision 1, clause (10); or 171.177; or

2. revoked under section 171.17, subdivision 1, paragraph (a), clause (1), or suspended under section 171.177, for a violation of section 609.2113, subdivision 1, clause (2), item (i) or (iii), (3), or (4); subdivision 2, clause (2), item (i) or (iii), (3), or (4); subdivision 3, clause (2), item (i) or (iii), (3), or (4); subdivision 2, clause (2), item (i) or (ii), (iii), (3), or (4); subdivision 2, clause (2), item (i) or (iii), (3), or (4); or subdivision 3, clause (2), item (i) or (iii), (3), or (4); or section 169A.03, subdivision 22;

Effective Date: This section is effective August 1, 2024, and applies to revocations and cancellations or denials that occur on or after that date.

Sec. 32. Minnesota Statutes 2022, section 171.306, subdivision 8, is amended to read:

Subd. 8. Rulemaking. In establishing the commissioner may adopt rules to implement this section, including but not limited to rules regarding the performance standards and certification process of subdivision 2, and the program guidelines of subdivision 3, and any other rules necessary to implement this section, the commissioner is subject to chapter 14.

Effective Date: This section is effective August 1, 2024.

Sec. 33. [171.307] INTENSIVE TESTING PROGRAM.

Subdivision 1. Definitions. (a) As used in this section, the following terms have the meanings given:

(1) "Incident involving a controlled substance or intoxicating substance" means:

1. a test failure as described in section 169A.52, subdivision 2, paragraph (a), clause (3), or 171.177, subdivision 3, clause (2), item (ii);

2. a test refusal as described in section 169A.52, subdivision 3, or 171.177, subdivision 3, clause (1), when there was probable cause to believe the person had been driving, operating, or in physical control of a motor vehicle in violation of section 169A.20, subdivision 1, clause (2), (3), (4), (7), or (8); or subdivision 2, clause (2), if the court issued the warrant based on probable cause to believe that the person was under the influence of a controlled substance or an intoxicating substance;

3. a conviction for a violation of section 169A.20, subdivision 1, clause (2), (3), (4), (7), or (8); or
(4) a determination by the commissioner pursuant to section 171.04, subdivision 1, clause (10), that the person is inimical to public safety based on one or more violations of section 169A.20, subdivision 1, clause (2), (3), (4), (7), or (8).

(c) "Program participant" means a person who has qualified to take part in the intensive testing program under this section, and whose driver's license, as the result of an incident involving a controlled substance or intoxicating substance, has been:

(1) revoked, canceled, or denied under section 169A.52, 169A.54, 171.04, subdivision 1, clause (10); or
(2) revoked under section 171.17, subdivision 1, paragraph (a), or suspended under section 171.187, for a violation of section 609.2113, subdivision 1, clause (2), item (ii), (iii), or (iv), (5), or (6); subdivision 2, clause (2), item (ii), (iii), or (iv), (5), or (6); or subdivision 3, clause (2), item (ii), (iii), or (iv), (5), or (6); or 609.2114, subdivision 2, clause (2), item (ii), (iii), or (iv), (5), or (6), resulting in bodily harm, substantial bodily harm, or great bodily harm.

(d) "Qualified prior impaired driving incident" has the meaning given in section 169A.03, subdivision 22.

Subd. 2. Program requirements.
(a) The commissioner must establish guidelines for participation in the intensive testing program. A person who seeks to participate in the program must sign a written acknowledgment that the person has received, reviewed, and agreed to abide by the program guidelines.

(b) The program guidelines must include provisions clearly identifying and prohibiting the use of masking agents.

(c) The program guidelines must include provisions requiring disclosure of any prescription medications and protocols to assure that testing accounts for prescribed medications that are taken within the therapeutic range.

(d) The commissioner must enter a notation on a person's driving record to indicate that the person is a program participant.

(e) A person under the age of 18 years is not eligible to be a program participant.

(f) A program participant must pay costs associated with any required urine analyses.

(g) A program participant must participate in any treatment recommended in a chemical use assessment report.

(h) A program participant must submit to regular and random urine analyses and other testing that take place at least weekly. The results of a random urine analysis or other test that is ordered by a court or required by probation satisfy the requirement in this paragraph for the week in which the urine analysis or other test was administered if the results clearly indicate that the program participant submitted to the urine analysis or test, identify the date.
of the test; and are submitted to the commissioner in a form and manner approved by the
commissioner. If a program participant chooses to submit the results of urine analyses or
other tests ordered by a court or required by probation, the commissioner may require that
the program participant sign a written authorization for the release of the results and any
related information including but not limited to information that is a health record as defined
in section 144.291, subdivision 2, paragraph (c).

\[\text{Subd. 3. Issuance of restricted license. (a) Beginning January 1, 2026, the commissioner}
\]
\[\text{must issue a class D driver's license, subject to the applicable limitations and restrictions}
\]
of this section, to a program participant who meets the requirements of this section and the
program guidelines. The commissioner must not issue a license unless the program participant
has provided satisfactory proof that:

\[\begin{align*}
(1) & \text{the participant has submitted to a minimum number of preliminary urine analyses} \\
& \text{as required by the commissioner that tested negative for the presence of a controlled substance}
\]
\[\begin{align*}
& \text{or its metabolite and for the presence of specified intoxicating substances; and}
\]
\[\begin{align*}
(2) & \text{the participant has insurance coverage on any vehicle the participant owns or operates}
\]
\[\begin{align*}
& \text{regularly. If the participant has previously been convicted of violating section 169.791, 169.793, or 169.797, or the participant's license has previously been suspended or canceled under section 169.792 or 169.797, the commissioner must require the participant to present an insurance identification card that is certified by the insurance company to be noncancelable for a period not to exceed 12 months:}
\]
\[\begin{align*}
(1) & \text{revoked under section 169A.52, subdivision 3, paragraph (a), clause (1), (2), or (3), or subdivision 4, paragraph (a), clause (1), (2), or (3); 169A.54, subdivision 1, clause (1), (2), (3), or (4); or 171.177, subdivision 4, paragraph (a), clause (1), (2), or (3), or subdivision 5, paragraph (a), clause (1), (2), or (3); or revoked under section 171.17, subdivision 1, paragraph (a), clause (1), or subdivision 171.187, for a violation of section 509.2113, subdivision 1, clause (2), item (ii), (iii), or (iv), (5), or (6); subdivision 2, clause (2), item (i), (iii), or (iv), (5), or (6); subdivision 3, clause (2), item (i), (iii), or (iv), (5), or (6), resulting in bodily harm, substantial bodily harm, or great bodily harm, where the participant has fewer than two qualified prior impaired driving incidents ever; may apply for conditional reinstatement of the driver's license, subject to the intensive testing program:}
\]
\[\begin{align*}
(2) & \text{revoked under section 169A.52, subdivision 3, paragraph (a), clause (4), (5), or (6); or subdivision 4, paragraph (a), clause (4), (5), or (6); 169A.54, subdivision 1, clause (5), (6), or (7); 171.177, subdivision 4, paragraph (a), clause (4), (5), or (6), or subdivision 5, paragraph (a), clause (4), (5), or (6); or (2) revoked under section 171.17, subdivision 1, paragraph (a), clause (1), or subdivision 171.187, for a violation of section 609.2113, subdivision 1, clause (2), item (i), (iii), or (iv), (5), or (6); subdivision 2, clause (2), item (i), (iii), or (iv), (5), or (6); subdivision 3, clause (2), item (i), (iii), or (iv), (5), or (6):}
\]

or (6); or 609.2114, subdivision 2, clause (2), item (ii), (iii), or (iv), or (5), or (6), resulting in bodily harm, substantial bodily harm, or great bodily harm, where the participant has two or more qualified prior impaired driving incidents within the past ten years or three or more qualified prior impaired driving incidents ever; may apply for conditional reinstatement of the driver’s license, subject to the intensive testing program, if the program participant is enrolled in a licensed substance use disorder treatment or rehabilitation program at recommended in a chemical use assessment. As a prerequisite to eligibility for eventual reinstatement of full driving privileges, a participant whose chemical use assessment recommended treatment or rehabilitation must complete a licensed substance use disorder treatment or rehabilitation program. If the program participant submits a urine analysis that tests positive for the presence of a controlled substance or its metabolite or for the presence of any specified intoxicating substances, the commissioner must extend the time period that the participant must participate in the program until the participant has reached the required abstinence period described in section 169A.55, subdivision 4.

(d) Notwithstanding any statute or rule to the contrary, the commissioner has authority to determine when a program participant is eligible for restoration of full driving privileges, except that the commissioner must not reinstate full driving privileges until the program participant has met all applicable prerequisites for reinstatement under section 169A.55 and until the program participant has not tested positive for the presence of a controlled substance or its metabolite or for the presence of any specified intoxicating substances during the preceding 90 days.

Subd. 4. Penalties; program violations. (a) If a program participant violates a condition of a license conditionally reinstated under subdivision 3 and section 171.30, or violates the program guidelines under subdivision 2, the commissioner must extend the person’s revocation period under section 169A.52, 169A.54, or 171.177 by:

(1) 180 days for a first violation;

(2) one year for a second violation; or

(3) 545 days for a third and each subsequent violation.

(b) Notwithstanding paragraph (a), the commissioner may terminate participation in the program by any person when, in the commissioner’s judgment, termination is necessary to protect the interests of public safety and welfare. In the event of termination, the commissioner must not reduce the applicable revocation period under section 169A.52, 169A.54, or 171.177 by the amount of time during which the person possessed a limited or restricted driver’s license issued under subdivision 3.

Subd. 5. Tampering; penalties. A program participant who tampers with a test required under this section, including but not limited to submitting a false or adulterated sample, or a person who advises or otherwise assists a program participant in tampering with a test required under this section is guilty of a misdemeanor.
42.27 Subd. 6. Venue. In addition to the provisions of Rule 24 of the Rules of Criminal Procedure and section 627.01, a violation of subdivision 5 may be prosecuted in:
42.28 (1) the county in which the tampering is alleged to have taken place;
42.29 (2) the county in which the accused resides; or
42.30 (3) the county in which the impaired driving incident occurred, which resulted in the accused being issued a driver's license with an intensive testing program restriction.
42.31 Subd. 7. Data. Data on program participants collected under this section are private data on individuals as defined in section 13.02, subdivision 12. Data must be maintained in the same manner as all other driver's license records. Access to the data is subject to the provisions of section 171.12, subdivision 1a.
42.32 Subd. 8. Rulemaking. The commissioner may adopt rules to implement this section, including but not limited to rules establishing or amending the program guidelines under subdivision 2.
42.33 EFFECTIVE DATE. This section is effective August 1, 2024, and applies to revocations and cancellations or denials that occur on or after that date.

83.7 Sec. 79. Minnesota Statutes 2022, section 171.335, subdivision 3, is amended to read:
83.8 Subd. 3. Appropriation. (a) All funds in the motorcycle safety fund account created by section 171.06, subdivision 2a, are hereby annually appropriated to the commissioner of public safety to carry out the purposes of subdivisions 1 and 2.
83.9 (b) Of the money appropriated under paragraph (a):
83.10 (1) not more than five percent shall be expended to defray the administrative costs of carrying out the purposes of subdivisions 1 and 2; and
83.11 (2) not more than 65 percent shall be expended for the combined purpose of training and coordinating the activities of motorcycle safety instructors and making reimbursements to schools and other approved organizations.
83.12 EFFECTIVE DATE. This section is effective July 1, 2024.

83.7 Sec. 80. Minnesota Statutes 2022, section 174.02, is amended by adding a subdivision to read:
83.8 Subd. 11. Tribal worksite training program. The commissioner must establish a Tribal worksite training program for state-funded construction projects. The commissioner may enter into an agreement with any private, public, or Tribal entity for the planning, designing, developing, and hosting of the program.
funds for the worksite training program if the state-funded construction project is not a highway construction project.

Sec. 81. Minnesota Statutes 2022, section 174.185, is amended to read:

174.185 PAVEMENT LIFE-CYCLE COST ANALYSIS.

Subdivision 1. Definitions. For the purposes of this section, the following definitions apply:

(a) "Life-cycle cost" is the sum of the cost of the initial pavement project and all anticipated costs for maintenance, repair, and resurfacing over the life of the pavement.

Anticipated costs must be based on Minnesota's actual or reasonably projected maintenance, repair, and resurfacing schedules and costs determined by the Department of Transportation district personnel based upon recently awarded local projects and experience with local material costs.

(b) "Life-cycle cost analysis" or "analysis" means a comparison of life-cycle costs among competing paving materials using equal design lives and equal comparison periods; and a process for evaluating the total economic worth of a usable project segment by analyzing initial costs and discounted future costs, such as maintenance, user costs, reconstruction, rehabilitation, restoring, and resurfacing costs over the life of the project segment.

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

(d) "Pavement" means any material used for paved traffic lanes, typically asphalt or concrete, including the underlying materials inherent to each pavement alternative considered.

(e) "Rounded value" means a measurement that is rounded to the nearest half-inch increment.

(f) "Shoulder" means the portion of the highway that is contiguous with the regularly traveled portions of the highway, outside of the edge of the pavement, and for accommodation of stopped vehicles, emergency use, and lateral support of base and surface courses.

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

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

Subd. 2. Required analyses. (a) For each project in the reconditioning, resurfacing, and road repair funding categories, any project with 60,000 or more square yards of paving...
including for the shoulder; the commissioner shall must perform a life-cycle cost analysis and shall document the lowest life-cycle costs and all alternatives considered. The commissioner shall document the chosen pavement strategy and, if the lowest life-cycle is not selected, document the justification for the chosen strategy. A life-cycle cost analysis is required for projects to be constructed after July 1, 2011, and document the chosen pavement strategy as provided in this section. The commissioner must perform the life-cycle cost analysis prior to substantial plan development.

(b) When conducting a life-cycle cost analysis, the commissioner must:

(1) derive initial and future costs from Minnesota-based historical data of roadways with similar characteristics, including but not limited to similar geographical location, rural or urban classification, traffic volumes, construction practices, staging, and vehicle classification percentages;

(2) determine the analysis period based on the longest design life of all feasible alternatives or 60 years, whichever is longer;

(3) compensate for any life added or lost due to rounding if pavement thickness is rounded up or down;

(4) ensure that each feasible alternative being considered in the analysis meets the minimum requirements for that alternative and must consider only the pavement, base, and subbase materials that are required to meet the minimum criteria for that alternative;

(5) identify all feasible alternatives, including a full range of rehabilitation strategies for both rigid and flexible pavements;

(6) include agency costs, including but not limited to initial pavement, future rehabilitation and maintenance projects, overhead, design, contract administration, and routine maintenance;

(7) include mobilization costs related to construction, maintenance, or rehabilitation;

(8) include costs for traffic control to protect workers and the public during each construction, maintenance, or rehabilitation activity in the analysis;

(9) identify and use realistic timing of future maintenance and construction practices using similar characteristics, including but not limited to similar geographical location, rural or urban classification, traffic volumes, construction practices, staging, and vehicle classification percentages;

(10) for each feasible alternative with residual service life at the end of the analysis period, calculate the value of any residual service life and include the value as a credit in the final year of the analysis period;

(11) include an explanation of the methodology used to produce the cost estimate and why that method was selected; and
86.1 (12) include an explanation of the timing selected of rehabilitation and maintenance and
why that timing was selected.

