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S.F. No. 5284 – Supplemental Transportation Finance Omnibus (First Engrossment)

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S.F. 5284 is the supplemental transportation finance omnibus bill. **Article 1** appropriates money for a supplemental budget for the Department of Transportation (“MnDOT”), Department of Public Safety (“DPS”), and the Metropolitan Council. **Article 2** amends various transportation- and public safety-related provisions and requires a variety of pilot programs, studies, and reports.

Article 1 contains a variety of transportation finance appropriations.

Section 1 [Transportation appropriations] states that all appropriations in this article are from the trunk highway fund unless another fund is specified. Defines certain terms.

Section 2 [Department of Transportation]

Subdivision 1. Total MnDOT Appropriations. Contains the appropriations to the Department of Transportation by fund.

Subdivision 2. Multimodal systems.

- (a) Transit.** Appropriates \$100,000 one-time in FY 25 from the general fund for the MnDOT zero-emission bus transition plan.
- (b) Freight.** Appropriates \$250,000 one-time in FY 25 from the general fund for the MnDOT commercial driver workforce study.

Subdivision 3. State Roads.

- (a) Operations and Maintenance.** Appropriates:

- \$1 million one-time in FY 25 from the general fund for costs related to the traffic safety camera pilot program;
- \$105,000 a year starting in FY 25 from the trunk highway fund for staff costs related to placement of high voltage transmission lines along trunk highways; and
- \$100,000 one-time in FY 25 from the general fund for purchase of autonomous mowing equipment.

(b) State Road Construction. Appropriates from the trunk highway fund:

- \$7.75 million one-time in FY 25 for expanded truck parking at selected rest areas and improvement of truck parking information management system equipment;
- \$20 million in FY 25 for state road construction, with a base of \$10 million in each of FY 26 and FY 27; and
- \$10 million one-time in FY 25 for construction and improvement of trunk highway bridges.

(c) Corridors of Commerce. Appropriates \$5.45 million in FY 25 for the corridors of commerce program, with a base of \$10 million in FY 26 and \$60 million in FY 27.

Subdivision 4. Agency Management.

(a) Agency Services. Appropriates \$245,000 a year starting in FY 25 from the general fund for costs of complete streets implementation training.

(b) Buildings. Appropriates from the trunk highway fund:

- \$20.1 million one-time in FY 25 for the transportation facilities capital program; and
- \$1.35 million one-time in FY 25 for physical security upgrades of the Department of Transportation building.

Section 3 [Metropolitan Council] appropriates \$10 million one-time in FY 25 for a grant to Hennepin County for the Blue Line light rail transit extension antidisplacement community prosperity program.

Section 4 [Department of Public Safety]

Subdivision 1. Total Public Safety Appropriations. Contains the total appropriations to the Department of Public Safety transportation-related programs by fund.

Subdivision 2. Driver and Vehicle Services. Appropriates from the driver and vehicle services operating account:

- \$2.039 million a year starting in FY 25 for additional exam station staffing;
- \$100,000 one-time in FY 25 for the special license plate review committee study; and
- \$212,000 one-time in FY 25 for costs of rewriting the driver's license manual and knowledge examination using plain language standards, including translations and required legislative reporting.

Subdivision 3. Traffic Safety. Appropriates:

- \$500,000 one-time in FY 25 from the general fund for the Lights On grant program; and

- \$200,000 one-time in FY 25 from the motorcycle safety account for costs of a public education campaign on motorcycle operation.

Section 5 [Appropriation; Department of Commerce] appropriates \$46,000 a year starting in FY 25 from the general fund to for environmental review relating to placement of high voltage transmission lines along trunk highways.

Section 6 [Appropriation; Department of Transportation] appropriates \$15.56 million one-time in FY 24 from the general fund for trunk highway and local road projects, available through FY 2029. This amount was part of a FY 22 appropriation that is due to cancel in FY 25, and an equal amount is cancelled from that appropriation in this bill, for a net zero general fund impact.

Section 7 [Appropriation Cancellations; Department of Transportation]

- (a) Cancels \$24.8 million in FY 24 of a \$216.4 million FY 24 general fund appropriation for federal discretionary grant match funding.
- (b) Cancels \$15.56 million in FY 24 of a \$30.93 million FY 22 general fund appropriation for trunk highway and local road projects. The same amount is reappropriated in FY 24 for the same purpose.

Section 8 [Appropriation; Dynamic Transportation Options Study] appropriates \$300,000 one-time in FY 25 to MnDOT for a dynamic transportation options study.

Section 9 [Appropriations; Intra-agency Transfer] requires the commissioner of MMB to consult with the Metropolitan Council and MnDOT to identify existing council appropriations for light rail transit and bus rapid transit construction and transfer them to MnDOT for the same purpose. Requires legislative reporting within 10 days of transfer.

Section 10 [Appropriation; Other Roadway System] appropriates \$4 million one-time in FY 25 from the general fund to a political subdivision that is contained within a city of the first class and operates its own roadway system, for road construction.

