

1.1 Senator moves to amend S.F. No. 5284 as follows:

1.2 Delete everything after the enacting clause and insert:

1.3 "ARTICLE 1

1.4 TRANSPORTATION APPROPRIATIONS

1.5 Section 1. TRANSPORTATION APPROPRIATIONS.

1.6 The sums shown in the columns marked "Appropriations" are added to the appropriations
1.7 in Laws 2023, chapter 68, article 1, to the agencies and for the purposes specified in this
1.8 article. The appropriations are from the trunk highway fund, or another named fund, and
1.9 are available for the fiscal years indicated for each purpose. Amounts for "Total
1.10 Appropriation" and sums shown in the corresponding columns marked "Appropriations by
1.11 Fund" are summary only and do not have legal effect. The figures "2024" and "2025" used
1.12 in this article mean that the appropriations listed under them are available for the fiscal year
1.13 ending June 30, 2024, or June 30, 2025, respectively. "Each year" is each of fiscal years
1.14 2024 and 2025.

<u>APPROPRIATIONS</u>	
<u>Available for the Year</u>	
<u>Ending June 30</u>	
<u>2024</u>	<u>2025</u>

1.19 Sec. 2. DEPARTMENT OF
1.20 TRANSPORTATION

1.21	<u>Subdivision 1. Total Appropriation</u>	<u>\$</u>	<u>-0-</u>	<u>\$</u>	<u>71,245,000</u>
1.22	<u>Appropriations by Fund</u>				
1.23		<u>2024</u>		<u>2025</u>	
1.24	<u>General</u>	<u>-0-</u>		<u>1,595,000</u>	
1.25	<u>Trunk Highway</u>	<u>-0-</u>		<u>69,650,000</u>	

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

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

1.31 Subd. 2. Multimodal Systems

1.32	<u>(a) Transit</u>	<u>-0-</u>	<u>100,000</u>
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1.33 This appropriation is from the general fund
1.34 for the zero-emission transit bus transition

2.1	<u>plan under Minnesota Statutes, section</u>		
2.2	<u>174.249. This is a onetime appropriation.</u>		
2.3	<u>(b) Freight</u>	<u>-0-</u>	<u>250,000</u>
2.4	<u>This appropriation is from the general fund</u>		
2.5	<u>for the commercial driver workforce study</u>		
2.6	<u>established in article 2, section 125. With the</u>		
2.7	<u>approval of the commissioner of</u>		
2.8	<u>transportation, any portion of this</u>		
2.9	<u>appropriation is available to the commissioner</u>		
2.10	<u>of public safety. This is a onetime</u>		
2.11	<u>appropriation and is available until June 30,</u>		
2.12	<u>2026.</u>		
2.13	<u>Subd. 3. State Road Construction</u>		
2.14	<u>(a) Operations and Maintenance</u>	<u>-0-</u>	<u>1,000,000</u>
2.15	<u>This appropriation is from the general fund</u>		
2.16	<u>for the traffic safety camera pilot program</u>		
2.17	<u>under Minnesota Statutes, section 169.147,</u>		
2.18	<u>and the evaluation and legislative report under</u>		
2.19	<u>article 2, section 134. With the approval of the</u>		
2.20	<u>commissioner of transportation, any portion</u>		
2.21	<u>of this appropriation is available to the</u>		
2.22	<u>commissioner of public safety. This is a</u>		
2.23	<u>onetime appropriation and is available until</u>		
2.24	<u>June 30, 2029.</u>		
2.25	<u>(b) State Road Construction</u>	<u>-0-</u>	<u>32,750,000</u>
2.26	<u>\$7,750,000 in fiscal year 2025 is for land</u>		
2.27	<u>acquisition, predesign, design, and</u>		
2.28	<u>construction of expanded truck parking at Big</u>		
2.29	<u>Spunk in Avon and Enfield Rest Areas and</u>		
2.30	<u>for the rehabilitation or replacement of truck</u>		
2.31	<u>parking information management system</u>		
2.32	<u>equipment at Department of</u>		
2.33	<u>Transportation-owned parking rest area</u>		

3.1 locations. This is a onetime appropriation and
3.2 is available until June 30, 2028.