86.3 (c) The commissioner must not include the following in a life-cycle cost analysis:

(1) elements that are the same for all alternatives;

(2) life-cycle calculations for shoulder pavement, shoulder base, or shoulder subbase; and

(3) any superfluous material that is included as part of the feasible alternative but is not
required to meet the minimum requirements of the feasible alternative, including any material
that may be included due to the designer's preference or recommendation in the department's
Pavement Design Manual. This clause does not preclude the commissioner from selecting
a pavement strategy that uses superfluous materials, but the superfluous materials must not
be a factor in making the selection.

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

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

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

(1) explain why the pavement strategy was selected;

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

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

(4) identify any superfluous materials, quantify the superfluous materials' associated
costs, and provide the rationale for the superfluous materials' inclusion.
The commissioner must submit the analysis and document of justification to a licensed professional engineer for review. A life-cycle cost analysis is not considered final until it is certified and signed by a licensed professional engineer as provided by Minnesota Rules, part 1800.4200.

For all projects that began construction on or after January 1, 2024, the commissioner must store all life-cycle cost analyses and documents of justification on the department’s website in a manner that allows the public to easily access the documents.

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

Subd. 3. Report. The commissioner shall report by January 31 annually to the chairs and ranking minority members of the senate and house of representatives legislative committees with jurisdiction over transportation finance on life-cycle cost analyses under this section. At a minimum, the report must include information on the results of the analyses required in subdivision 2, the public review under subdivision 2a, and the final selection and document of justification under subdivision 2b.

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

Sec. 35. Minnesota Statutes 2023 Supplement, section 174.38, subdivision 3, is amended to read:

Subd. 3. Active transportation accounts. (a) An active transportation 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. Money in the account is annually appropriated to the commissioner and must be expended only on projects that receive financial assistance as provided under this section.

(b) An active transportation account is established in the bond proceeds fund. The account consists of state bond proceeds appropriated to the commissioner. Money in the account may only be expended on bond-eligible costs of a project receiving financial assistance as provided under this section. Money in the account may only be expended on a project that is publicly owned.

(c) An active transportation account is established in the general fund. The account consists of money as provided by law and any other money donated, allotted, transferred, or otherwise provided to the account. Money in the account may only be expended on a project receiving financial assistance as provided under this section.
Sec. 36. Minnesota Statutes 2023 Supplement, section 174.38, subdivision 6, is amended to read:

Subd. 6. Use of funds. (a) The commissioner must determine permissible uses of financial assistance funds available under this section, which are limited to:

1. construction and maintenance of bicycle, trail, and pedestrian infrastructure, including but not limited to safe routes to school infrastructure and bicycle facilities and centers; and

2. noninfrastructure programming, including activities as specified in section 174.40, subdivision 7a, paragraph (b); and

3. as provided in this subdivision.

(b) Of the amount made available in each fiscal year, the first $500,000 is for grants to develop, maintain, and implement active transportation safety curriculum for youth ages five to 17 years old, and if remaining funds are available, for (1) youth ages 15 to 17 years old; (2) adult active transportation safety programs; and (3) adult learn-to-ride programs. The curriculum must include resources for teachers and must meet the model training materials requirements under section 123B.935, subdivision 4.

(c) Of the amount made available, $245,000 in each of fiscal years 2025 to 2028 is for costs related to complete streets implementation training under section 174.75, subdivision 2a.

Sec. 18. Laws 2023, chapter 68, article 1, section 20, is amended to read:

Sec. 20. TRANSFERS. (a) $152,650,000 in fiscal year 2024 is transferred from the general fund to the trunk highway fund for the state match for highway formula and discretionary grants under the federal Infrastructure Investment and Jobs Act, Public Law 117-58, and for related state investments.

(b) $19,500,000 in fiscal year 2024 and $19,255,000 in fiscal year 2025 are transferred from the general fund to the active transportation account under Minnesota Statutes, section 174.38. The base for this transfer is $8,875,000 in fiscal year 2026 and $9,000,000 in fiscal year 2027.
By June 30, 2023, the commissioner of management and budget must transfer any remaining unappropriated balance, estimated to be $232,000, from the driver services operating account in the special revenue fund to the driver and vehicle services operating account under Minnesota Statutes, section 299A.705.

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

Sec. 82. Minnesota Statutes 2022, section 174.40, subdivision 3, is amended to read:

Subd. 3. Safe routes to school accounts. (a) A safe routes to school account is established in the bond proceeds fund. The account consists of state bond proceeds appropriated to the commissioner. Money in the account may only be expended on bond-eligible costs of a project receiving financial assistance as provided under this section. All uses of funds from the account must be for publicly-owned property.

(b) A safe routes to school account is established in the general special revenue fund. The account consists of funds as provided by law, and any other money donated, allotted, transferred, or otherwise provided to the account. Money in the account may only be expended on a project receiving financial assistance as provided under this section.

Sec. 83. [174.46] CONSTRUCTION OF NONARTERIAL BUS RAPID TRANSIT FACILITIES.

(a) For purposes of this section, "total estimated construction cost" means either (1) the cost of construction for a complete transit line project, or (2) the sum of the costs of all discrete segments of a transit line project.

(b) If a planned bus rapid transit line has either (1) a total estimated construction cost of more than $100,000,000, or (2) will operate substantially within separated rights-of-way, the commissioner is the responsible authority and must construct bus rapid transit facilities and infrastructure in the metropolitan area. The commissioner must ensure any construction project subject to this section is constructed in compliance with applicable plans and designs adopted by the Metropolitan Council.

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

Sec. 84. Minnesota Statutes 2023 Supplement, section 174.49, subdivision 6, is amended to read:

Subd. 6. Metropolitan counties; use of funds. (a) A metropolitan county must use funds that are received under subdivision 5 as follows:

(1) 41.5 percent for active transportation and transportation corridor safety studies;
(2) 41.5 percent for:
(i) repair, preservation, and rehabilitation of transportation systems; and
(ii) roadway replacement to reconstruct, reclaim, or modernize a corridor without adding traffic capacity, except for auxiliary lanes with a length of less than 2,500 feet; and

(3) 17 percent for any of the following:
(i) transit purposes, including but not limited to operations, maintenance, capital
maintenance, demand response service, and assistance to replacement service providers
under section 473.388;
(ii) complete streets projects, as provided under section 174.75; and
(iii) projects, programs, or operations activities that meet the requirements of a mitigation
action under section 161.178, subdivision 4.

(b) Funds under paragraph (a), clause (3), must supplement and not supplant existing sources of revenue.

(c) A metropolitan county may use funds that are received under subdivision 5 as debt service for obligations issued by the county in accordance with chapter 475, provided that the obligations are issued for a use allowable under this section.

Sec. 85. [174.595] TRANSPORTATION FACILITIES CAPITAL PROGRAM.

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

(b) "Capital building asset" includes but is not limited to district headquarters buildings, truck stations, salt storage or other unheated storage buildings, deicing and anti-icing facilities, fuel dispensing facilities, highway rest areas, and vehicle weigh and inspection stations.

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

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

(e) "Program" means the transportation facilities capital program established in this section.

Subd. 2. Program established. The commissioner must establish a transportation facilities capital program in conformance with this section to provide for capital building asset projects related to buildings and other capital facilities of the department.

Subd. 3. Transportation facilities capital accounts. (a) A transportation facilities capital account is established in the trunk highway fund. The account consists of money
appropriated from the trunk highway fund for the purposes of the program and any other
money donated, allotted, transferred, or otherwise provided to the account by law.

(b) A transportation facilities capital subaccount is established in the bond proceeds
account in the trunk highway fund. The subaccount consists of trunk highway bond proceeds
appropriated to the commissioner for the purposes of the program. Money in the subaccount
may only be expended on trunk highway purposes, including the purposes specified in this
section.

Subd. 4. Implementation standards. The commissioner must establish a process to
implement the program that includes allocation of funding based on review of eligible
projects as provided under subdivision 5 and prioritization as provided under subdivision
6. The process must be in conformance with trunk highway fund uses for the purposes of
constructing, improving, and maintaining the trunk highway system in the state pursuant
to the Minnesota Constitution, article XIV.

Subd. 5. Eligible expenditures. A project is eligible under this section only if the project:

(1) involves the construction, improvement, or maintenance of a capital building asset
that is part of the trunk highway system; and

(2) accomplishes at least one of the following:

(i) supports the programmatic mission of the department;

(ii) extends the useful life of existing buildings; or

(iii) renovates or constructs facilities to meet the department's current and future
operational needs;

Subd. 6. Prioritization. In prioritizing funding allocation among projects under the
program, the commissioner must consider:

(1) whether a project ensures the effective and efficient condition and operation of the
facility;

(2) the urgency in ensuring the safe use of existing buildings;

(3) the project's total life-cycle cost;

(4) additional criteria for priorities otherwise specified in law that apply to a category
listed in the act making an appropriation for the program; and

(5) any other criteria the commissioner deems necessary.

EFFECTIVE DATE. This section is effective the day following final enactment.
Subd. 2. Passenger 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, collected, or otherwise provided to the account.

(b) By July 15 annually beginning in calendar year 2027, 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, which may include but are not limited to planning, designing, developing, constructing, acquiring, administering, operating, promoting, maintaining, and improving passenger rail service within the state, after accounting for operating revenue, federal funds, and other sources.

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

Sec. 38. Minnesota Statutes 2023 Supplement, section 174.634, subdivision 2, is amended to read:

Subd. 3. Fee and revenue collection authorized. In order to maintain a balanced transportation system in the state required by the public convenience and necessity, the commissioner may, directly or through a contractor, vendor, operator, or partnership with a federal or state government entity, including Amtrak, collect a fee or other revenue related to passenger rail services within the state. Fees and revenue to be collected include but are not limited to fees and revenue generated through ticket sales and sales of on-board and promotional goods. Revenue may be collected as determined by the commissioner. Fees and revenue collected under this subdivision must be deposited in the passenger rail account in the special revenue fund. Fees and revenue under this section are not subject to section 16A.1283.

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

Sec. 39. Minnesota Statutes 2023 Supplement, section 174.634, subdivision 2, is amended to read:

Subd. 2. Passenger 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, collected, or otherwise provided to the account.

(b) By November 1 each year, the commissioner must report on the passenger rail account to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance. The report must, at a minimum, include:

1. The actual revenue and expenditures in each of the previous two fiscal years;
2. The budgeted and forecasted revenue and expenditures in the current fiscal year and each fiscal year within the state forecast period; and
3. The uses of expenditures or planned expenditures in each fiscal year included under clauses (1) and (2).

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

Sec. 40. Minnesota Statutes 2023 Supplement, section 174.634, subdivision 2, is amended to read:

Subd. 2. Passenger 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, collected, or otherwise provided to the account.

(b) Fees and revenue collected under this subdivision must be deposited in the passenger rail account under subdivision 2.
EFFECTIVE DATE. This section is effective the day following final enactment.

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

(b) "Complete streets" is the planning, scoping, design, implementation, operation, and maintenance of roads in order to reasonably address the safety and accessibility needs of users of all ages and abilities. Complete streets considers the needs of motorists, pedestrians, transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along and across roads, intersections, and crossings in a manner that is sensitive to the local context and recognizes that the needs vary in urban, suburban, and rural settings.

c) "Vulnerable road user" has the meaning given in section 169.011, subdivision 92b.

Subdivision 2. Implementation. (a) The commissioner shall implement a complete streets policy after consultation with stakeholders, state and regional agencies, local governments, and road authorities. The commissioner, after such consultation, shall address relevant protocols, guidance, standards, requirements, and training, and shall integrate:

1. integration of related principles of context-sensitive solutions;
2. integration throughout the project development process;
3. methods to evaluate inclusion of active transportation facilities in a project, which may include but are not limited to sidewalks, crosswalk markings, pedestrian accessibility, and bikeways; and
4. consideration of consultation with other road authorities regarding existing and planned active transportation network connections.

Sec. 42. Minnesota Statutes 2022, section 174.75, is amended by adding a subdivision to read:

Subd. 2a. Implementation guidance. The commissioner must maintain guidance that accompanies the complete streets policy under this section. The guidance must include sections on:

1. an analysis framework that provides for:
   i. identification of characteristics of a project;
(ii) highway system categorization based on context, including population density, land use, density and scale of surrounding development, volume of highway use, and the nature and extent of active transportation; and

(iii) relative emphasis for different road system users in each of the categories under item (i) in a manner that supports safety and mobility of vulnerable road users, motorcyclists or other operators of two- or three-wheeled vehicles, and public transit users; and

(2) an analysis of speed limit reductions and associated roadway design modifications to support safety and mobility in active transportation.

Sec. 91. Minnesota Statutes 2022, section 216E.02, subdivision 1, is amended to read:

Subdivision 1. Policy. The legislature hereby declares it to be the policy of the state to locate large electric power facilities and high voltage transmission lines in an orderly manner compatible with environmental preservation and the efficient use of resources. In accordance with this policy the commission shall choose locations that minimize adverse human and environmental impact while insuring continuing electric power system reliability and integrity and insuring that electric energy needs are met and fulfilled in an orderly and timely fashion.

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

Sec. 44. Minnesota Statutes 2023 Supplement, section 219.015, subdivision 2, is amended to read:

Subd. 2. Railroad company assessment; account; appropriation. (a) As provided in this subdivision, the commissioner must 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 Rail 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 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 consists of funds provided by this subdivision and section 221.0255 and any other money donated, allotted, transferred, or otherwise provided to the account. Money in the account is annually appropriated to the commissioner to administer the state rail safety inspection program and for costs under section 221.0255.
Sec. 140. STUDY; WAYSIDE DETECTORS.

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

1. "Hazardous substance" has the meaning given in section 219.055, subdivision 1, paragraph (e).

2. "Wayside detector" or "wayside detector system" means one or more electronic devices that perform automated scanning of passing trains, rolling stock, and on-track equipment to detect defects or precursors to defects in equipment or component parts, and provide notification to individuals of a defect or precursor to a defect.

Subd. 2. Application. The requirements in this section apply to:

1. a Class I railroad; and
2. a Class II railroad or Class III railroad when transporting a hazardous substance at a speed that exceeds ten miles per hour.

Subd. 3. Wayside detector system requirements. A railroad must maintain operational wayside detector systems located at intervals of:

1. at least every ten miles of mainline track in the state; or
2. at least every 15 miles of mainline track in the state if necessary due to the natural terrain.

A wayside detector system under this section must include a hot bearings detector and a dragging equipment detector.