Section 11 [Appropriation; Trunk Highway 7 TMO] appropriates \$200,000 one-time in FY 25 from the general fund to the city of Shorewood for creation of a transportation management organization along the Trunk Highway 7 corridor.

Section 12 [Appropriation; Trunk Highway 55] appropriates \$2 million one-time in FY 25 from the trunk highway fund to MnDOT to update an environmental impact statement for a road reconstruction project on Trunk Highway 55.

Section 13 [Appropriation; University of Minnesota] appropriates \$350,000 one-time in FY 25 from the general fund to the University of Minnesota for the Center for Transportation Studies to study and report on a clean transportation standard in Minnesota.

Section 14 [Transfers] transfers \$20 million one-time in FY 25 from the general fund to the small cities assistance account, to then be disbursed to small cities (population under 5,000) with their July 2024 local government aid payments.

Section 15 [Modification; Bond Sale Expenses] amends cancellation dates of bond sale expenses appropriations related to trunk highway bonds authorized in the 2021 legislative session.

Section 16 [Modification; Local Roads] amends uses of prior general fund appropriations in FY 24 and FY 25 to MnDOT for local transportation disaster support, so that the funds can be used for roadway damage on local state-aid or federal-aid roads if damage is ineligible for state and federal disaster funding.

Section 17 [Modification; Metropolitan Transit] reduces the FY 24 general fund appropriation to the Metropolitan Council for the Blue Line light rail transit extension project, from \$50 million to \$40 million.

Section 18 [Modifications; Dakota County project] adds “planning” to the allowable uses of a FY 24 one-time general fund appropriation to MnDOT for a box culvert underpass project along US Highway 52. Makes technical corrections.

Section 19 [Modification; Township Appropriation] modifies a one-time FY 24 general fund appropriation to MnDOT for a grant to a metropolitan township, exempting the grant from state grant management requirements. Directs MnDOT to directly disburse the appropriation to the township and not retain any administrative costs.

Section 20 [Modification; Transfers] reduces prior general fund transfers in FY 25, FY 26, and FY 27 from the general fund to the active transportation account, by \$245,000 in each year.

Section 21 [Modification; Facilities Capital Investments] amends a prior one-time FY 24 appropriation from the trunk highway fund to MnDOT for capital improvements of MnDOT facilities, in order to reference the newly created transportation capital facilities program.

Section 22 [Modification; Anoka County project] modifies a one-time FY 24 trunk highway fund appropriation to MnDOT for a road project on Trunk Highway 65, removing the use of the funds as a grant to Blaine or Anoka County.

Section 23 [Modification; Coon Rapids project] modifies a one-time FY 24 trunk highway fund appropriation to MnDOT for a road project on US Highway 10, removing the use of the funds as a grant to Anoka County.

Section 24 [Modification; Scott County project] modifies a one-time FY 24 trunk highway fund appropriation to MnDOT for a road project on US Highway 169, removing the use of the funds as a grant to Scott County.

Section 25 [Modification; Chisago County project] modifies a one-time FY 24 trunk highway fund appropriation to MnDOT for a road project on US Highway 8, removing the use of the funds as a grant to Chisago County.

Section 26 [Modification; Bond Sale Expenses] amends cancellation dates of bond sale expenses appropriations related to trunk highway bonds authorized in the 2023 legislative session.

Article 2 [Transportation finance policy] contains a variety of transportation finance and policy provisions.

Section 1 [Limited license data] makes a data classification for limited license holders in treatment court and is governed by **section 78**'s requirements.

Section 2 [Traffic safety camera data] establishes a cross-reference to traffic safety camera data in the government data practices chapter of law.

Sections 3 and 4 [Definitions, limitations; automated license plate reader] clarify that a traffic safety camera system is not a specific type of automated license plate reader and prohibits its use in that manner.

Section 5 [Training required] amends age-appropriate active transportation safety training provided by schools for students in kindergarten through eighth grade to include information on the operation of electric-assisted bicycles and must include the prohibition on anyone younger than 15 from riding an electric-assisted bicycle.

Sections 6 and 7 [Petty misdemeanors; fee assessment] prohibit the imposition of the law library fee assessment for a citation under the traffic safety camera program for civil actions and civil fee assessments.

Section 8 [Transportation greenhouse gas emissions impact assessment] amends requirements on assessment of trunk highway projects for impacts on greenhouse gas emissions and vehicle miles traveled, including to provide for a shift to portfolio-based assessments. Effective February 1, 2025.

Section 9 [Transportation impact assessment; technical advisory committee] establishes a technical advisory committee to assist in the transportation greenhouse gas emissions impact assessment process. Effective the day following final enactment.

Section 10 [Reports; privatization of transportation contracts] amends the legislative report submitted by MnDOT on the privatization of transportation contracts to include additional workforce and recruitment information.

Section 11 [High voltage transmission; placement in right-of-way] authorizes establishment of high-voltage transmission lines within the trunk highway right-of-way.

Section 12 [High voltage transmission; coordination required] requires MnDOT to coordinate on transmission line placement and installation within the trunk highway right-of-way.