3.3 \$15,000,000 in fiscal year 2025 is for the
3.4 actual construction, reconstruction, and
3.5 improvement of trunk highways, including
3.6 design-build contracts, internal department
3.7 costs associated with delivering the
3.8 construction program, consultant usage to
3.9 support these activities, and the cost of actual
3.10 payments to landowners for lands acquired
3.11 for highway rights-of-way, payment to lessees,
3.12 interest subsidies, and relocation expenses.

3.13 This is a onetime appropriation.

3.14 \$10,000,000 in fiscal year 2025 is for the
3.15 acquisition, environmental analysis, predesign,
3.16 design, engineering, construction,
3.17 reconstruction, and improvement of trunk
3.18 highway bridges, including design-build
3.19 contracts, program delivery, consultant usage
3.20 to support these activities, and the cost of
3.21 payments to landowners for lands acquired
3.22 for highway right-of-way. Projects to
3.23 construct, reconstruct, or improve trunk
3.24 highway bridges from this appropriation will
3.25 follow eligible investment priorities identified
3.26 in the State Highway Investment Plan. The
3.27 commissioner may use up to 17 percent of this
3.28 appropriation for program delivery. This is a
3.29 onetime appropriation and is available until
3.30 June 30, 2028.

3.31 (c) Corridors of Commerce -0- 15,000,000

3.32 This appropriation is for the corridors of
3.33 commerce program under Minnesota Statutes,
3.34 section 161.088. The commissioner may use
3.35 up to 17 percent of the amount in each year

4.1 for program delivery. This is a onetime
 4.2 appropriation.

4.3 **Subd. 4. Agency Management**

4.4 **(a) Agency Services** -0- 245,000

4.5 This appropriation is from the general fund
 4.6 for costs related to complete streets
 4.7 implementation training under Minnesota
 4.8 Statutes, section 174.75, subdivision 2a.

4.9 **(b) Buildings** -0- 21,900,000

4.10 \$20,100,000 in fiscal year 2025 is for the
 4.11 transportation facilities capital improvement
 4.12 program under Minnesota Statutes, section
 4.13 174.595. This is a onetime appropriation and
 4.14 is available until June 30, 2028.

4.15 \$1,800,000 in fiscal year 2025 is for design,
 4.16 construction, and equipping required to
 4.17 upgrade the physical security elements and
 4.18 systems for the Transportation building,
 4.19 attached tunnel systems, surrounding grounds,
 4.20 and parking facilities as identified in the 2017
 4.21 Minnesota State Capitol complex physical
 4.22 security predesign and the updated assessment
 4.23 completed in 2022. This is a onetime
 4.24 appropriation and is available until June 30,
 4.25 2028.

4.26 **Sec. 3. METROPOLITAN COUNCIL** **\$** -0- **10,000,000**

4.27 The appropriation in this section is from the
 4.28 general fund to the Metropolitan Council.

4.29 This appropriation is for a grant to Hennepin
 4.30 County to administer the Blue Line light rail
 4.31 transit extension antidisplacement community
 4.32 prosperity program under article 2, sections
 4.33 122 and 124. This is a onetime appropriation

5.1 and is available until June 30, 2027.
5.2 Notwithstanding Minnesota Statutes, section
5.3 16B.98, subdivision 14, the council must not
5.4 use any amount of this appropriation for
5.5 administrative costs.

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

5.7 **Subdivision 1. Total Appropriation** **\$ -0- \$ 3,051,000**

5.8 Appropriations by Fund

	<u>2024</u>	<u>2025</u>
5.9		
5.10	<u>General</u>	<u>-0-</u> <u>600,000</u>
5.11	<u>Special Revenue</u>	<u>-0-</u> <u>2,451,000</u>

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

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

5.17 **Subd. 2. Driver and Vehicle Services** -0- 2,451,000

5.18 \$2,039,000 in fiscal year 2025 is from the
5.19 driver and vehicle services operating account
5.20 under Minnesota Statutes, section 299A.705,
5.21 subdivision 1, for additional staff and related
5.22 operating costs to support testing at driver's
5.23 license examination stations.

5.24 \$100,000 in fiscal year 2025 is from the driver
5.25 and vehicle services operating account in the
5.26 special revenue fund for costs related to the
5.27 special license plate review committee study
5.28 and report under article 2, section This is
5.29 a onetime appropriation and is available until
5.30 June 30, 2026.