Subd. 4. Defect notifications. Promptly after a wayside detector system provides a notification regarding a defect, the railroad must:

1. stop the train in accordance with the railroad's applicable safety procedures;
2. inspect the location of the defect from a position on the ground;
3. if the inspection indicates that the train is not safe for movement, make necessary repairs prior to movement;
4. if the inspection indicates that the train is safe for movement or if repairs are performed under clause (3).
(i) proceed at a speed that does not exceed (A) 30 miles per hour if the train is not
transporting a hazardous substance, or (B) ten miles per hour if the train is transporting a
hazardous substance; and
(ii) remove and set out any defective car at the earliest opportunity; and
(5) provide for the train crew to prepare a written inspection report and submit it to the
appropriate personnel within the railroad;

(b) The commissioner must conduct a comprehensive study on wayside detector systems
and other rail inspection technologies. The commissioner must engage with the governor's
Freight Rail Council under Executive Order 24-01 to consider and review issues related to
wayside detectors, including analyzing existing federal regulations and guidance, incidents
and performance data, safety complaints, and best practices;
(c) The study must:
(1) analyze deployed and emerging wayside detector system technology, including
known detector types and quantities and may include, but is not limited to, the following
inspection technologies:
(i) acoustic bearing detectors;
(ii) hot box detectors;
(iii) wheel tread inspection detectors;
(iv) wheel impact load detectors;
(v) wheel temperature detectors;
(vi) wheel profile detectors; and
(vii) machine vision systems;
(2) analyze wayside detector systems' impacts on railroad safety and identify accidents
and incident trends of rolling stock or other conditions monitored by wayside detectors;
(3) identify current practices for defect notification to train crews;
(4) identify current practices for wayside detector systems or other inspection technology
deployment and maintenance;
(5) estimate costs of requiring wayside detector systems for Class II and Class III railroads
and rail carriers, and identify potential state funding mechanisms to institute such
requirements;
136.23 (6) include a federal preemption analysis of mandating wayside detector systems under state law that includes an analysis and examination of federal law, case law, and federal guidance.

136.24 Subd. 6. Notification of validity. Using existing resources, the commissioner must perform a federal preemption analysis of the requirements under this section that includes an analysis and examination of federal law, case law, and federal guidance; the commissioner must make a preemption determination based on the analysis. If the commissioner determines that the requirements under this section are not reasonably expected to be preempted by federal law, the commissioner must submit a notification of validity to the revisor of statutes and to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

136.25 (7) analyze the costs and impacts, if any, on the transport of goods on certain Minnesota industries and sectors, including agriculture, taconite mining, manufacturing, timber, retail, and automotive, if implementation of a wayside detector system is required in Minnesota; and

136.26 and minimal agricultural sector impacts, the commissioner must submit a notification of minimal impacts to the revisor of statutes and to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

136.27 Subd. 7. Notification of impacts. Using existing resources, the commissioner of agriculture must perform an analysis of impacts on agricultural sector costs or other adverse and impacts on transportation of agricultural goods as a result of the requirements under this section, and must make a determination based on the analysis. If the commissioner determines that the requirements under this section are anticipated to result in minimal agricultural sector impacts, the commissioner must submit a notification of minimal impacts to the revisor of statutes and to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

137.1 Subd. 5. Report to commissioner. By January 15 annually, a railroad that is subject to this section must submit a report to the commissioner on wayside detector systems installed in this state. At a minimum, the report must include:

137.2 (1) an overview of each wayside detector system, which must include:

137.3 (i) its type and primary characteristics;

137.4 (ii) the nearest milepost number, latitude and longitude coordinates, or other information that specifically identifies its location; and

137.5 (iii) a review of the operational status of the hot bearings detector and the dragging equipment detector throughout the prior 12 months; and

137.6 (2) other information on wayside detector systems as required by the commissioner.

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

137.8 EFFECTIVE DATE. This section is effective January 1, 2025.

50.25 Subd. 6. Notification of validity. Using existing resources, the commissioner must perform a federal preemption analysis of the requirements under this section that includes an analysis and examination of federal law, case law, and federal guidance. The commissioner must make a preemption determination based on the analysis. If the commissioner determines that the requirements under this section are not reasonably expected to be preempted by federal law, the commissioner must submit a notification of validity to the revisor of statutes and to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

50.26 (7) analyze the costs and impacts, if any, on the transport of goods on certain Minnesota industries and sectors, including agriculture, taconite mining, manufacturing, timber, retail, and automotive, if implementation of a wayside detector system is required in Minnesota; and

50.27 and minimal agricultural sector impacts, the commissioner must submit a notification of minimal impacts to the revisor of statutes and to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

50.28 Subd. 7. Notification of impacts. Using existing resources, the commissioner of agriculture must perform an analysis of impacts on agricultural sector costs or other adverse and impacts on transportation of agricultural goods as a result of the requirements under this section, and must make a determination based on the analysis. If the commissioner determines that the requirements under this section are anticipated to result in minimal agricultural sector impacts, the commissioner must submit a notification of minimal impacts to the revisor of statutes and to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

51.11 EFFECTIVE DATE. This section is effective January 1, 2025.

51.12 Sec. 46. [219.5505] TRAIN LENGTH.

51.13 Subdivision 1. Definition. For purposes of this section, "railroad" means a common carrier that is classified by federal law or regulation as a Class I railroad, Class II railroad, or Class III railroad.
Subd. 2. Application. This section does not apply to a train transporting taconite that originates within this state.

Subd. 3. Maximum length. A railroad must not operate a train in this state that has a total length in excess of 8,500 feet.

Subd. 4. Penalty. (a) A railroad that violates this section is subject to a penalty of:

(1) not less than $1,000 or more than $5,000 for a first offense;

(2) not less than $5,000 or more than $10,000 for a second offense committed within three years of the first offense; and

(3) not less than $25,000 for a third or subsequent offense committed within three years of the first offense.

(b) The commissioner of transportation may enforce this section in a civil action before a judge of a county in which the violation occurs.

(c) Fines collected under this section must be deposited in the state rail safety inspection account in the special revenue fund.

Subd. 5. Notification of validity. Using existing resources, the commissioner must perform a federal preemption analysis of the requirements under this section that includes examination of federal law, case law, and federal guidance. The commissioner must make a preemption determination based on the analysis. If the commissioner determines that the requirements under this section are not reasonably expected to be preempted by federal law, the commissioner must submit a notification of validity to the revisor of statutes and to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

Subd. 6. Notification of impacts. Using existing resources, the commissioner of agriculture must perform an analysis of impacts on agricultural sector costs or other adverse impacts on transportation of agricultural goods as a result of the requirements under this section, and must make a determination based on the analysis. If the commissioner of agriculture determines that the requirements under this section are anticipated to result in minimal agricultural sector impacts, the commissioner must submit a notification of minimal impacts to the revisor of statutes and to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

EFFECTIVE DATE. This section is effective August 1, 2024, and applies to violations committed on or after that date.

Sec. 47. [219.756] YARDMASTER HOURS OF SERVICE.

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

Subdivision 2. Certification. (a) A railroad must ensure that the yardmaster is certified:

(b) to the extent the railroad owns or leases locomotive, car, or other equipment.

Subdivision 3. Penalties. (a) A railroad that violates this section is subject to a penalty of:

(b) The commissioner of transportation may enforce this section in a civil action before a judge of a county in which the violation occurs.

(c) Fines collected under this section must be deposited in the state rail safety inspection account in the special revenue fund.

EFFECTIVE DATE. This section is effective August 1, 2024, and applies to violations committed on or after that date.
(b) "Railroad" means a common carrier that is classified by federal law or regulation as Class I railroad, Class II railroad, or Class III railroad.

(c) "Yardmaster" means an employee of a common carrier who is responsible for supervising and coordinating the control of trains and engines operating within a railyard, not including a dispatching service employee, signal employee, or train employee as those terms are defined in United States Code, title 49, section 21101.

Subd. 2. Hours of service. (a) A railroad operating in this state must not require or allow a yardmaster to remain or go on duty:

1. in any month when the employee has spent a total of 276 hours on duty or in any other mandatory service for the carrier;
2. for a period exceeding 12 consecutive hours; and
3. unless the employee has had at least ten consecutive hours off duty during the prior 24 hours.

(b) A railroad operating in this state must not require or allow a yardmaster to remain or go on duty after the employee has initiated an on-duty period each day for six consecutive days unless the employee has had 48 consecutive hours off at the employee's home terminal, during which time the employee is unavailable for any service.

Subd. 3. Notification of validity. Using existing resources, the commissioner must perform a federal preemption analysis of the requirements under this section that includes examination of federal law, case law, and federal guidance. The commissioner must make a preemption determination based on the analysis. If the commissioner determines that the requirements under this section are not reasonably expected to be preempted by federal law, the commissioner must submit a notification of validity to the revisor of statutes and to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

Subd. 4. Notification of impacts. Using existing resources, the commissioner of agriculture must perform an analysis of impacts on agricultural sector costs or other adverse impacts on transportation of agricultural goods as a result of the requirements under this section, and must make a determination based on the analysis. If the commissioner of agriculture determines that the requirements under this section are anticipated to result in minimal agricultural sector impacts, the commissioner must submit a notification of minimal impacts to the revisor of statutes and to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

EFFECTIVE DATE. This section is effective August 1, 2024.
Sec. 48. Minnesota Statutes 2022, section 221.0255, subdivision 4, is amended to read:

Subd. 4. Motor carrier of railroad employees; requirements.
(a) The motor carrier of railroad employees must implement a policy that provides for annual training and certification of the operator in:
(1) safe operation of the vehicle transporting railroad employees;
(2) knowing and understanding relevant laws, rules of the road, and safety policies;
(3) handling emergency situations;
(4) proper use of seat belts;
(5) performance of pretrip and posttrip vehicle inspections, and inspection record keeping;
and
(6) proper maintenance of required records;
(b) The motor carrier of railroad employees must:
(1) confirm that the person is not disqualified under subdivision 6, by performing a criminal background check of the operator, which must include:
   (i) a criminal history check of the state criminal records repository; and
   (ii) if the operator has resided in Minnesota less than five years, a criminal history check from each state of residence for the previous five years;
(2) annually verify the operator's driver's license;
(3) document meeting the requirements in this subdivision, which must include maintaining at the carrier's business location:
   (i) a driver qualification file on each operator who transports passengers under this section; and
   (ii) records of pretrip and posttrip vehicle inspections as required under subdivision 3, paragraph (a), clause (3);
(4) maintain liability insurance in a minimum amount of $5,000,000 regardless of the seating capacity of the vehicle;
(5) maintain uninsured and underinsured coverage in a minimum amount of $1,000,000 or $5,000,000; and
(6) ensure inspection of each vehicle operated under this section as provided under section 169.781;
(c) A driver qualification file under paragraph (b), clause (3), must include:
(1) a copy of the operator's most recent medical examiner's certificate;
(2) a copy of the operator's current driver's license;
(3) documentation of annual license verification;
(4) documentation of annual training;
(5) documentation of any known violations of motor vehicle or traffic laws; and
(6) responses from previous employers, if required by the current employer.

(d) The driver qualification file must be retained for one year following the date of separation of employment of the driver from the carrier. A record of inspection under paragraph (b), clause (3), item (ii), must be retained for one year following the date of inspection.

(e) If a party contracts with the motor carrier on behalf of the railroad to transport the railroad employees, then the insurance requirements may be satisfied by either that party or the motor carrier, so long as the motor carrier is a named insured or additional insured under any policy.

EFFECTIVE DATE. This section is effective August 1, 2024.

Sec. 49. Minnesota Statutes 2022, section 221.0255, subdivision 9, is amended to read:

Subd. 9. Inspection and investigation authority. (a) Upon receipt of a complaint form or other information alleging a violation of this section, the commissioner must investigate the relevant matter. Representatives of the Department of Transportation and the State Patrol have the authority to enter, at a reasonable time and place, any vehicle or facility of the carrier for purposes of complaint investigations, random inspections, safety reviews, audits, or accident investigations;

(b) Failure of a railroad or motor carrier of railroad employees to permit a complaint investigation under this subdivision is grounds for issuance of a civil penalty under subdivision 10.

EFFECTIVE DATE. This section is effective August 1, 2024.

Sec. 50. Minnesota Statutes 2022, section 221.0255, is amended by adding a subdivision to read:

Subd. 10. Civil penalty. (a) After completion of an investigation or as provided in subdivision 9, paragraph (b), the commissioner may issue a civil penalty to a railroad or motor carrier of railroad employees that violates this section. A civil penalty issued under this paragraph is in the amount of:

(1) not less than $200 but not more than $500 for a first offense;

(2) not less than $500 but not more than $1,000 for a second offense; and
(3) not less than $1,000 but not more than $5,000 for a third or subsequent offense committed within three years of the first offense;

(b) The civil penalty amounts identified under paragraph (a) are for all violations identified in a single investigation and are not per violation;

(c) The recipient of a civil penalty under this subdivision has 30 days to notify the commissioner in writing of intent to contest the civil penalty. If within 30 days after receiving the civil penalty the recipient fails to notify the commissioner of intent to contest the penalty, the civil penalty is not subject to further review;

(d) Civil penalties assessed under this subdivision are subject to chapter 14 and may be recovered in a civil action;

(e) Civil penalties collected under this section must be deposited in the state rail safety inspection account in the special revenue fund.

EFFECTIVE DATE. This section is effective August 1, 2024, and applies to violations committed on or after that date.

Sec. 51. Minnesota Statutes 2022, section 221.0255, is amended by adding a subdivision to read:

Subd. 11. Notification of validity. Using existing resources, the commissioner must perform a federal preemption analysis of the requirements under subdivisions 9, paragraph (b), and 10 that includes examination of federal law, case law, and federal guidance. The commissioner must make a preemption determination based on the analysis. If the commissioner determines that the requirements under this section are not reasonably expected to be preempted by federal law, the commissioner must submit a notification of validity to the revisor of statutes and to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

EFFECTIVE DATE. This section is effective August 1, 2024.

Sec. 52. Minnesota Statutes 2022, section 221.0255, is amended by adding a subdivision to read:

Subd. 12. Notification of impacts. Using existing resources, the commissioner of agriculture must perform an analysis of impacts on agricultural sector costs or other adverse impacts on transportation of agricultural goods as a result of the requirements under subdivisions 9, paragraph (b), and 10, and must make a determination based on the analysis. If the commissioner determines that the requirements under this section are anticipated to result in minimal agricultural sector impacts, the commissioner must submit a notification of minimal impacts to the revisor of statutes and to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.
EFFECTIVE DATE. This section is effective August 1, 2024.

Sec. 93. Minnesota Statutes 2022, section 297A.815, subdivision 3, is amended to read:

(a) On or before June 30 of each fiscal year, the commissioner of revenue must estimate the revenues, including interest and penalties and minus refunds, collected under this section for the current fiscal year.

(b) By July 15 of the subsequent fiscal year, the commissioner of management and budget must transfer the revenues estimated under paragraph (a) from the general fund as follows:

(1) 38 percent to the county state-aid highway fund;

(2) 38 percent to the greater Minnesota transit account;

(3) 13 percent to the Minnesota state transportation fund local bridge program account in the special revenue fund, which is hereby created; and

(4) 11 percent to the highway user tax distribution fund.

(c) Notwithstanding any other law to the contrary, the commissioner of transportation must allocate the funds transferred under paragraph (b), clause (1), to the counties in the metropolitan area, as defined in section 473.121, subdivision 4, excluding the counties of Hennepin and Ramsey, so that each county receives the percentage that its population, as defined in section 477A.011, subdivision 3, estimated or established by July 15 of the year prior to the current calendar year, bears to the total population of the counties receiving funds under this paragraph.

(d) The amount transferred under paragraph (b), clause (3), must be used is appropriated to the commissioner of transportation for the local bridge program under section 174.50, subdivisions 6 to 7.