Section 13 [High voltage transmission; constructability report] requires a report to be developed by a utility in preparation for installation of transmission line that specifies terms and conditions of the building project. Provides for relocation costs under certain circumstances related to relocation.

Section 14 [High voltage transmission; relocation reimbursement prohibited] specifies restrictions of high voltage transmission line relocation reimbursement from the trunk highway fund for costs resulting from trunk highway projects and provides for cost recovery by utilities.

Section 15 [Definitions] provides a definition of “high voltage transmission line” for a statute on utility relocation costs.

Section 16 [Relocation of facilities; reimbursement] removes restriction on high voltage transmission line relocation reimbursement from the trunk highway fund.

Section 17 [Location and establishment; limitations] prohibits the county state-aid highway system from including a segment of county highway that is designated a pedestrian mall.

Section 18 [Formula for distribution to towns; purposes] adds “debt service” as an allowable use of funds distributed from the town road account, for bonds issued by the town for road projects.

Section 19 [Location and establishment; limitations] prohibits the municipal state-aid street system from including a segment of a city street that is designated as a pedestrian mall.

Section 20 [Use of funds] adds “debt service” as an allowable use of funds distributed to cities from the small cities assistance account, for obligations issued for construction and maintenance of roads within the city.

Section 21 [Use of funds] adds a new subdivision to the section of statute on the larger cities assistance account, specifying that funds distributed to cities from the account are for the construction and maintenance of roads within the city. The allowable uses include debt service for obligations issued for this purpose.

Section 22 [Motor vehicle] adds “roadable aircraft” to the definition of motor vehicle in the vehicle registration chapter of law.

Section 23 [60-day temporary vehicle permit] extends the validity period for temporary vehicle permits (placed normally where a license plate would be affixed) from 21 days to 60 days.

Section 24 [Plates; visibility] provides that, in lieu of license plates, the commissioner of DPS must issue roadable aircraft’s registration identical to its federally issued tail number.

Section 25 [Fleet vehicles; registration] provides that a deputy registrar may issue process certain registration activities for vehicles in a registered fleet, including issuing replacement license plates and registering new vehicles to existing fleets.

Section 26 [Issuance of plates] makes a technical change to the motorcycle safety count. Effective July 1, 2024.

Section 27 [Roadable aircraft registration] establishes registration requirements for roadable aircraft as a motor vehicle in Minnesota. An owner must comply with all rules and regulations

governing the registration for a motor vehicle when registering, titling, insuring, or paying taxes for a roadable aircraft.

Section 28 [Dealers; duplicate or replacement plates] modifies auto dealers' access to replacement or duplicate license plates for vehicles currently registered in Minnesota. A dealer is required to apply for certificate of title before receiving the duplicate or replacement plates.

Section 29 [Filing fees; allocations] requires the commissioner of public safety to distribute funds from the driver and vehicle services operating account to deputy registrars at least quarterly, calculated as \$25 multiplied by the number of no-fee transactions at each deputy registrar.

Section 30 [Open bidding] requires the commissioner of public safety to conduct rulemaking for an open bidding process when a deputy registrar closes their office location.

Section 31 [Lessees; information] authorizes the release of leased motor vehicle information to licensed motor vehicle dealers as part of a vehicle lease or sale.

Section 32 [Dealers] makes a technical clarification for auto dealers' access to replacement or duplicate license plates.

Section 33 [Requirements upon subsequent transfer] clarifies requirements for an auto dealer for vehicles held for resale and opting to apply for a certificate of title.

Section 34 [Notification on vehicle held for resale; service fee] requires an auto dealer apply for certificate of title before receiving the duplicate or replacement plates if 48 hours have elapsed from acquiring the vehicle and the dealer has not notified the commissioner the vehicle is held for resale.

Section 35 [Towing prohibited] modifies towing requirements to prohibit a towing authority from towing a vehicle for a violation identified under a traffic safety camera system.

Section 36 [Autocycle] clarifies that a roadable aircraft is not an autocycle.

Section 37 [Electric-assisted bicycle] amends the definition of electric-assisted bicycle to add a multiple mode electric-assisted bicycle and provides when a vehicle is not an electric-assisted bicycle when it is designed, manufactured, or intended by the manufacturer or seller to not meet the electric-assisted bicycle classification requirements.

Section 38 [Motorcycle] clarifies that a roadable aircraft is not a motorcycle.

Sections 39 to 44 [Definitions] adds a variety of transportation-related definitions to the chapter of statute on traffic regulations, including "multiple mode electric-assisted bicycle," "red light camera system," "roadable aircraft," "speed safety camera system," "traffic safety camera system," and "vulnerable road user."

Section 40 [Red light camera system] defines "red light camera system" in the chapter of statutes on traffic regulations.

Section 45 [Local authority] provides explicit authority to local units of government to perform traffic regulation through the use of a speed safety camera system or a red-light camera system under the pilot program created in **section 51**.

Section 46 [Red light camera penalty] establishes a petty misdemeanor offense for the owner or lessee of a vehicle that is identified through a traffic safety camera as violating a traffic-control signal. Sets a fine of \$40. Sets a warning for a first offense. Provides diversion.