(e) The revenues under this subdivision do not include the revenues, including interest and penalties and minus refunds, generated by the sales tax imposed under section 297A.62, subdivision 1a, which must be deposited as provided under the Minnesota Constitution, article XI, section 15.

Sec. 94. Minnesota Statutes 2023 Supplement, section 297A.993, subdivision 2a, is amended to read:

Subd. 2a. Uses reporting. By February 15 of each even-numbered year, a metropolitan county, as defined in section 473.121, subdivision 4, that imposes the taxes under this section must submit a report to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance. For the purpose 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. 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 revenue that is estimated to be collected by the county in the current year and for the next ten calendar years; and
3. for each of the previous five calendar years, the current calendar year, and for the next ten calendar years:
   a) the amount of sales tax revenue expended or proposed to be expended for each of the following:
      i) planning, construction, operation, or maintenance of guideways, as defined in section 473.4485, subdivision 1, paragraph (d);
      ii) nonguideway transit and active transportation uses;
      iii) highway uses; and
      iv) uses not otherwise specified in subitems (A) to (C);
   b) completed, current, planned, and eligible projects for each category under item (i); and
   c) an estimated balance of unspent or undesignated county sales tax revenue.

Sec. 95. [325F.661] SALE OF ELECTRIC-ASSISTED BICYCLES AND OTHER CYCLES.

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

(b) "Class 1 electric-assisted bicycle," "class 2 electric-assisted bicycle," and "class 3 electric-assisted bicycle" have the meanings given in section 169.011, subdivisions 15a, 15b, and 15c.

(c) "Electric-assisted bicycle" has the meaning given in section 169.011, subdivision 27.

(d) "Multiple mode electric-assisted bicycle" has the meaning given in section 169.011, subdivision 45a.
(e) "Powered cycle" means a vehicle that has an electric motor, has fewer than four wheels, and:

(1) does not meet all of the requirements of an electric-assisted bicycle as sold or due to modification by any person; or

(2) is designed, manufactured, or intended by the manufacturer or seller to be easily configured so as not to meet all of the requirements of an electric-assisted bicycle, whether by a mechanical switch or button, by changing a setting in software controlling the drive system, by use of an app, or through any other means intended by the manufacturer or seller.

A vehicle that meets the requirements of a powered cycle is not an electric-assisted bicycle.

Subd. 2. Electric-assisted bicycle. Before a purchase is completed, a seller of an electric-assisted bicycle must disclose to a consumer in written form:

(1) the maximum motor power of the electric-assisted bicycle;

(2) the maximum speed of the electric-assisted bicycle, as evaluated using a test method matching the criteria specified in Code of Federal Regulations, title 16, section 1512.2(a)(2), or successor requirements; and

(3) whether the electric-assisted bicycle is a class 1, class 2, class 3, or multiple mode electric-assisted bicycle.

Subd. 3. Powered cycle. (a) A seller of a new powered cycle may not sell the vehicle or offer the vehicle for sale if it is labeled as a class 1, class 2, class 3, or multiple mode electric-assisted bicycle.

(b) Before a purchase is completed and in any advertising materials, a seller of a new powered cycle who describes the vehicle as an "electric bicycle," "electric bike," "e-bike," or other similar term must disclose to a consumer:

(1) the name or classification of the vehicle under state law or the most likely classification following an intended or anticipated vehicle modification; and

(2) the following statement:

"This vehicle is not an "electric-assisted bicycle" as defined in Minnesota law. It is instead a type of motor vehicle and subject to applicable motor vehicle laws if used on public roads or public lands. Your insurance policies might not provide coverage for crashes involving the use of this vehicle. To determine coverage, you should contact your insurance company or agent."

(c) Advertising materials under paragraph (b) include but are not limited to a website or social media post that identifies or promotes the vehicle.

Subd. 2. Electric-assisted bicycle. Before a purchase is completed, a seller of an electric-assisted bicycle must disclose to a consumer in written form:

(1) the maximum motor power of the electric-assisted bicycle;

(2) the maximum speed of the electric-assisted bicycle, as evaluated using a test method matching the criteria specified in Code of Federal Regulations, title 16, section 1512.2(a)(2), or successor requirements; and

(3) whether the electric-assisted bicycle is a class 1, class 2, class 3, or multiple mode electric-assisted bicycle.

Subd. 3. Other electric cycles. (a) A seller of a motorized bicycle or motorcycle equipped with an electric motor for propulsion may not sell the vehicle or offer the vehicle for sale if it is labeled as a class 1, class 2, class 3, or multiple mode electric-assisted bicycle.

(b) Before a purchase is completed and in any advertising materials, a seller of a motorized bicycle or motorcycle equipped with an electric motor for propulsion who describes the vehicle as an "electric bicycle," "electric bike," "e-bike," or other similar term must disclose to a consumer:

(1) the name or classification of the vehicle under state law or the most likely classification following an intended or anticipated vehicle modification as defined in section 169.011, subdivision 27, paragraph (b), and

(2) the following statement:

"This vehicle is not an "electric-assisted bicycle" as defined in Minnesota law. It is instead a type of motor vehicle and subject to applicable motor vehicle laws if used on public roads or public lands. Your insurance policies might not provide coverage for crashes involving the use of this vehicle. To determine coverage, you should contact your insurance company or agent."

(c) Advertising materials under paragraph (b) include but are not limited to a website or social media post that identifies or promotes the vehicle.
Subd. 4. Unlawful practices. It is an unlawful practice under section 325F.69 to advertise, offer for sale, or sell a motorized bicycle or motorcycle equipped with an electric motor for propulsion:

(1) as an electric-assisted bicycle; or

(2) using the words “electric bicycle,” “electric bike,” “e-bike,” or other similar term without providing the disclosure required under subdivision 3.

Sec. 96. Minnesota Statutes 2023 Supplement, 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 is 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.

(d) If the convicted person is sentenced to imprisonment and has not paid the surcharge 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.

(e) A person who enters a diversion program, continuance without prosecution, continuance for dismissal, or stay of adjudication for a violation of chapter 169 must pay
subsection. A surcharge imposed under this paragraph shall be imposed only once per case.

(f) The surcharge does not apply to:

1. citations issued pursuant to section 169.06, subdivision 10;
2. citations issued pursuant to section 169.14, subdivision 13;
3. administrative citations issued pursuant to section 169.999, or
4. The surcharge does not apply to (4) administrative citations issued by transit rider investment program personnel pursuant to section 473.4075.

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

Sec. 98.

Minnesota Statutes 2022, section 360.013, is amended by adding a subdivision to read:

Subd. 57c. Roadable aircraft. "Roadable aircraft" has the meaning given in section 169.011, subdivision 67a.

Sec. 99.

Minnesota Statutes 2022, section 430.01, subdivision 2, is amended to read:

Subd. 2. Parking lots; pedestrian malls and uses. The council of a city of the first class may by resolution designate land to be acquired, improved, and operated for motor vehicle parking lots. By resolution, the council may designate lands to be acquired, improved, and operated for pedestrian malls. By ordinance adopted under section 430.011, the council may designate streets in central business districts any property within a city right-of-way to be improved primarily for pedestrian uses.

Sec. 100.

Minnesota Statutes 2022, section 430.011, subdivision 1, is amended to read:

Subdivision 1. Legislative findings. The legislature finds that: (1) increases in population and automobile usage have created traffic congestion in central business districts of cities of the first class; (2) those conditions endanger pedestrians and impede the movement of police and fire equipment, ambulances, and other emergency vehicles; (3) certain streets in those central business districts have been improved to their maximum widths for
sidewalk and roadway purposes and cannot be further widened without taking valuable
buildings and improvements, substantially impairing the primary function of those city
streets as pedestrian facilities; and impairing the cities' sources of tax revenue; and (4)
limitation on the use of those streets by private vehicles may be found by the council of any
city of the first class to be in the interest of the city and state; to be of benefit to adjoining
properties; and to be essential to the effective use of the streets for street purposes.

Sec. 101. Minnesota Statutes 2022, section 430.011, subdivision 2, is amended to read:

Subd. 2. Statement of policy. It is the state's policy to permit the city council of any
city of the first class to protect the public welfare and the interests of the public in the safe
and effective movement of persons and to preserve and enhance the function and appearance
of the central business districts of cities of the first class by adopting pedestrian mall
ordinances under this section.

Sec. 102. Minnesota Statutes 2022, section 430.011, subdivision 3, is amended to read:

Subd. 3. Pedestrian mall ordinances authorized. (a) A pedestrian mall ordinance may
be adopted if the city council finds that:

1. a street or a part of a street (i) is not a part of any state highway, (ii) is located
    primarily in a central business district within a city right-of-way; and (iii) is improved to
    its maximum width for roadway and sidewalk purposes, and (iv) is congested during all or
    a substantial part of normal business hours;
2. the movement of police and fire equipment and other emergency vehicles would not
    be impeded;
3. reasonably convenient alternate routes exist for private vehicles to other parts of
    the city and state;
4. continued unlimited use of the street or part of the street by private vehicles may
    endanger pedestrians;
5. abutting properties can reasonably and adequately receive and deliver merchandise
    and materials from other streets and alleys or through arrangements for limited use of the
    streets by carriers of merchandise and materials; and
6. it would be in the best interests of the city and the public and of benefit to adjacent
    properties to use the street primarily for pedestrian purposes and pedestrian use is the highest
    and best use of the street or part of it;

(b) In addition to meeting the criteria under paragraph (a), a pedestrian mall ordinance
may be adopted relating to property that is immediately adjacent to at least one side of an
intersection with a road that is not within the city right-of-way only if the city has consulted
with the other road authority, including for consideration of changes to traffic flow. If the
other road authority is opposed to the location of the proposed pedestrian mall, the city must
make publicly available a detailed written response to the road authority before adopting the ordinance.

c) A city must receive the approval of the county to use part of a county road as a pedestrian mall and must collaborate with all relevant state and local governments in the pedestrian mall planning process.

Sec. 103. Minnesota Statutes 2022, section 430.023, is amended to read:

430.023 WHEN CLERK TO MAIL NOTICE IN CONDEMNATION PROCEEDING.

If a city of the first class is authorized in its charter to condemn property for public use and to appoint commissioners to assess damages or benefits on condemned property and is required by its charter to give notice of the filing of the commissioners' report, the city clerk shall give the required notice. Notice must be given by mailing it to the person whose name appears on the records of the auditor of the county in which the city is located as the person who last paid the taxes on the property proposed to be taken, within 48 hours after the filing of the commissioners' report.

Sec. 104. Minnesota Statutes 2022, section 430.031, subdivision 1, is amended to read:

Subdivision 1. Limitation of actions. No action may be commenced or maintained, and no defense interposed, questioning the validity, regularity, or legality of all or part of a pedestrian mall ordinance or an amendment, to it adopted by a city of the first class under section 430.011, subdivision 3 or 13 except by an appeal to the district court of the county in which the city is located within 20 days after the final adoption and publication of the ordinance or amendment.

Sec. 105. Minnesota Statutes 2022, section 430.13, is amended to read:

430.13 SCOPE OF CHAPTER; DEFINITION; BONDED DEBT.

This chapter applies to cities of the first class.

The term "city council" means the governing body of a city.

Certificates or bonds that may be issued to finance an improvement under this chapter are part of the bonded debt of the city. In calculating the net indebtedness of the city due to the issue of certificates or bonds, there may be deducted from the gross debt of the city the amount of certificates or bonds that are payable wholly or partly from collections of special assessments levied on property benefited by the improvements, including general obligations of the issuing city, if the city is entitled to reimbursement, in whole or in part, from the proceeds of special assessments levied upon property especially benefited by the improvements;
Sec. 54. Minnesota Statutes 2022, section 473.13, is amended by adding a subdivision to read:

Sec. 106. Minnesota Statutes 2022, section 473.13, is amended by adding a subdivision to read:

Subd. 6. Transportation financial review. (a) By April 1 annually, the council must prepare and submit a financial review in consultation with the commissioner of management and budget that details revenue and expenditures for the transportation components under the council's budget. The council must submit the financial review to the chairs and ranking minority members of the legislative committees and divisions with jurisdiction over transportation policy and finance.

(b) At a minimum, the financial review must identify:

(1) the actual revenues, expenditures, transfers, reserves, and balances in each of the previous four budget years;

(2) budgeted and forecasted revenues, expenditures, transfers, reserves, and balances in the current year and each budget year within the state forecast period;

(3) for the most recent completed budget year, a comparison between the budgeted and actual amounts under clause (1); and

(4) for the most recent completed budget year, fund balances for each replacement service provider under section 473.388.

(c) The information under paragraph (b), clauses (1) to (3), must include:

(1) a breakout for each transportation funding source identified by the council;

(2) a breakout for each transportation operating budget category established by the council, including but not limited to bus, light rail transit, commuter rail, planning, special transportation service under section 473.386, and assistance to replacement service providers under section 473.388; and

(3) data for operations, capital maintenance, and transit capital.

(d) The financial review must summarize reserve policies, identify the methodology for cost allocation, and describe revenue assumptions and variables affecting the assumptions.

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. 107. Minnesota Statutes 2022, section 473.3927, is amended to read:

473.3927 ZERO-EMISSION AND ELECTRIC TRANSIT VEHICLES.

Subdivision 1. Transition plan required. (a) The council must develop and maintain a zero-emission and electric transit vehicle transition plan.

(b) The council must complete the initial revise the plan by February 15, 2022 and revise the plan at least once every three years following each prior revision.

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

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

(c) "Qualified transit bus" means a motor vehicle that meets the requirements under paragraph (d), clauses (1) and (2). (1) is designed for public transit service; (2) has a capacity of more than 15 passengers, including the driver; and (3) produces no exhaust-based greenhouse gas emissions from the onboard source of motive power of the vehicle under all operating conditions.

Subd. 2. Plan development. At a minimum, the plan must:

(1) establish implementation policies and guidance, and recommendations to implement the transition to a transit service fleet of exclusively zero-emission and electric transit vehicles, including for recipients of financial assistance under section 473.386.

(2) establish a bus procurement transition strategy so that beginning on January 1, 2025, any qualified transit bus purchased for regular route transit service or special transportation service under section 473.386 by the council is a zero-emission transit bus;

(3) consider methods for transit providers to maximize greenhouse gas reduction in addition to zero-emission transit bus procurement, including but not limited to service expansion, reliability improvements, and other transit service improvements;

(4) analyze greenhouse gas emission reduction from transit improvements identified under clause (3) in comparison to the zero-emission transit bus procurement strategy under clause (2);

(5) has a capacity of more than 15 passengers, including the driver; and

Subdivision 3. Procurement goals. The council must set transition milestones or performance measures, or both, which may include vehicle procurement goals over the transition period in conjunction with the strategy under clause (2).
achieve the transition under clause (2), which, to the extent feasible, must include a forecast to address the issues identified;

(4) consider findings and best practices from other transit agencies;

(5) analyze zero-emission and electric transit vehicle technology impacts, including cold weather operation and emerging technologies;

(6) identify barriers, constraints, and risks, and determine objectives and strategies to address the issues identified;

(7) consider findings and best practices from other transit agencies;

(8) analyze zero-emission and electric transit vehicle technology impacts, including cold weather operation and emerging technologies;

(9) prioritize deployment of zero-emission transit buses based on the extent to which service is provided to environmental justice areas, as defined in section 116.065, subdivision 3.