Section 47 [Red light camera; limitations] provides circumstances when the vehicle owner or lessee is not subject to citation for a traffic-signal violation as identified by a traffic safety camera, including for stolen, transferred, and leased vehicles.

Section 48 [Radar; speed-measuring device; standards of evidence] limits use of speed safety camera system evidence. Makes conforming changes.

Section 49 [Speed safety camera; penalty] establishes a petty misdemeanor offense for the owner or lessee of a vehicle that is identified through a speed safety camera as violating the speed limit. Sets a fine of \$40, or \$80 if the speed is 20 miles per hour or higher above the limit. Sets a warning for a first offense. Provides diversion.

Section 50 [Speed safety camera; limitations] specifies circumstances when the vehicle owner or lessee is not subject to citation for a speeding violation as identified by a speed safety camera, including for stolen, transferred, and leased vehicles. Provides that an owner may submit a sworn statement to the court or prosecuting authority that the owner was not driving at the time of violation.

Section 51 [Traffic safety camera system pilot program] authorizes implementation and sets requirements on speed and traffic-signal enforcement using traffic safety camera systems.

Subdivision 1 defines terms.

Subdivision 2 authorizes MnDOT and DPS as well as specified local road authorities (e.g., Minneapolis, Mendota Heights, one non-metro statutory or home rule city, one county) to conduct a speed and traffic-signal enforcement pilot project from June 1, 2025, to June 1, 2029, through the use of traffic safety cameras, subject to specified preconditions.

Subdivision 3 sets forth requirements for a local authority prior to implementation of camera-based traffic enforcement.

Subdivision 4 requires the commissioners of MnDOT and DPS to adopt traffic safety camera system standards with specified requirements.

Subdivision 5 requires each implementing authority to conduct public engagement and notice activities on traffic safety camera systems under the pilot program.

Subdivision 6 specifies the placement requirements for a traffic safety camera system, including the number of systems deployed per residents and authorizing an authority to move

a system if the new location meets the same requirements. Paragraph (c) specifies the locations of where a traffic safety camera system may be deployed.

Subdivision 7 specifies requirements for traffic control devices when interacting with the deployment of a traffic camera system under the pilot program.

Subdivision 8 provides for designation of traffic enforcement agents, which includes peace officers and other employees of the implementing agency.

Subdivision 9 establishes the authority of traffic enforcement agents to issue citations to vehicle owners or lessees for specific violations under sections 169.06 and 169.14. The agents can issue citations under certain conditions, including after a period of camera-based traffic enforcement, when violations meet specific criteria, and when verified images are available.

Subdivision 10 requires the use of a uniform traffic safety camera citation. Specifies citation requirements, including design and information contained on the document.

Subdivision 11 establishes a traffic safety course covering speeding, traffic signals, and related topics, without imposing a fee on attendees authorized under the legislation.

Subdivision 12 authorizes implementing authorities to contract with private entities for operational support, with payment not contingent on violation numbers. Requires data audits of private entities to ensure compliance with data privacy laws.

Subdivision 13 provides the allocation of citation revenue towards implementation costs and traffic safety measures.

Subdivision 14 provides data classification collected by a traffic safety camera system, including to classify the data and establish requirements for a private entity. Limits uses and distribution of traffic safety camera system data.

Subdivision 15 specifies the types of data traffic safety camera systems may collect, including vehicle identification, detection of the violation, and non-personally identifiable traffic data.

Subdivision 16 specifies timelines and conditions for destruction of traffic safety camera system data.

Subdivision 17 exempts the bill from rulemaking procedures.

Subdivision 18 provides the pilot project's expiration date of May 31, 2029.

Section 52 [Manner and number riding] modifies the passenger limit statute for bicycles to specifically include electric-assisted bicycles. Makes technical changes.

Section 53 [Electric-assisted bicycle; riding rules] makes technical changes to (1) riding rules to incorporate multiple mode electric-assisted bicycles, (2) jurisdictional authority over electric bike operation on trails or at bike parks, (3) the requirement that an operator of an e-bike be at least 15 years old.

Section 54 [Electric-assisted bicycle; equipment] amends labeling requirements for e-bikes, including modifying labeling to accommodate multiple mode electric-assisted bicycles. Prohibits a multiple-mode electric-assisted bicycle from being capable of exceeding 20 miles per hour on motor power alone when the throttle is engaged.

Section 55 [Disability parking space signs] requires the Minnesota Council on Disability to design a new uniform disability parking sign for use statewide and consistent with the Americans with Disabilities Act (ADA). The newly-designed sign must not display the word or any variation of “handicapped.” The sign must be selected by August 1, 2024. Requires the Council to encourage adoption. Sets replacement requirements. Requires the new sign to be installed at newly-created parking facilities and in the regular course of replacement beginning August 1, 2025.