Subd. 1a. 

or

any anticipated or planned activity to seek additional funds

Subd. 3.

Copy to legislature.

For each proposed light rail transit changes in staffing complement; personnel skill gaps and needs; and employee training, to address the issues identified;

(1) consider opportunities to prioritize deployment of zero-emissions vehicles in areas with poor air quality;

(2) provide detailed estimates of implementation costs to implement the plan and achieve the transition under clause (2), which, to the extent feasible, must include a forecast of annual expenditures, identification of potential sources of funding, and a summary of any anticipated or planned activity to seek additional funds; and

(3) consider findings and best practices from other transit agencies; consider findings and best practices from other transit agencies; and

(4) examine workforce impacts under the transition plan, including but not limited to changes in staffing complement; personnel skill gaps and needs; and employee training, retraining, or role transitions; and

(5) summarize updates to the plan from the most recent version.

Subd. 3. Copy to legislature. Upon completion or revision of the plan, the council must provide a copy to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance.

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.

Senate Language UEH5242-1

60.22 → (6) identify barriers, constraints, and risks, and determine objectives and strategies to address the issues identified;

60.23 → (7) consider findings and best practices from other transit agencies;

60.24 → (8) analyze zero-emission and electric transit vehicle technology impacts, including cold weather operation and emerging technologies;

60.25 → (9) prioritize deployment of zero-emission transit buses based on the extent to which service is provided to environmental justice areas, as defined in section 116.065, subdivision 3.

60.26 → (10) consider opportunities to prioritize the deployment of zero-emissions vehicles in areas with poor air quality;

60.27 → (11) consider opportunities to prioritize deployment of zero-emission transit buses along arterial and highway bus rapid transit routes, including methods to maximize cost effectiveness with bus rapid transit construction projects;

60.28 → (12) provide detailed estimates of implementation costs to implement the plan and achieve the transition under clause (2), which, to the extent feasible, must include a forecast of annual expenditures, identification of potential sources of funding, and a summary of any anticipated or planned activity to seek additional funds; and

60.29 → (13) examine capacity, constraints, and potential investments in the electric transmission and distribution grid, in consultation with appropriate public utilities;

60.30 → (14) identify methods to coordinate necessary facility upgrades in a manner that maximizes cost effectiveness and overall system reliability;

60.31 → (15) examine workforce impacts under the transition plan, including but not limited to changes in staffing complement; personnel skill gaps and needs; and employee training, retraining, or role transitions; and

60.32 → (16) summarize updates to the plan from the most recent version.

Subd. 3. Copy to legislature. Upon completion or revision of the plan, the council must provide a copy to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance.

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. 108. Minnesota Statutes 2022, section 473.3994, subdivision 1a, is amended to read:

Subd. 1a. Designation of responsible authority. For each proposed light rail transit facility in the metropolitan area, the governor must designate either the Metropolitan Council on the state of Minnesota acting through the commissioner of transportation as the entity 

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responsible for planning, designing, acquiring, constructing, and equipping the facility. 

Notwithstanding such designation, the commissioner and the council may enter into one or more cooperative agreements with the Metropolitan Council with respect to the planning, designing, acquiring, constructing, or equipping of a particular light rail transit facility that provide for the parties to exercise their respective authorities in support of the project in a manner that best serves the project and the public. 

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

Sec. 109. Minnesota Statutes 2022, section 473.3994, subdivision 4, is amended to read:

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

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

Sec. 110. Minnesota Statutes 2022, section 473.3994, subdivision 7, is amended to read:

Subd. 7. Council review. If the commissioner is the responsible authority, before proceeding with construction of a light rail transit facility, the commissioner must submit preliminary and final design plans to the Metropolitan Council. The council must review the plans for consistency with the council’s development guide and approve the plans. 

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

Sec. 111. Minnesota Statutes 2022, section 473.3994, subdivision 9, is amended to read:

Subd. 9. Light rail transit operating costs. (a) Before submitting an application for federal assistance for light rail transit facilities in the metropolitan area, the Metropolitan Council must prepare an estimate of the amount of operating subsidy which will be required to operate light rail transit in the corridor to which the federal assistance would be applied. The estimate must indicate the amount of operating subsidy estimated to be required in each of the first ten years of operation of the light rail transit facility. If the commissioner of transportation is the responsible authority, the commissioner must provide information requested by the council that is necessary to make the estimate.
(b) The council must review and evaluate the estimate developed under paragraph (a) with regard to the effect of operating the light rail transit facility on the currently available mechanisms for financing transit in the metropolitan area.

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

Sec. 112. Minnesota Statutes 2022, section 473.3994, subdivision 14, is amended to read:

Subd. 14. Transfer of facility after construction. If the commissioner of transportation is the responsible authority for a particular light rail transit facility, the commissioner must transfer to the Metropolitan Council all facilities constructed and all equipment and property acquired in developing the a particular light rail transit facility upon completion of construction.

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

Sec. 113. Minnesota Statutes 2022, section 473.3995, is amended to read:

473.3995 LIGHT RAIL TRANSIT; DESIGN-BUILD METHOD.

(a) A responsible authority may use a design-build method of project development and construction for light rail transit. Notwithstanding any law to the contrary, a responsible authority may award a design-build contract on the basis of requests for proposals or requests for qualifications without bids. "Design-build method of project development and construction" means a project delivery system in which a single contractor is responsible for both the design and construction of the project and bids the design and construction together.

(b) If a responsible authority utilizes a design-build method of project development and construction for light rail transit, the requirements and procedures in sections 161.3410 to 161.3426 apply to the procurement, subject to the following conditions and exceptions:

(1) if the Metropolitan Council is the responsible authority for a particular light rail transit project, when used in sections 161.3410 to 161.3426, (i) the term "commissioner," Minnesota Department of Transportation," "department," "state agencies," and "road authority" refer to the Metropolitan Council, and (ii) the term "state" refers to the Metropolitan Council except in references to state law or in references to the state as a geographical location;

(2) if any federal funds are used in developing or constructing the light rail transit project, any provisions in sections 161.3410 to 161.3426 that are inconsistent with or prohibited by any federal law, regulation, or other requirement are not applicable to the procurement;
EFFECTIVE DATE. This section is effective the day following final enactment and applies to projects that enter into full funding grant agreements on or after that date.

Sec. 114. Minnesota Statutes 2022, section 473.3997, is amended to read:

473.3997 FEDERAL FUNDING; LIGHT RAIL TRANSIT.

(a) Upon completion of the alternatives analysis and draft environmental impact statement, and selection of the locally preferred alternative, for each light rail transit facility, the responsible authority may prepare an application for federal assistance for the light rail transit facility. If the commissioner is the responsible authority, the application must be reviewed and approved by the Metropolitan Council before it is submitted by the commissioner. In reviewing the application the council must consider the operating cost estimate developed under section 473.3994, subdivision 9.

(b) Except for the designated responsible authority for a particular light rail transit facility, no political subdivision in the metropolitan area may on its own apply for federal assistance for light rail transit planning or construction.

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

Sec. 115. Minnesota Statutes 2022, section 473.405, subdivision 4, is amended to read:

Subd. 4. Transit systems. Except as provided by sections 174.46 and 473.3993 to 473.3997, the council may engineer, construct, equip, and operate transit and paratransit systems, projects, or any parts thereof; including road lanes or rights-of-way; terminal facilities; maintenance and garage facilities; ramps; parking areas; and any other facilities useful for or related to any public transit or paratransit system or project. The council may sell, lease or license naming rights with regard to light rail transit stations and apply revenues from sales or leases to light rail transit operating costs.

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

Sec. 119. Minnesota Statutes 2022, section 473.4485, is amended by adding a subdivision to read:

Subd. 3. Bus rapid transit project scope; infrastructure. (a) The Metropolitan Council must design, construct, and fully fund the following elements of all bus rapid transit projects, regardless of the project’s scope: (1) sidewalk curb ramps and pedestrian signals meeting the most current Americans with Disabilities Act standards at all intersection quadrants in intersections affected by construction of a bus rapid transit station; and (2) transit priority infrastructure, including but not limited to red transit pavement marking and traffic signal modifications.

Subd. 4. Bus rapid transit project infrastructure. (a) The council must design, construct, and fully fund the following elements of all bus rapid transit projects, regardless of the project’s scope: (1) sidewalk curb ramps and pedestrian signals meeting the most current Americans with Disabilities Act standards as of the time of engineering completion, at four intersection quadrants of the intersection at a bus rapid transit station not currently compliant with the standards and not otherwise included in a programmed and colocated roadway reconstruction project; and
111.11 (2) traffic signal priority modifications, where feasible and reasonable, to improve speed and efficiency of service.
111.12 (b) Intersections impacted by the standards under paragraph (a) must include infrastructure serving the bus rapid transit station from the opposite side of a street or from a nonadjacent mid-block location. The standards must be construed to require full and complete intersection upgrades to the most current Americans with Disabilities Act design standards, notwithstanding any conflicting or lesser minimum requirements or suggestions set forth in separate laws, regulations, advisories, or other published Americans with Disabilities Act materials.
111.13 EFFECTIVE DATE. This section is effective the day following final enactment for projects that first commence construction on or after that date. This section applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

108.13 Sec. 116. Minnesota Statutes 2023 Supplement, section 473.412, subdivision 2, is amended to read: Subd. 2. Standards established. (a) By October 1, 2023, The Metropolitan Council must adopt standards on cleanliness and repair of transit vehicles and stations. To the extent practicable, the standards must address:
108.14 (1) cleaning requirements for transit stations and vehicles operated by the council;
108.15 (2) a strategy for discovering and removing vandalism, graffiti, or other defacement to transit stations or vehicles operated by the council;
108.16 (3) a proposal for the timely repair of damage to transit stations and transit vehicle fixtures, structures, or other property used for the purpose of supporting public transit; and
108.17 (4) any other cleanliness standards necessary to provide a quality ridership experience for all transit users;
108.18 (b) By February 1, 2024, The Metropolitan Council must provide information on the council’s website on how the council solicits public feedback on cleanliness and rider experience at transit stations and on transit vehicles. The council must post conspicuous notice of the public feedback options at each light rail transit station and bus rapid transit station operated by the council.
108.19 EFFECTIVE DATE. This section is effective the day following final enactment.
108.20 Subd. 3. Report required; cleaning standards and expenditures. (a) By October 1, 2023, and every two years October 1, 2024, and every year thereafter, the Metropolitan Council must report to the chairs and ranking minority members of the legislative committees...
with jurisdiction over transit policy and finance on transit cleanliness and the ridership experience.

(b) The first report due under paragraph (a) must provide information on the council's adopted cleanliness standards required under subdivision 2, including whether the council adopted new cleanliness standards or revisions to current cleanliness standards. The first report must also provide information on how the council developed the cleanliness standards the stakeholders consulted in drafting the cleanliness standards, and the financial resources needed to implement the cleaning and repair standards. The first report must also identify the council's proposal for soliciting public feedback on cleanliness and rider experience at transit stations and on transit vehicles operated by the council. A report prepared under this subdivision must include information gathered from the required public feedback on cleanliness and rider experience required in subdivision 2, paragraph (b). The council must consider and recommend revisions to cleanliness standards based on the collection of public feedback and must summarize feedback received by the council in the report.

(c) For reports submitted on October 1, 2025, and every two years thereafter, the report must include:

(1) the total expenditures for cleaning and repairing transit stations and transit vehicles;
(2) a report on the frequency, type, and location of repairs;
(3) a report on whether specific transit stations needed a higher proportion of cleaning or repairs and detail the council's strategy to resolve identified and persistent concerns at those locations;
(4) a report on recommendations to address workforce challenges for maintaining the implementation and maintenance of cleanliness and repair standards adopted by the council, including whether the council maintained agreements with third-party services for cleaning and repair;
(5) whether the council has adopted preventative measures against vandalism or graffiti; and
(6) any recommendations for additions to the transit rider code of conduct adopted by the council under section 473.4065 or the transit rider investment program under section 473.4075.

(d) The council must collect and summarize the public comments it receives and incorporate those comments into the report required under paragraph (c).

EFFECTIVE DATE. This section is effective the day following final enactment.
Sec. 118. Minnesota Statutes 2023 Supplement, section 473.4465, subdivision 4, is amended to read:

Subd. 4. Use of funds; metropolitan counties; reporting. (a) A metropolitan county must use revenue from the regional transportation sales and use tax under section 297A.9915 in conformance with the requirements under section 174.49, subdivision 6.

(b) By February 15 of each even-numbered year, a metropolitan county must submit a report to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance on the use of funds received under section 297A.9915. This report must be submitted in conjunction with the report required under section 297A.993, subdivision 2a. At a minimum, the report must include:

1. actual sales tax collections allocated to the county over the previous five calendar years;
2. an estimation of the total sales tax revenue that is estimated to be allocated to the county in the current year and for the next ten calendar years; and
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 revenue expended or proposed to be expended for each of the allowable uses under section 174.49, subdivision 6;
   (ii) completed, current, planned, and eligible projects or programs for each category under item (i); and
   (iii) an estimated balance of unspent or undesignated regional transportation sales and use tax revenue.

Sec. 120. Minnesota Statutes 2022, section 473.452, is amended to read:

473.452 TRANSIT OPERATING RESERVES; REPORT.

(a) By February 1 each year, each replacement service provider under section 473.452 must report to the council its projected total operating expenses for the current calendar state fiscal year and its projected operating reserve fund balance as of the previous December 31.

(b) By March 1 each year, the council must submit a report to the chairs and, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance. The report must include:

1. the information from each provider received under paragraph (a); and
2. the council's projected total operating expenses for the current calendar state fiscal year and its projected operating reserve fund balance as of the previous December 31.
(g) For the purpose of this section, "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.

Sec. 121. Minnesota Statutes 2022, section 480.15, is amended by adding a subdivision to read:

Subd. 10d. Uniform collections policies and procedures; limitations. The uniform collections policies and procedures under subdivision 10c must not allow collections of court debt, as defined in subdivision 10c, or referral of court debt to the Department of Revenue, that only arises from a single violation under section 169.06, subdivision 10, or 169.14, subdivision 13.

Sec. 122. Laws 2021, First Special Session chapter 5, article 4, section 141, is amended to read:

Sec. 141. DRIVER'S LICENSE SAME-DAY ISSUANCE PILOT PROJECT. (a) The commissioner of public safety must conduct a same-day driver's license pilot project as described in this section. The pilot project must be in the cities of Lakeville and Moorhead and include any driver's license agent in either city that requests to participate in the pilot project. This section applies to driver's license agents participating in the pilot project.

(b) An applicant who submits a properly completed application for a noncompliant driver's license, instruction permit, or identification card must be provided with the license or card at the time of the application. The license or card must be processed and produced at the site of the application. The applicant must not be required to go to another location to receive the license or card. The applicant must not be provided with a temporary license or card.

(c) The commissioner must provide the participating driver's license agents with any necessary equipment to process and produce the driver's licenses and identification cards on site.