Section 56 [Lights On grant program] establishes the Lights On grant program to provide drivers with vouchers up to \$250 to replace broken or malfunctioning lighting equipment. Specifies eligibility requirements. Requires DPS to develop application materials for the grant program with specified conditions. Sets forth grant criteria with priority for applicants who provide resources and vouchers to individuals residing in geographic areas of high poverty or higher crash rates or equipment citations. Establishes reporting requirements.

Section 57 [Appropriation; special account] makes a technical change to the child passenger restraint and education account in the special revenue fund.

Section 58 [Roadable aircraft] exempts roadable aircraft from the requirement to display a license plate.

Section 59 [Definition; road construction materials] adds bulk aggregate materials to the definition of road construction materials for the road construction materials overweight vehicle permit.

Section 60 [Driving rules] permits motorcyclists to operate motorcycles either abreast of or overtake or pass another vehicle within the same traffic lane or between two parallel lanes of moving or stationary traffic headed in the same direction, so long as the operation of the motorcycle does not exceed 25 miles per hour and no more than 15 miles per hour over the speed of traffic.

Section 61 [Operation of roadable aircraft] sets operating and equipment requirements for roadable aircraft when operated on public roads.

Subdivision 1 defines terms, including “aircraft,” “airport,” “restricted landing area,” and “unlicensed landing area.”

Subdivision 2 provides that a roadable aircraft is considered an airplane when in the air, at an airport, an unlicensed landing area, or on a restricted landing area but is a motor vehicle when

in operation everywhere else (including public roadways). Requires an owner of a roadable aircraft comply with all flight rules when acting as an airplane (at airports, landing areas, and in flight). Limits roadable aircraft to taking off and landing at an airport, unlicensed landing area, or restricted landing area.

Section 62 [Form] exempt traffic safety camera system citations from the uniform citation statute.

Section 63 [Residence address and permanent mailing address] codifies the definition of “residence address” and “permanent mailing address” for purposes of most drivers’ licenses and identification cards as the postal address of the permanent domicile within Minnesota where the individual resides, intends to reside within 30 calendar days after application, or intends to return whenever absent.

Section 64 [Temporary mailing address] defines “temporary mailing address” to mean 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.

Section 65 [Two-wheeled vehicle endorsement fee] makes a conforming change to reflect changes the existing “motorcycle safety fund” to the “motorcycle safety account” in the special revenue fund.

Section 66 [Contents of application; other information] amends the contents of a driver’s license or identification card application to allow an applicant to designate a temporary mailing address for delivery of the driver’s license or identification card. Specifies what information the commissioner must include on the department’s website regarding the temporary mailing address process and how it compares to other methods of mailing.

Section 67 [REAL ID-compliant and noncompliant drivers' licenses; online renewal] establishes provisions for the online renewal of both REAL ID-compliant and noncompliant driver’s licenses or identification cards. To be eligible for online renewal, the applicant must not have any significant identity changes, must maintain the same type of license or identification card, and must have a photo on file with the Division of Driver and Vehicle Services. For driver’s license renewal, an applicant must submit a vision examination certificate to renew online. The certificate must be signed by a licensed physician or optometrist in a form prescribed by the commissioner. The commissioner must use the existing photo on file for the renewed document and provide clear information on the department’s website regarding online renewal procedures, including requirements for photos and vision examinations.

Section 68 [Fee; equipment] requires the commissioner of public safety to distribute funds from the driver and vehicle services operating account to driver’s license agents at least quarterly, calculated as \$25 multiplied by the number of no-fee transactions at each driver’s license agent.

Section 69 [Open bidding] requires the commissioner of public safety to allow an open bidding process when a driver’s license agent appointed under Chapter 171 permanently closes their approved office. Requires the commissioner not give any preference in the open bidding process to any previous partner, owner, manager, or employee of the closed location. Requires the

commissioner adopt rules to administer and enforce an open bidding process to select replacement driver's license agents.

Section 70 [Driver's manual; vulnerable road users] requires the driver's manual published by DVS to include information on vulnerable road users and adds an electric-assisted bicycle to the list of vulnerable road users.

Section 71 [Driving record; traffic camera safety system] prohibits DPS from recording a speeding or traffic-signal violation citation identified through a traffic safety camera on a person's driving record.

Section 72 [Vision examination certificate] modifies the vision examination requirements to include the processes established for online renewal and submission of a vision examination certificate in lieu of an in-person test.

Section 73 [Online driver's license knowledge test] amends the requirement in the statute governing online knowledge tests for driver's licenses. Under current law, DVS is required to administer a knowledge examination to an applicant if the applicant has failed three or more knowledge tests. **Section 73** strikes this requirement and authorizes third-party proctors to administer fourth or subsequent examinations for a driver's license applicant. **Effective August 1, 2025.**

Section 74 [Written examination plain language requirements] requires the creation of a new plain language written examination by February 1, 2025.

- Specifies grammatical standards and plain language best practices to be used when creating the new written examination and revising the Driver's Manual.
- Requires additions or revisions to the subjects tested on the examination to be written using plain language standards.
- Authorizes the commissioner of public safety to contract with a third party to help revise and create the new written examination under the guidelines.

Section 75 [Failure to provide fine] prohibits driver's license suspension for failure to pay a fine for a speeding or traffic signal violation identified through a traffic safety camera.

Section 76 [Conditions of issuance; limited license] authorizes the commissioner to issue a limited license to a participant in treatment court.

Section 77 [Treatment court participants; conditions of issuance] creates specific requirements for a limited license issued to a treatment court participant. Directs the commissioner to impose conditions and limitations on the issuance and use of limited licenses. Requires the commissioner to mandate continued participation in treatment court as a condition of issuance. Prohibits the commissioner from imposing conditions or limits on a limited license that would prohibit the participant from participating in hearings, meetings, treatment or counseling programs, sober support activities, or other community programming ordered or required by a treatment court.

Requires treatment court coordinators to verify a participant’s status and any required activities upon request from law enforcement or the Department of Public Safety. Requires the treatment court coordinator to notify the Department of Public Safety if a person is terminated from the treatment court program.

Section 78 [Treatment court; data classification] establishes that any court records and information on driving restrictions on limited license holders as private data on individuals but authorizes disclosure to law enforcement and prosecutorial agencies.

Section 79 [Fees prohibited; reintegration driver’s license] prohibits the assessment of a reinstatement fee for a reintegration driver’s license.

Section 80 [Issuance of regular driver’s license; reintegration license] makes a conforming change to require the commissioner to include a reinstatement fee among the fees not assessed upon successful completion of a reintegration license and subsequent application for a driver's license.

Section 81 [Appropriation] makes a technical change to the existing “motorcycle safety fund” to the “motorcycle safety account” in the special revenue fund.

Section 82 [Tribal worksite training program] directs MnDOT to establish a Tribal worksite training program. Sets condition that trunk highway funds may not be used for the training program.

Section 83 [Pavement life-cycle cost analysis] amends the process for a life-cycle cost analysis performed for pavement selection on some highway projects. Effective July 1, 2025.

Section 84 [Zero-emission transit buses] authorizes and sets requirements for MnDOT to issue an exemption from zero-emission bus procurement mandates for transit providers in the Twin Cities metropolitan area. Provides exemptions, application contents, and criteria for MnDOT to review an exemption request. Effective the day after enactment.

Section 85 [Safe routes to school accounts] makes a technical correction to the safe route to school account in the special revenue fund.

Section 86 [Construction of nonarterial bus rapid transit facilities] requires the commissioner of transportation to construct bus rapid transit facilities and infrastructure if the bus rapid transit project’s estimated costs exceed \$100,000,000 or the bus rapid transit line operates substantially within separated rights-of-way (also known as arterial bus rapid transit). Provides definition of “total estimated construction cost” to include the sum of segmented projects for a complete transit line project.

Section 87 [Metropolitan counties; use of funds] adds “debt service” as an allowable use of funds distributed to metropolitan counties from the transportation advancement account.

Section 88 [Transportation facilities capital program] establishes a program on capital projects for MnDOT agency buildings and facilities, including to create program accounts, set project

eligibility, and identify prioritization considerations. Requires new capital projects fall under state sustainable building guidelines.

Section 89 [Passenger rail account; transfers; appropriation] makes conforming changes to an account related to passenger rail operations.

Section 90 [Fee and revenue collection authorized] allows MNDOT to collect a fee or other revenue related to passenger rail services, either directly or through a third party such as Amtrak. Fees must be legislatively approved, except for an increase of an existing fee. All revenue under this section is deposited in the passenger rail account.

Section 91 [Definitions; vulnerable road user] defines a term in the complete streets statute for MnDOT

Section 92 [Implementation; vulnerable road user] requires additional vulnerable road user elements for MnDOT to incorporate into its complete streets policy.

Section 93 [Implementation guidance; complete streets] directs and sets forth analysis criteria for MnDOT to maintain guidance on the department's complete streets policy

Section 94 [Policy; high voltage transmission lines] modifies a legislative policy and purpose statement to on electric power facility locations to explicitly identify high voltage transmission lines.

Section 95 [Wayside detector systems] establishes requirements for railroads to use wayside detector systems that monitor passing trains for certain types of equipment defects. Effective January 1, 2025.

Section 96 [Train length] prohibits Class I, Class II, and Class III railroads and rail carriers from operating trains in Minnesota with a total length in excess of 8,500 feet. Provides civil penalty structure.

Section 97 [Yardmaster hours of service] requires Class I, Class II, and Class III railroads and rail carriers to implement limitations on the hours of service a yardmaster must remain or go on duty.

Section 98 [Motor carrier of railroad employees] amends insurance coverage requirements for motor carriers of railroad employees to require a minimum of \$2,000,000 in uninsured and underinsured coverage from the statutory requirement of \$1,000,000.

Section 99 [Penalty; civil action] provides civil penalties for a railroad or motor carrier of railroad employees who violates **section 98**.

Section 100 [Motor vehicle lease sales tax revenue] changes the deposit account for the 13% of motor vehicle leasing sales tax revenues that is dedicated for local bridges, from the state transportation fund to the newly created local bridge program account in the special revenue fund. Money in the account is appropriated to MNDOT for the local bridge program.