(d) The design and construction of a noncompliant driver's license, instruction permit, or identification card issued under the pilot project must be substantially similar to centrally issued drivers' licenses, instruction permits, or identification cards issued under Minnesota Statutes, chapter 171.

(e) A same-day noncompliant driver's license, instruction permit, or identification card must, as much as practicable, contain the same security features as centrally issued noncompliant drivers' licenses, identification cards, or instruction permits. The security
features of a same-day noncompliant driver's license, instruction permit, or identification card must not obscure the colored photograph of the licensee;

(f) To the extent practicable, the materials used in printing the noncompliant driver's license, instruction permit, or identification card must be substantially similar to and must not have significant differences in weight, thickness, or rigidity when compared to centrally issued licenses or cards;

(g) By January 1, 2024, the commissioner must submit a report on the pilot project to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. At a minimum, the report must include the following:

(1) a description of the pilot project and the locations that participated in the pilot project;
(2) how many noncompliant drivers' licenses, instruction permits, or identification cards were processed during the pilot project;
(3) any information or feedback from the driver's license agents about the pilot project;
(4) an updated recommendation on whether the issuance of same-day noncompliant drivers' licenses, instruction permits, or identification cards should be expanded statewide or whether the pilot project should be expanded to additional locations across the state; and
(5) detailed information on the commissioner's implementation of the requirements in paragraphs (d) to (f), including a review of security features and a comparison of a centrally issued noncompliant driver's license, instruction permit, or identification card versus a noncompliant driver's license, instruction permit, or identification card issued under the pilot project.

Sec. 123. Laws 2021, First Special Session chapter 5, article 4, section 141, the effective date, is amended to read:

EFFECTIVE DATE. This section is paragraphs (a) to (c) are effective on October 1, 2022, and apply to applications received on or after that date. Paragraphs (d) to (g) are effective August 1, 2024, and apply to credentials issued on or after that date.

Sec. 124. Laws 2023, chapter 68, article 4, section 108, is amended to read:

Sec. 108. ADDITIONAL DEPUTY REGISTRAR OF MOTOR VEHICLES FOR RAMSEY COUNTY;

Notwithstanding Minnesota Statutes, sections 168.33 and 171.061, and rules adopted by the commissioner of public safety limiting sites for the office of deputy registrar or driver's license agent based on either the distance to an existing deputy registrar or driver's license agent office or the annual volume of transactions processed by any deputy registrar or driver's license agent within Ramsey County before or after the proposed appointment, the commissioner of public safety must appoint a new private deputy registrar of motor vehicles and driver's license agent to operate a new full-service office of deputy registrar, with full authority to function as a registration and motor vehicle tax collection bureau or
driver's license agent bureau; at or in the vicinity of the Hmong Village shopping center at
1001 Johnson Parkway in the city of St. Paul. The addition of a driver's license agent
establishes the location as a full-service office 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, section sections 168.33 and 171.061, and Minnesota Rules,
chapters chapters 7404 and 7406, apply to the office.

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

Sec. 125. Laws 2023, chapter 68, article 4, section 126, is amended to read:

Sec. 126. LEGISLATIVE REPORT; SPEED SAFETY CAMERAS. (a) By November 1, 2024 January 15, 2025, the commissioner of public safety must
submit a report to the chairs 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,
a representative from the judicial branch, 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) authority of individuals who are not peace officers to issue citations electronically;
(5) judicial capacity to handle administrative processing of violations issued under the
pilot program authorized in Minnesota Statutes, section 169.147;
(6) the appropriate legal classification of citations issued under a camera-based traffic
enforcement system;
(7) data practices, including but not limited to concerns related to data privacy;
(8) due process, an appeals process, the judicial system, and other legal issues;
(9) technology options, constraints, and factors, including the implementation of
electronic citations; and
COMMUNITY ROADSIDE LANDSCAPE PARTNERSHIPS:

Subject to available funds, the commissioner of transportation must assess and undertake methods to improve and expand the Department of Transportation’s community roadside land partnership program, including:

1. Identifying and evaluating locations for partnership opportunities throughout the state where there is high traffic volume and minimal existing vegetation coverage in the form of trees or large shrubs;
2. Performing outreach and engagement about the program with eligible community partners;
3. Prioritizing roadways where vegetation could reduce neighborhood noise impacts or improve aesthetics for neighborhoods that border interstate highways without regard to whether there are existing noise walls; and
4. Analyzing methods to include cost sharing between the department and participating community partners for ongoing landscape maintenance.

ANTIDISPLACEMENT COMMUNITY PROSPERITY PROGRAM BOARD:

Subdivision 1. Creation. (a) The Antidisplacement Community Prosperity Program Board is established to implement the requirements of section 128. The board consists of the following members:

1. Two Hennepin County commissioners or appointed officials representing Hennepin County;
2. Two elected or appointed officials representing the city of Minneapolis;
3. One elected or appointed official representing the city of Robbinsdale; appointed by the governor;
4. One elected or appointed official representing the city of Crystal;
5. One elected or appointed official representing the city of Brooklyn Park;
6. Two representatives appointed by the Blue Line Coalition;
7. One representative appointed by the Blue Line Extension Community Advisory Committee;
(b) one representative appointed by the Blue Line Extension Business Advisory Committee;

(9) two representatives who live in the corridor and represent either the community or a philanthropic organization, with one representative appointed by the senate majority leader and one representative appointed by the senate minority leader; and

(10) two representatives who live in the corridor and represent either the community or a philanthropic organization, with one representative appointed by the speaker of the house and one representative appointed by the house minority leader.

(b) Appointments to the board must be completed by July 1, 2024. Terms and vacancies for members of the board are as specified in Minnesota Statutes, section 15.0575.

Subd. 2. Chair; other officers. The chair of the Metropolitan Council, or their designee, is responsible for chairing the first meeting of the board. The board must elect from among its members a chair and vice-chair at the first meeting.

Subd. 3. Duties. (a) The board must establish an application process to review and approve proposed expenditures for the antidisplacement community prosperity program. An application for a proposed expenditure must receive approval from a majority of board members. The board may request information on financial disclosures from any entity or individual seeking program expenditure funds under section 138 including a complete independent financial audit of the entity. The board must not approve an expenditure if the expenditure is designated or designed to benefit, directly or indirectly, any board member, family member of a board member, or close associate of a board member.

(b) The application process must evaluate proposed expenditures to determine whether the expenditure is for a qualifying purpose under section 128, subdivision 3, whether an equal amount of funds have been secured from nonstate sources as required in section 128, and whether the expenditure benefits the people along the Blue Line light rail transit extension corridor.

(c) The Metropolitan Council and state and metropolitan agencies must cooperate with the board and provide information on the Blue Line light rail transit extension project in a timely manner to assist the board in conducting its business and reviewing applications for program expenditures.

(d) The board must review and consult with the Minnesota Housing Finance Agency, the Department of Employment and Economic Development, the Department of Labor and Industry, and the Metropolitan Council on applications for prospective expenditures to identify areas of need along the project corridor and ensure expenditures achieve the qualifying purpose established in section 128, subdivision 3.

(e) For purposes of this subdivision, the following terms have the meanings given:
117.7 (1) "close associate" means an individual who has a personal or professional relationship with a board member that may reasonably influence the board member's decision making; and
117.10 (2) "family" or "family member" means a spouse, parent, offspring, sibling, grandparent, grandchild, uncle, aunt, niece, nephew, or any other individual related by marriage or blood to a board member;
117.13 Subd. 4. Expiration. The Antidisplacement Community Prosperity Program Board expires on June 30, 2030.
117.16 Subd. 5. Administration. (a) By August 1, 2024, the board must be convened and meet a minimum of three times. On or after January 1, 2025, the board must meet at least quarterly to consider, review, and approve proposed expenditures.
117.19 Subd. 6. Rulemaking. The board may adopt rules to carry out the requirements of section 135 and as needed to review, approve, and facilitate applications for program expenditures.
117.22 Subd. 7. Compensation. Board member compensation and reimbursement for expenses are governed by Minnesota Statutes, section 15.0575, subdivision 3.
117.25 Subd. 8. Administrative support; staff. Hennepin County must provide meeting space, administrative support, and staff support for the board. The board must hold its meetings within one mile of the Blue Line light rail transit extension project corridor.
117.28 Subd. 9. Open meeting law. Meetings of the board are subject to Minnesota Statutes, chapter 13D.
117.30 Sec. 127. AUTONOMOUS MOWERS RESEARCH AND DEVELOPMENT.
117.33 Subdivision 1. Definitions. (a) For purposes of this section, the following terms have the meanings given:
117.36 (b) "Autonomous mower" means a robotic or automated device designed, programmed, and operated to cut grass or vegetation with programming or predefined routes to minimize the need for manual assistance or intervention.
117.39 (c) "Commissioner" means the commissioner of transportation.
117.42 (d) "Project" means the autonomous ditch mowing pilot project authorized by this section.
117.45 Subd. 2. Research and development authorized. (a) The commissioner must research the use of robotics and automation for mowing and vegetation management at rest areas, highway rights-of-way, including ditches, shoulders, or other varied terrain; or other property owned by the Department of Transportation. The research must explore whether other states or governmental entities utilize autonomous mowing technology for mowing or vegetation management;
management to determine whether such a system could operate in Minnesota for mowing at rest areas, at or alongside roadways or highways, or for other vegetation management activities at property owned by the commissioner. The research conducted under this paragraph may be utilized for any autonomous mowing pilot project established by the commissioner.

(b) The commissioner must research the current and potential commercial availability of autonomous mowing products used by public or private entities for applications that include but are not limited to rest area mowing, highway right-of-way ditch mowing, vegetation management, or other agricultural applications. The research conducted under this section must analyze different configurations and types of autonomous mowers, including mowers that require different levels of human intervention, to research for future statewide deployment at rest areas, at or along the trunk highway system, or on other property owned by the commissioner. The research must analyze whether an autonomous mower can operate safely in varied terrain, including ditches, and navigate obstacles, such as culvert ends, guardrails, signposts, or other barriers, including unexpected debris that may be found on or alongside a highway right-of-way.

Subd. 3. Report. By February 15, 2025, the commissioner must submit a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation finance and policy on the results of autonomous mower research authorized in subdivision 2. The report must include:

1. Information and analysis of other governmental agencies or private entities using autonomous mowing operations;
2. The commissioner's detailed plan for conducting a pilot project with autonomous mowing technology, once available, at rest areas; at or alongside trunk highway rights-of-way, including ditches, shoulders, and other terrain; and at other properties owned by the Department of Transportation;
3. The timeline and funding needed to conduct the autonomous mowing pilot project established in clause (2);
4. A cost benefit analysis of whether autonomous mowing technology can yield productivity or efficiency gains in maintenance of department property compared to traditional methods of mowing;
5. An analysis of whether the operation of autonomous mowing technology by the department would yield improvements compared to traditional mowing methods in worker safety, congestion, environmental impact outcomes, cost savings, maintenance scheduling, or any other factor deemed relevant by the commissioner; and
6. An analysis of the costs and any other short-term or long-term challenges posed by the pilot project or the future operation of autonomous mowing technology on property owned by the commissioner.
EFFECTIVE DATE. This section is effective the day following final enactment.

Sec. 128. BLUE LINE LIGHT RAIL TRANSIT EXTENSION

ANTIDISPLACEMENT COMMUNITY PROSPERITY PROGRAM.

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

(b) "Antidisplacement community prosperity program" or "program" means the program established under subdivision 2.

(c) "Antidisplacement community prosperity program money" or "program money" means the money allocated to the program from the state.

(d) "Blue Line light rail transit extension corridor" or "corridor" means the neighborhoods and communities within one mile of the route selected for the Blue Line light rail transit extension project.

Subd. 2. Establishment. The antidisplacement community prosperity program is established to preserve and enhance affordable housing; small business support; job training and placement; and economic vitality and to benefit the people and sense of community along the Blue Line light rail transit extension corridor. Proposed program expenditures are reviewed and approved by the Antidisplacement Community Prosperity Program Board under section 12b.

Subd. 3. Qualifying purposes. Program money must only be expended for the following purposes:

(1) affordable housing to support:

(i) existing residents staying in place along the project corridor; and

(ii) development, preservation, and access to safe affordable housing and house choice;

(2) small business and community ownership support to:

(i) incentivize community institutions, businesses, and community members to own property along the corridor and preserve cultural heritage;

(ii) connect business owners, community institutions, and community members in the corridor to other commercial nodes;

(iii) improve the business climate before, during, and after construction in the corridor;

(iv) prioritize the development of spaces for small businesses;

(v) support opportunities for existing businesses to stay in place and feel supported; and

(vi) create opportunities for further community ownership in the corridor while preserving existing levels of ownership.
(3) public space infrastructure enhancements to:

(i) improve infrastructure around the project and corridor;
(ii) enhance community connections to the corridor; and
(iii) preserve cultural heritage in the corridor; and

(4) job training and placement to increase corridor resident participation in the Blue Line transit extension project and program initiatives.

Subd. 4. Program governance. Expenditures funded under this section must be reviewed and approved by the Antidisplacement Community Prosperity Program Board established in section 126. The board's review must determine whether a prospective expenditure is for a qualifying purpose as provided in subdivision 3. The board must not approve an expenditure for any purpose unless the purpose has received an equal amount of funding from nonstate sources, including federal, local, Metropolitan Council, or philanthropic funding. The board is responsible for administering the program expenditure to the approved entity or individual.

Subd. 5. Report. By February 1 of each year, the Antidisplacement Community Prosperity Program Board must submit a report to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance and policy. The report must include a complete review and summary of antidisplacement community programming, including:

(1) a detailed fiscal review of all expenditures, including a report on expenditures not approved by the board;
(2) the criteria for determining whether a prospective expenditure is for a qualifying purpose, including a detailed analysis of the decision-making process in applying the factors set forth in subdivision 3;
(3) a description of programs or activities funded with expenditures approved by the board, including any measurable outcomes achieved as a result of the funding;
(4) the source and amount of money collected and distributed by the board;
(5) an explanation of administrative expenses and staffing costs related to the board's administration of the program, including identifying each board member's role and responsibility;
(6) detailed financial information of nonstate funding received by the board;
(7) a detailed financial review of instances when the board required a complete, independent financial audit to the extent allowed under law; and
(8) documentation of any identified misuse of expenditures or expenditures not deemed to be a qualified purpose under the criteria of subdivision 3.
Subd. 6. **Expiration.** The antidisplacement community prosperity program expires on June 30, 2030.

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

Sec. 129. **COMMERCIAL DRIVER WORKFORCE STUDY REQUIRED.**

(a) The commissioners of public safety and transportation must jointly conduct a study to address commercial driver shortages in transportation and transit sectors and propose recommendations to address the challenges posed by driver shortages and the attrition rate of commercial vehicle drivers in Minnesota. The study must comprehensively examine challenges in test access, workforce development, driver compensation and retention, training and certification offered by postsecondary institutions, and how each of those challenges may be addressed by the legislature or other state regulatory action.