Section 101 [Uses reporting] modifies requirements of the legislative report required from counties that impose the county transportation sales and use tax, to include categorized lists of projects funded by the tax revenues. Specifies that the report is to be submitted to the chairs, ranking minority members, and staff of legislative transportation committees.

Section 102 [Sale of electric-assisted bicycles and powered cycles] creates new regulations for the sale and advertising of electric-assisted bicycles. Provides that a seller of a motorized bicycle or motorcycle equipped with an electric motor for propulsion may not hold their product out for sale as an electric-assisted bicycle. Requires additional commercial disclosure requirements of a motorized bicycle or motorcycle equipped with an electric motor for propulsion.

Section 103 [Surcharges on criminal and traffic offenders] prohibits the imposition of a court surcharge for a citation issued from a traffic safety camera system.

Section 104 [Roadable aircraft] adds the definition of “roadable aircraft” to the aeronautics chapter of statutes.

Section 105 [Definitions] defines “city,” “city council,” and “system of streets, parks, and parkways” in the municipal finance chapter of law.

Section 106 [Streets; parks; and parkways] modifies certain requirements to authorize all cities to create pedestrian malls.

Section 107 [Parking lots; pedestrian malls and uses] authorizes a local city council to designate a pedestrian mall on any property within the city right-of-way.

Section 108 [Legislative findings] expands legislative findings relating to pedestrian malls to apply to all cities and strikes language referencing central business districts.

Section 109 [Statement of policy] applies the provision to all cities and strikes language referencing central business districts.

Section 110 [Pedestrian mall ordinances authorized] authorizes a city council to designate, via ordinance, a pedestrian mall on any property within the city’s right-of-way that is not part of a highway and is improved to its maximum width for roadway and sidewalk purposes. Specifies certain criteria that must be in a pedestrian mall ordinance, including preserving the movement emergency vehicles and requiring collaboration with the county if a county road segment is used.

Sections 111 to 113 [Condemnation proceeding mail notice; limitation of action; bonded debt] expand two provisions in current law for the establishment of pedestrian malls to all cities.

Section 114 [Transportation finance review] requires the Metropolitan Council to submit an annual transportation financial review to the legislature, containing details about revenues and expenditures for the previous four fiscal years and comparing budgeted to actual amounts.

Section 115 [Bus procurement] requires suburban transit providers to only purchase zero-emission buses in their bus procurement for regular route or special transportation service, under a

specified phase-in that starts January 1, 2030, and requires any qualified transit bus to be zero-emission by January 1, 2023.

Section 116 [Zero-emission and electric transit vehicles] amends zero-emission transit requirements with the Metropolitan Council, including to modify and broaden required contents of a transition plan and set a phase-in for procurement of zero-emission buses.

Section 117 [Designation of responsible authority] requires the governor to designate the commissioner of transportation as the entity responsible for planning, designing, acquiring, construction, and equipping a light rail transit facility in the metropolitan area.

Sections 118 to 124 make conforming changes stemming from the designation of the commissioner of transportation as the sole responsible authority on light rail transit projects in **section 117**.

Section 125 [Standards established] make technical changes to the statutory requirement that Metropolitan Council adopt cleaning and repair standards for transit property and vehicles.

Section 126 [Cleaning and repair standards report] modifies the legislative report required by the Metropolitan Council regarding cleaning and repair activities.

Section 127 [Use of funds; Metropolitan counties; reporting] requires each metropolitan county to submit an annual legislative report in even-numbered years on the use of regional transportation sales and use tax revenue in the county.

Section 128 [Prohibition] prohibits the use of metro area sales tax revenue from being expended on construction of a light rail transit project.

Section 129 [Bus rapid transit project scope; infrastructure] institutes specific infrastructure requirements for bus rapid transit projects initiated after October 1, 2024, including sidewalk curb ramps, pedestrian signals, and transit priority infrastructure aimed at enhancing accessibility and efficiency of transit service.

Section 130 [Transit operating reserves] modifies the required annual report from the Metropolitan Council on operating reserve fund balances of the council and replacement transit service providers, by changing the due date, changing the reporting period from calendar to fiscal years, and adding “staff” of legislative transportation committees as recipients of the report.

Section 131 [Uniform collections policies and procedures] exempts a single violation arising from a traffic camera safety system pilot program citation.

Section 132 [Additional deputy registrar; Hmong Village] authorizes driver’s license agent services at or near the Hmong Village shopping center in St. Paul, converting the location into a full-service office.

Section 133 [Antidisplacement community prosperity program; Board] establishes the Antidisplacement Community Prosperity Program Board to implement the requirements of **section 135**. Consists of various local elected officials, local community representatives, and

representatives who live in the Blue Line light rail transit extension project area. Specifies duties of the Board. Requires cross-agency cooperation and consultation. Sets conflict of interest parameters.

Section 134 [Autonomous mowers research] requires MnDOT to conduct research into autonomous mowing technology, which are robotic or automated devices designed to cut grass or vegetation with programming or predefined routes to minimize the need for human intervention. Requires the commissioner to study autonomous mowing operations and mowing configurations by other governments or private entities to determine whether such a system can be deployed at rest areas, at or alongside the trunk highway, or at other property owned by MnDOT. Requires a legislative report by February 15, 2025.

Section 135 [Antidisplacement community prosperity program] establishes the antidisplacement community prosperity program to be administered by the Antidisplacement Community Prosperity Program Board. Programming must support:

- Affordable housing initiatives to support existing residents and develop safe and affordable housing.
- Small business support to incentivize property ownership, improve business climates, and facilitate existing business retention.
- Community ownership and commercial development to preserve corridor culture and measure community ownership levels.
- Public realm enhancement to improve infrastructure and community connections.
- Job training and placement to increase corridor residents' participation in the project and related initiatives.

Section 136 [Commercial driver workforce study] requires a collaborative study between the commissioners of public safety and transportation addressing commercial driver shortages in Minnesota's transportation and transit sectors. The study must propose recommendations for overcoming challenges related to driver shortages and attrition rates. Study must include an evaluation of test access, workforce development, driver compensation and retention, and training and certification provided by postsecondary institutions. Requires collaboration with a variety of interested stakeholders in commercial driver training, certification, licensing, and education, including state agencies.

Section 137 [Open bidding study required] requires a study to be completed by the Department of Public Safety to analyze and make recommendations on 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.

Section 138 [DVS materials in language other than English requirement] requires the Division of Driver and Vehicle Services (DVS) to produce materials in a language other than English if a substantial portion of the total number of yearly transactions are conducted in a language other than English. Effective October 1, 2024.

Section 139 [Dynamic transportation options; report] requires a study conducted by the commissioner of transportation on access to various flexible transportation services in rural areas of Minnesota. These services include ridesharing, nonfixed route transit, ride hailing, demand response

service, and other dynamic transportation options. Requires collaboration with stakeholders representing various organizations and sectors, such as disability advocacy groups, transportation companies, local government authorities, and community organizations.

Section 140 [Electric-assisted bicycle youth operation] requires a joint MnDOT-DPS study, in consultation with the Active Transportation Advisory Committee, the Advisory Council on Traffic Safety, and a variety of interested stakeholders, on the operation of e-bikes by persons under the age of 18. Study must include (1) barriers for safe operation; (2) evaluate legal authority to address e-bike modifications that increase their speed; (3) any recommendations to improve safety where e-bikes are used most frequently; (4) propose educational and public awareness campaigns on e-bike safety. Study must be submitted to the legislature by February 1, 2026.

Section 141 [Public education campaign; motorcycle operations] requires the commissioner of public safety to conduct a public education campaign on how motorcycles may safely pass a vehicle within the same lane or between parallel lanes when traffic is slowed.

Section 142 [City speed limit analysis study] requires MnDOT to conduct a study to evaluate speed limits in cities that have implemented speed limit changes under Minnesota Statutes, section 169.14, subdivision 5h. Study must assess whether these cities have set appropriate speed limits based on engineering principles, safety factors, and traffic flow.

Section 143 [DVS mail and online services expansion report] requires a legislative report from the Division of Driver Vehicle Services on expanding online and mail services.

Section 144 [Clean Transportation Study; Center for Transportation Studies] requires the Center for Transportation Studies at the University of Minnesota to conduct a comprehensive assessment and report on the economic and policy impacts of implementing a clean transportation standard for transportation fuels in Minnesota.

Section 145 [Metro Mobility Enhancements report] requires the commissioner of transportation, in consultation with the chair of the Metropolitan Council, to conduct a comprehensive study aimed at enhancing the Metro Mobility program. The study must focus on improving the efficiency, effectiveness, reliability, dignity, and overall experience of riders utilizing the service. Evaluation must include customer service, program costs, service coverage area and hours, reservation and scheduling systems, and the condition of buses and equipment.

Section 146 [Plain language implementation] requires a report to the legislature by February 1, 2026, from DVS on implementation of plain language standards required in **section 74**.

Section 147 [Special license plate review committee] requires DPS and DVS to study the establishment of a standing committee within the Division of Driver and Vehicle Services. This committee would be responsible for reviewing and approving proposals for special license plates in Minnesota. The study must assess potential enhancements to the current statutory and legislative processes for approving specialty license plates and evaluate whether to remove or delegate legislative authority to approve new special license plates.

Section 148 [Traffic engineering studies and investigations] requires MnDOT to incorporate the latest version of the federal manual on traffic control devices for purposes of performing traffic engineering studies and setting or adjusting speed limits.

Section 149 [Traffic safety camera systems; evaluation and reporting] provides for an independent evaluation of traffic safety cameras and the pilot program. Specifies aspects of the evaluation. Requires a legislative report.

Section 150 [Revisor's Instruction] is a minor technical instruction to the Revisor of Statutes.

Section 151 [Repealer] is a repealer of a definition subdivision, which substantively is reproduced in **sections 105 and 106**.