(b) In conducting the study, the commissioners must consult with stakeholders involved in the training, certification, licensing, development, and education of commercial drivers, including but not limited to representatives from trucking companies, freight and logistics companies, transit and bus operators, labor unions representing commercial motor vehicle drivers, public and private commercial driver's license testing providers and behind-the-wheel instructors, or any other entity that may assist the commissioners in conducting the study. Stakeholders must assist the commissioners to identify key issues or policies that warrant further examination, address or clarify competing claims across industries, provide analysis on the reasons behind an operator shortage in Minnesota, and identify ways to increase driver access, participation, and retention in commercial driving operations.

(c) The commissioners must also consult with the Department of Labor and Industry, the Department of Commerce, the Department of Employment and Economic Development, Metro Transit, the Center for Transportation Studies at the University of Minnesota, and the Board of Trustees of the State Colleges and Universities of Minnesota in conducting the study and developing the report to the legislature.

(d) The commissioners must convene an initial meeting with stakeholders and representatives from the agencies specified in paragraph (c) by July 15, 2024, to prepare for the study, identify areas of examination, and establish a solicitation process for public comment on the report. The public notification process required under this paragraph must attempt to solicit participation from the public on commercial driver shortage and workforce issues and include those comments in the report required under paragraph (f). The commissioners must convene at least six meetings before publication of the report.

(e) The commissioner of transportation is responsible for providing meeting space and administrative services for meetings with stakeholders in developing the report required under this section. Public members of the working group serve without compensation or payment of expenses. The commissioner of transportation must host the public notification.
participation, and comment requirements under paragraph (d) on its website and utilize the
information in preparing the study.

(f) By February 15, 2025, the commissioners must submit the results of the study,
stakeholder and public comments, and recommended legislative changes to the chairs,
ranking minority members, and staff of the legislative committees with jurisdiction over
transportation finance and policy.

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

Sec. 130. DEPUTY REGISTRAR AND DRIVER'S LICENSE AGENT LOCATIONS

COMPETITIVE BIDDING STUDY REQUIRED.

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

(b) "Commissioner" means the commissioner of public safety.

(c) "Deputy registrar" means a public or private deputy registrar appointed by the
commissioner under Minnesota Statutes, section 168.33.

(d) "Driver's license agent" means a public or private driver's license agent appointed
by the commissioner under Minnesota Statutes, section 171.061.

Subd. 2. Study required. The commissioner must conduct a driver's license agent and
deputy registrar open bidding process study. The study must evaluate and analyze the
appointment process for a replacement deputy registrar or driver's license agent when an
appointed deputy registrar or driver's license agent closes an approved office location. At
a minimum, the study must evaluate the requirements established in Minnesota Statutes,
sections 168.33, subdivision 8b, and 171.061, subdivision 5a, and must include:

(1) the commissioner's proposal to establish a competitive bidding process to appoint a
replacement deputy registrar or driver's license agent at an existing approved office location
or approved replacement location;

(2) recommended legislation to establish, implement, administer, and enforce a
competitive bidding process and its requirements in statute;

(3) an analysis of how the open bid proposal would interact with the commissioner's
existing rules on deputy registrar and driver's license agent office locations and propose
recommendations to reconcile any issues;

(4) the effect of a competitive bidding process on service outcomes, financial
sustainability, and needed financial assistance for deputy registrars and driver's license
agents;

(5) how a competitive bidding process would initiate business development for persons
who are seeking appointment as a deputy registrar or driver's license agent.
(6) the expected fiscal impact for creating and administering a competitive bidding process;

(7) an evaluation and recommendations on the impact of implementing a competitive bidding process on existing deputy registrar and driver's license agent locations; and

(8) feedback solicited from existing deputy registrars and driver's license agents on the commissioner’s proposal.

Subd. 3. Report. By February 1, 2025, the commissioner must complete the study and report the results of the study to the chairs, ranking minority members, and staff of the committees in the house of representatives and senate with jurisdiction over transportation finance and policy. The report must include proposed legislation to establish and implement the competitive bidding process required in Minnesota Statutes, sections 168.33, subdivision 8b, and 171.061, subdivision 5a.

Sec. 131. DRIVER AND VEHICLE SERVICES; MATERIALS IN A LANGUAGE OTHER THAN ENGLISH.

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

(b) "Commissioner" means the commissioner of public safety.

(c) "Deputy registrar" means a public or private deputy registrar appointed by the commissioner of public safety under Minnesota Statutes, section 168.33.

(d) "Driver's license agent" means a public or private driver's license agent appointed by the commissioner of public safety under Minnesota Statutes, section 171.061.

(e) "Equivalent materials" means written materials such as forms, applications, questionnaires, letters, or notices that are used to ask or order a person to provide information or to give a person information on provisions relevant to a person's rights, duties, or privileges under Minnesota Statutes, chapters 168, 168A, and 171, offered in a qualifying language.

(f) "Qualifying language" means a language not in English and must include Spanish, Hmong, Somali, Karen, Russian, Vietnamese, and any other language used by significant populations within Minnesota as determined in subdivision 2.

(g) "Substantial number" means 20 percent of the total number of transactions or office visits at a given deputy registrar or driver's license agent location.

Subd. 2. Offering of translated materials required. (a) The commissioner must produce equivalent materials for distribution and use by a deputy registrar or driver's license agent to a non-English speaking person seeking the service of a deputy registrar or driver's license agent. The commissioner must translate materials in English into a qualifying language and prioritize translation of material that is distributed most frequently to the public.
(b) The commissioner, in consultation with the commissioner of administration and the groups specified in paragraph (c), must determine whether a location of an appointed deputy registrar or driver's license agent serves a substantial number of non-English speaking people and whether the non-English speaking population has access to equivalent materials in a qualifying language. If the commissioner determines a location serves a substantial number of non-English speaking people, the commissioner must notify the location and provide the equivalent materials in all qualifying languages to the deputy registrar or driver's license agent free of charge. If the commissioner determines a location serves a substantial number of non-English speaking people but the language spoken is not a qualifying language, the commissioner must produce equivalent materials for distribution and use by the location in the nonqualifying language within 30 days of its determination.

c) The commissioner must consult with the Minnesota Council on Latino Affairs, the Minnesota Council on Asian Pacific Minnesotans, the Council for Minnesotans of African Heritage, and other groups representing other non-English speaking people on the extent of services offered by a deputy registrar or driver's license agent location and whether there is need for equivalent materials at that location. The commissioner must periodically consult with the organizations specified in this paragraph to determine whether:

(1) equivalent materials are required in new, nonqualifying additional languages spoken by populations within Minnesota; and

(2) existing deputy registrar or driver's license agent locations are meeting the needs of non-English speaking populations in qualifying and nonqualifying languages.

d) If a non-English speaking person seeks the services of a deputy registrar or driver's license agent but the language spoken by the person is not determined to be a qualifying language, the deputy registrar or driver's license agent must determine whether the Department of Public Safety has produced those materials in the language spoken by the person. If the materials are not yet available, the Division of Driver and Vehicle Services must be notified and provide the equivalent materials in the new language within 30 days. The equivalent materials must be provided free of charge to the requester.

e) If the commissioner determines that equivalent materials are required in a new language, the commissioner must notify the organizations specified in paragraph (c) and provide notice to deputy registrars and driver's license agents of the availability of equivalent materials. The commissioner, in consultation with the commissioner of administration, must establish administrative support procedures for assisting deputy registrars and driver's license agents with requests for equivalent materials in a qualifying or nonqualifying language.

Subd. 3. Report required. By February 1, 2026, the commissioner of public safety must submit a report to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance. The report must detail the efforts of the Division of Driver and Vehicle Services to implement the requirements of this section and must include the following:
(1) the locations of deputy registrars and driver's license agents who serve a substantial number of non-English speaking people on a yearly basis;

(2) the different languages requested at locations serving a substantial number of non-English speaking people;

(3) how many requests for equivalent materials in languages other than English were made but not at locations that serve a substantial number of non-English speaking people on a yearly basis;

(4) the expenditures used on producing equivalent materials in languages other than English;

(5) any recommended legislative changes needed to produce equivalent materials in languages other than English statewide;

(6) any information or feedback from deputy registrars and driver's license agents; and

(7) any information or feedback from persons who requested equivalent materials under this section.

EFFECTIVE DATE. This section is effective October 1, 2024.

Sec. 132. DYNAMIC TRANSPORTATION OPTIONS; REPORT REQUIRED.

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

(1) "commissioner" means the commissioner of transportation;

(2) "dynamic transportation options" includes but is not limited to nonfixed route options; prearranged and dial-a-ride options arranged either via telephone, digital application, or website; demand response microtransit service for last-mile connection; or private transportation companies, including transportation network companies or taxis;

(3) "nonmetropolitan county" means any Minnesota county other than those under Minnesota Statutes, section 473.121, subdivision 4;

(4) "stakeholders" includes at least one representative from each of the following: (i) the Minnesota Council on Disability; (ii) the American Council of the Blind of Minnesota; (iii) the Minnesota DeafBlind Association; (iv) the National Federation of the Blind; (v) transportation network companies and taxicabs; with at least one representative familiar with dispatching services and having route connection expertise;
(vi) the Transportation Accessibility Advisory Committee under Minnesota Statutes, section 473.375, subdivision 9a;

(vii) private transportation companies offering services in a nonmetropolitan county;

(viii) providers of mobility services for persons with disabilities;

(ix) local government authorities, with at least one representative being a county commissioner; and

(x) community organizations servicing rural populations;

(5) "transportation network company" has the meaning given in Minnesota Statutes, section 65B.472, subdivision 1; and

(6) "wheelchair accessible vehicle" means a vehicle equipped with a ramp or lift capable of transporting nonfolding motorized wheelchairs, mobility scooters, or other mobility devices.

Subd. 2. Study required. (a) The commissioner must study access to ridesharing, nonfixed route transit, ride hailing via phone or digital application, demand response service, or other dynamic transportation options in rural areas. The study must be conducted with stakeholders to identify inefficiencies in route connections and demand response; the coordination across different public, private, and individual sources of transportation; and service time. The study must aim to create and implement a pilot program that can allow transportation providers in rural and nonmetropolitan Minnesota to collaborate to maximize efficiency of ride services for people without vehicles. The stakeholders, in identifying efficiencies and coordination efforts, must identify areas of cooperation to maximize the use of vehicles for ambulatory people with disabilities while maximizing the number of wheelchair-accessible vehicles in the program.

(b) By February 15, 2025, the commissioner of transportation must report the results of the study to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. The report must include the commissioner's proposal for instituting a dynamic transportation pilot program in two nonmetropolitan counties by April 1, 2025.

Sec. 133. ELECTRIC-ASSISTED BICYCLE YOUTH OPERATION; STUDY REQUIRED.

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

(b) "Active transportation advisory committee" means the committee established in Minnesota Statutes, section 174.375.
(c) "Advisory Council on Traffic Safety" means the advisory council established in Minnesota Statutes, section 4.076.

(d) "Commissioners" means the commissioner of public safety and the commissioner of transportation.

(e) "Electric-assisted bicycle" has the meaning given in Minnesota Statutes, section 169.011, subdivision 27.

Subd. 2. Electric-assisted bicycles study.

(a) The commissioners must conduct a study and develop recommendations on the operation of electric-assisted bicycles by persons under the age of 18 to increase the safety of riders, other cyclists, and all other users of active transportation infrastructure. The commissioners must conduct the study jointly with the active transportation advisory committee and the Advisory Council on Traffic Safety.

(b) The study required under paragraph (a) must address and analyze the following topics:

(1) identify challenges to the safe operation of electric-assisted bicycles by those under the age of 18;

(2) evaluate existing legal authority for strategies, practices, and methods to reduce the availability of modifications to the electric motor of electric-assisted bicycles;

(3) make recommendations on whether to change state law to improve electric-assisted bicycle safety on roads, trails, and other areas where safe operation of electric-assisted bicycles is needed; and

(4) propose educational and public awareness campaigns to educate the public about electric-assisted bicycles, promote their safe operation, and raise awareness of their unique characteristics when operating on roadways.

(c) In conducting the study with the Advisory Council on Traffic Safety and the active transportation advisory committee, the commissioners must consult with interested stakeholders, including but not limited to:

(1) active transportation and bicycling advocates;

(2) local elected officials;

(3) retailers and manufacturers of electric-assisted bicycles;

(4) the Department of Natural Resources;

(5) the Department of Commerce;

(6) E-12 educators with experience in active transportation safety training;

(7) medical professionals and emergency medical technicians;
(b) the State Patrol and local law enforcement; and

(9) consumer protection advocates.

Subd. 3. Report. (a) By February 1, 2026, the commissioners must submit the study conducted under this section to the chairs, ranking minority members, and staff of the legislative committees having jurisdiction over transportation finance and policy.

(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. This section is effective the day following final enactment.

Sec. 134. PUBLIC EDUCATION CAMPAIGN; MOTORCYCLE OPERATIONS. The commissioner of public safety must implement a statewide public education campaign to alert drivers and the public on how motorcycles may safely pass a vehicle within the same lane or between parallel lanes. The information must be consistent with the requirements of Minnesota Statutes, section 169.974, subdivision 5.

Sec. 135. REPORT; CITY SPEED LIMIT ANALYSIS STUDY REQUIRED. (a) The commissioner of transportation must conduct a comprehensive study to assess speed limits in cities that adopted speed limits on city streets under the provisions provided in Minnesota Statutes, section 169.14, subdivision 5h, since the provision's enactment. The commissioner must conduct the assessment on all cities that have instituted speed limit changes to determine whether the cities are setting the appropriate speed limit for the roadway based on engineering principles, safety considerations, and traffic flow.

(b) The study required under this section must include:

1. an evaluation of roadway design and characteristics;
2. an analysis of traffic volume and patterns;
3. an examination of crash data and safety records;
4. a review of existing speed studies and surveys;
5. any discrepancies between established speed limits and engineering recommendations; and
6. recommendations for upward adjustments to city speed limits necessary to align with engineering principles and enhance roadway safety and design.

(c) By March 15, 2025, the commissioner of transportation must submit the results of the comprehensive study to the chairs and ranking minority members of the legislative...
committees with jurisdiction over transportation finance and policy. The report must identify
affected cities and recommend upward adjustments based on observations in the report.

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

Sec. 136. **REPORT; DRIVER AND VEHICLE SERVICES MAIL AND ONLINE**

SERVICES EXPANSION.

(a) By February 15, 2025, the commissioner of public safety must report to the chairs,
ranking minority members, and staff of the legislative committees with jurisdiction over
transportation finance and policy on expanding online and mail services for Minnesota
driver's licenses and identification cards. The report must:

1. analyze the online application process established in Minnesota Statutes, section
   171.06, subdivision 7a;
2. evaluate whether to merge the online application process with the remote application
   process provided in Minnesota Statutes, section 171.06, subdivision 7;
3. analyze other services offered by the Division of Driver and Vehicle Services and
   the Department of Public Safety to determine where and how to offer temporary mailing
   address services for Minnesota residents similar to the temporary mailing address for a
   driver's license or identification card application provided in Minnesota Statutes, section
   171.06, subdivision 3;
4. identify performance and service standards for the online renewal application process
   for REAL ID-compliant and noncompliant driver's licenses and identification cards;
5. identify how the department utilized its website to assist the public with the online
   renewal application process or the use of a temporary mailing address and detail the
   department's efforts required in Minnesota Statutes, section 171.06, subdivision 3, paragraph
   (g) and subdivision 7a, paragraph (e);
6. evaluate the photograph requirements for online renewal applications established in
   Minnesota Statutes, section 171.06, subdivision 7a, and make recommendations on the
   procedures needed to permit an applicant to submit by mail or online application a photograph
   to the department that meets the requirements of Minnesota Statutes, sections 171.07 and
   171.071, and Minnesota Rules, part 7410.1810, subpart 1;
7. evaluate the vision examination requirements for online driver's license applications
   established in Minnesota Statutes, sections 171.06, subdivision 7a, and 171.13, and make
   recommendations on improvements to the vision examination process, including information
   on permitting applicants to submit a vision certificate for each application in lieu of a vision
   test on site;
8. analyze the impact of establishing online renewal for drivers' licenses and
   identification cards on driver's license agents and full-service providers; and

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evaluate and modify, if necessary, the fee-sharing provision under Minnesota Statutes, section 171.06, subdivision 7a, paragraph (f), and create additional proposals to institute fee-sharing between the commissioner, deputy registrars, and full-service providers as the department establishes additional online and mail services, including but not limited to an evaluation of fee-sharing for all transactions, online-only transactions, or enacting a new fee exclusively for the online renewal of drivers' licenses or identification cards that would be shared between the commissioner, deputy registrars, full-service providers, and driver's license agents.

The report required in paragraph (a) must include recommendations to the legislature on areas where it is appropriate to expand online services offered by the department and how such an expansion would impact the quality of services and financial sustainability of driver's license agents, deputy registrars, and full-service providers. The report must analyze and review procedures in other states that offer online driver's license applications and renewals. For the information required in paragraph (a), clause (6), the report must compare the process for the issuance of a United States passport where a passport applicant may submit a secure photo for use in the credential. For the information required in paragraph (a), clause (7), the report must evaluate how other states address vision examination requirements for online applications for a driver's license and provide an analysis of the timeframe required for an examination.

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.** This section is effective October 1, 2024.

Sec. 137. REPORT: CLEAN TRANSPORTATION STANDARD STUDY.

(a) The Center for Transportation Studies at the University of Minnesota must assess and report on the overall economic and policy impacts of a clean transportation standard for transportation fuels supplied to Minnesota. The clean transportation standard studied in the report must reduce the aggregate carbon intensity of transportation fuels to at least 25 percent below the 2018 baseline level by 2030, by 75 percent by the end of 2040, and a goal of 100 percent reduction by the end of 2050.

(b) At a minimum, the report must include:

1. A comprehensive review of low carbon transportation fuel standards established in other states and impacts of the standards after their implementation;

2. An economic evaluation of legislative proposals of a proposed clean transportation standard in Minnesota.
(3) an analysis of the expected per mile cost or cost savings for light-, medium-, and heavy-duty vehicle fleets under a Minnesota clean transportation standard;

(4) an evaluation of strategies and mechanisms for adjusting the stringency of the aggregate carbon intensity in response to potential oversupply or undersupply of clean transportation fuels, including a review of cost containment and credit market adjustment mechanisms in other states that have implemented a clean transportation standard;

(5) a comparison of a clean transportation standard with alternative strategies for funding equitable vehicle electrification and reducing the aggregate carbon intensity of biofuels and petroleum consistent with achieving statewide transportation greenhouse gas emissions reductions of 25 percent below the 2018 baseline by the end of 2030 and by 75 percent by the end of 2040;

(6) an evaluation of the interaction of a clean transportation standard with federal incentives, including tax credits for sustainable aviation fuel, hydrogen, clean fuels, carbon capture store and carbon capture utilization, and transportation electrification; and

(7) any other considerations or factors for a proposed clean transportation standard in Minnesota, including an analysis of the appropriate enforcement authority and regulatory role of the Department of Transportation;

(c) By January 15, 2025, the Center for Transportation Studies must report its findings to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance and policy.

Sec. 138. REPORT; METRO MOBILITY ENHANCEMENTS.

(a) The commissioner of transportation must, in consultation with the chair of the Metropolitan Council, perform a Metro Mobility enhancement and service study and develop recommendations to improve the efficiency, effectiveness, reliability, dignity, and experience of riders of the special transportation service under Minnesota Statutes, section 473.386, and report the recommendations to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance. The commissioner must evaluate the Metro Mobility program, which must include but is not limited to analysis of customer service, program costs and expenditures, service coverage area and hours, reservation and scheduling, and buses and equipment.

(b) The study must include:

(1) a fiscal review that identifies uses of funds, including an identification for reducing program costs;

(2) an identification and analysis of options to improve Metro Mobility program service, limit costs, and improve efficiency.
133.25 (3) an analysis of improvements to service and customer experience, including the
133.26 creation of a state-operated digital application to utilize special transportation services;
133.27 (4) an evaluation of accessibility impacts and constraints for riders who use a wheelchair
133.28 or otherwise require specialized equipment or service;
133.29 (5) a consideration of service models, technologies, partnership models, and anticipated
133.30 industry changes;
133.31 (6) an analysis of integration impacts with regional transit service;
133.32 (7) an evaluation of whether the Metro Mobility enhancement pilot program instituted
133.33 under Laws 2023, chapter 68, article 4, section 121, should be made permanent or expanded
133.34 to other nonmetropolitan service areas;
133.35 (8) an evaluation and assessment of the use of transportation network companies or taxi
133.36 services to provide an enhanced service option in which riders pay a higher fare than other
133.37 users of Metro Mobility services;
133.38 (9) an evaluation of the feasibility of nonsubsidized, subsidized, and tiered ride services
133.39 handled by a dispatching service provider; and
133.40 (10) an analysis of and recommendations for comprehensive improvements in dispatching,
133.41 route coordination, call sequencing and customer service, integration with transportation
133.42 network company applications, and cataloging rides for maximum efficiency and driver
133.43 compensation.
133.44 (c) The Metropolitan Council must cooperate with the Department of Transportation
133.45 and provide information requested in a timely fashion to implement and conduct the study.
133.46 (d) By February 15, 2025, the commissioner must submit the report and findings to the
133.47 chairs, ranking minority members, and staff of the legislative committees with jurisdiction
133.48 over transportation policy and finance.

Sec. 139 REPORT; MINNESOTA STATE FAIR TRANSPORTATION PLANNING;
METROPOLITAN COUNCIL:

(a) By August 1, 2024, the Metropolitan Council must develop a Minnesota State Fair
transportation service plan for implementation at the 2024 Minnesota State Fair and submit
a report on the plan to the chairs and ranking minority members of the legislative committees
with jurisdiction over transportation policy and finance;
(b) At a minimum, the council’s service plan must
(1) include enhancements to transit, bus, and Metro Transit-operated park-and-ride
services to and from the State Fairgrounds for the 2024 State Fair, including a comparison
of those enhancements to the prior four years.

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(2) include a proposal to integrate alternative transportation modes such as biking and walking in the development of enhanced bus and Metro Transit-operated park-and-ride services, including but not limited to pedestrian safety enhancements at facilities offering transportation to and from the State Fair and providing secure bicycle storage at park-and-ride locations;

(3) identify and evaluate future transportation solutions offered by the council during the State Fair to address emerging challenges presented by the State Fair's attendance numbers, including expanded park-and-ride locations and increased frequency of service at existing Metro Transit-operated park-and-ride locations, expanded express bus offerings, coordination with regional service providers to provide transportation to and from the State Fair, and any other recommendations recommended by the council;

(4) detail a coordination strategy with the State Fair staff regarding the existing transportation planning process;

(5) identify the council's strategy for coordinating with relevant city and county governments, including in the area of the State Fairgrounds, to identify and address any issues with enhanced transit, bus, and Metro Transit-operated park-and-ride services for the 2024 State Fair;

(6) detail the council's strategy for ensuring the availability of all other regular transit and bus services in the metropolitan area during the State Fair; and

(7) evaluate whether the net expected cost of the service provided by a replacement service provider for State Fair transportation meets the total expected fare revenue for the service;

A replacement service provider under Minnesota Statutes, section 473.388, must cooperate with the Metropolitan Council and provide information requested in a timely fashion to implement and conduct the study;

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

(a) By February 15, 2025, the commissioner of public safety must conduct a comprehensive study on the establishment of a standing committee in the Division of Driver and Vehicle Services to review and approve proposals for special license plates in Minnesota.

(b) The study required in paragraph (a) must:

(1) evaluate the feasibility and effectiveness of establishing a standing committee tasked with reviewing and approving proposals for special license plates;
(2) propose criteria for a standing committee to evaluate each proposal based on criteria such as public interest, community support, relevance to the purpose of special license plates, and potential revenue generation;

(3) assess the current statutory process for approving special license plates, including Minnesota Statutes, section 168.1293, and include suggested improvements to the statutory language to improve transparency, accountability, and public input in the special license plate process;

(4) analyze the roles and responsibilities of relevant stakeholders, including the legislature, the Department of Public Safety, community organizations, or other interested parties involved in the current approval, creation, and distribution of special license plates in Minnesota;

(5) examine whether other states have adopted similar review committees for special license plates;

(6) evaluate the potential costs or benefits to removing legislative authority to approve special license plates, including a detailed analysis of fiscal considerations;

(7) evaluate whether the creation of a standing committee for review of special license plates would have any impact on rules currently adopted and enforced by the commissioner, including Minnesota Rules, part 7403.0500;

(8) evaluate whether the standing committee should be responsible for monitoring the implementation and usage of approved special license plates and recommend any necessary modifications or discontinuations;

(9) assess the required resources, staffing, and administrative support needed to establish and maintain the standing committee; and

(10) provide any other recommendations to the potential improvement to the special license plate process, including design, implementation, and public engagement.

(c) The commissioner must submit the results of the study to the chairs, ranking minority members, and staff of the legislative committees having jurisdiction over transportation finance and policy.

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

Sec. 142. TRAFFIC ENGINEERING STUDIES AND INVESTIGATIONS.

(a) Notwithstanding the requirements of the Minnesota Manual on Uniform Traffic Control Devices established by the commissioner of transportation under Minnesota Statutes, section 169.06, subdivision 2, by July 1, 2024, the commissioner must implement section 2B.21 of the Manual on Uniform Traffic Control Devices for Streets and Highways, 11th Edition, as incorporated by the United States Department of Transportation, pertaining to...
traffic engineering studies and investigations for establishing or reevaluating speed limits
within speed zones.

(b) This section expires upon adoption of relevant revisions to the Minnesota Manual
on Uniform Traffic Control Devices that pertain to traffic engineering studies and
investigations for speed zones. The commissioner must notify the revisor of statutes, whether
electronically or in writing, of the expiration.

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

139.1 Sec. 143. TRAFFIC SAFETY CAMERA SYSTEMS; EVALUATION AND
REPORTING.

139.2 Subd. 1. Definitions. (a) For purposes of this section, the following terms and the
terms defined in Minnesota Statutes, section 169.147, subdivision 1, have the meanings
given:

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

(c) "Commissioners" means the commissioners of transportation and public safety.

(d) "Pilot program" means the traffic safety camera system pilot project established in
Minnesota Statutes, section 169.147.

(e) "Traffic safety camera system" has the meaning given in Minnesota Statutes, section
169.011, subdivision 85a.

Subd. 2. Independent evaluation; general requirements. (a) The commissioner must
arrange for an independent evaluation of traffic safety camera systems that includes analysis
of the pilot program. By December 31, 2028, the commissioner must submit a copy of the
evaluation to the chairs and ranking minority members of the legislative committees with
jurisdiction over transportation policy and finance.

(b) The evaluation must be performed outside the Departments of Transportation and
Public Safety by an entity with qualifying experience in traffic safety research. The evaluation
must include any monitoring sites established by an implementing authority.

(c) The commissioner must establish an evaluation methodology that provides
standardized metrics and evaluation measures and enables valid statistical comparison across
monitoring sites.

(d) At a minimum, the evaluation must:

1) analyze the effectiveness of traffic safety camera systems in lowering travel speeds,
reducing speed differentials, reducing violations of traffic-control signals, and meeting any
other measures identified in the evaluation methodology;
(2) perform statistical analyses of traffic speeds, crashes, injuries, fatalities, and other measurable traffic incidents; and

(3) identify any changes in traffic congestion attributable to traffic safety camera systems.

Subd. 3. Independent evaluation; implementing authorities.
(a) Each implementing authority under the pilot program must follow the evaluation methodology established under subdivision 2.

(b) Each implementing authority under the pilot program must provide information for the evaluation under subdivision 2 as requested and include the following: the total number of warnings issued; the total number of citations issued; the number of people who opted for diversion under Minnesota Statutes, sections 169.06, subdivision 10, paragraph (b), and 169.14, subdivision 13, paragraph (b); gross and net revenue received; expenditures incurred; a description of how the net revenue generated by the program was used; total amount of any payments made to a contractor; the number of employees involved in the pilot program; the type of traffic safety camera system used; the location of each monitoring site; the activation start and stop dates of the traffic safety camera system at each monitoring site; the number of citations issued, with a breakout by monitoring site; the number of instances in which a traffic enforcement agent reviewed recorded video or images for a potential violation but did not issue a resulting citation; and details on traffic safety camera system inspection and maintenance activities.

Subd. 4. Pilot program reporting.
(a) An implementing authority that operates a traffic safety camera system in a calendar year must publish a report on the implementation for that calendar year. The report is due by March 1 of the following calendar year.

(b) At a minimum, the report must summarize the activities of the implementing authority and provide the information required under subdivision 3, paragraph (b).

Subd. 5. Legislative report. By January 15, 2029, the commissioners must submit a report on traffic safety camera systems to the members of the legislative committees with jurisdiction over transportation policy and finance. At a minimum, the report must:

(1) provide a review of the pilot program;

(2) provide data on citations issued under the pilot program, with breakouts by year and location;

(3) summarize the results of the independent evaluation under subdivision 2;

(4) evaluate any disparities in impacts under the pilot programs, including by income, by race, and in communities that are historically underrepresented in transportation planning;

(5) identify fiscal impacts of implementation of traffic safety camera systems; and
140.29 (6) make any recommendations regarding ongoing traffic safety camera implementation, including but not limited to any draft legislative proposal.

141.1 Sec. 144. REVISOR INSTRUCTION.

141.2 The revisor of statutes must recodify Minnesota Statutes, section 169.21, subdivision 6, as Minnesota Statutes, section 171.0701, subdivision 1b. The revisor must correct any cross-references made necessary by this recodification.

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

141.4 Sec. 58. REVISOR INSTRUCTION.

141.5 The revisor of statutes must recodify Minnesota Statutes, section 169.21, subdivision 6, as Minnesota Statutes, section 171.0701, subdivision 1b. The revisor must correct any cross-references made necessary by this recodification.

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

141.7 Sec. 59. REVISOR INSTRUCTION.

141.8 The revisor of statutes must recodify Minnesota Statutes, section 473.3927, subdivision 1, as Minnesota Statutes, section 473.3927, subdivision 1b. The revisor must correct any cross-references made necessary by this recodification.

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

141.10 Sec. 60. REPEALER.

(a) Minnesota Statutes 2022, section 168.1297, is repealed.

(b) Minnesota Rules, part 7410.6180, is repealed.

141.11 EFFECTIVE DATE. Paragraph (b) is effective the day following final enactment.