5.31 \$212,000 in fiscal year 2025 is from the driver
5.32 and vehicle services operating account in the
5.33 special revenue fund for costs related to (1)

6.1 rewriting the driver's manual and the written
 6.2 portion of the driver's knowledge examination
 6.3 with the plain language standards required
 6.4 under Minnesota Statutes, section 171.13,
 6.5 subdivision 10, including translations into
 6.6 other languages as determined by the
 6.7 commissioner; and (2) the report under article
 6.8 2, section This is a onetime appropriation.

6.9 \$100,000 in fiscal year 2025 is from the
 6.10 general fund for costs related to the open
 6.11 bidding study required under article 2, section
 6.12 126. This is a onetime appropriation.

6.13 **Subd. 3. Traffic Safety** -0- 600,000

6.14 \$500,000 in fiscal year 2025 is from the
 6.15 general fund for the Lights On grant program
 6.16 under Minnesota Statutes, section 169.515.

6.17 The commissioner must contract with the
 6.18 Lights On! microgrant program to administer
 6.19 and operate the grant program.

6.20 Notwithstanding Minnesota Statutes, section
 6.21 16B.98, subdivision 14, the commissioner may
 6.22 use up to two percent of this appropriation for
 6.23 administrative costs. This is a onetime
 6.24 appropriation.

6.25 \$100,000 in fiscal year 2025 is appropriated
 6.26 from the motorcycle safety account in the
 6.27 special revenue fund for the public education
 6.28 campaign on motorcycle operation under
 6.29 article 2, section This is a onetime
 6.30 appropriation.

6.31 **Sec. 5. APPROPRIATION; DEPARTMENT OF TRANSPORTATION.**

6.32 \$15,560,000 in fiscal year 2024 is appropriated from the general fund to the commissioner
 6.33 of transportation for trunk highway and local road projects, which may include but are not
 6.34 limited to feasibility and corridor studies, project development, predesign, preliminary and

7.1 final design, engineering, environmental analysis and mitigation, right-of-way acquisition,
7.2 construction, and associated infrastructure improvements. This appropriation is available
7.3 for grants to local units of government. The commissioner may establish that a grant under
7.4 this section does not require a nonstate contribution. This is a onetime appropriation and is
7.5 available until June 30, 2029.

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

7.7 **Sec. 6. APPROPRIATION CANCELLATIONS; DEPARTMENT OF**
7.8 **TRANSPORTATION.**

7.9 (a) \$10,500,000 of the appropriation in fiscal year 2024 from the general fund for
7.10 Infrastructure Investment and Jobs Act (IIJA) discretionary matches under Laws 2023,
7.11 chapter 68, article 1, section 2, subdivision 5, paragraph (a), is canceled to the general fund.

7.12 (b) \$15,560,000 of the appropriation in fiscal year 2022 for trunk highway corridor
7.13 studies and local road grants under Laws 2021, First Special Session chapter 5, article 1,
7.14 section 6, is canceled to the general fund.

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

7.16 **Sec. 7. APPROPRIATION; OTHER ROADWAY SYSTEM.**

7.17 (a) \$2,000,000 in fiscal year 2025 is appropriated from the general fund to the
7.18 commissioner of transportation for a grant to a political subdivision that (1) has a directly
7.19 elected governing board, (2) is contained within a city of the first class, and (3) maintains
7.20 sole jurisdiction over a roadway system within the city. This appropriation is for the design,
7.21 engineering, construction, and reconstruction of roads on the roadway system. The base for
7.22 this appropriation is \$2,000,000 in fiscal year 2026 and \$0 in fiscal year 2027. The
7.23 appropriation in fiscal year 2025 is available until June 30, 2027.

7.24 (b) Notwithstanding Minnesota Statutes, section 16B.98, subdivision 14, the
7.25 commissioner must not use any amount of this appropriation for administrative costs.

7.26 **Sec. 8. APPROPRIATION; TRUNK HIGHWAY 7 TRANSPORTATION**
7.27 **MANAGEMENT ORGANIZATION.**

7.28 \$200,000 in fiscal year 2025 is appropriated from the general fund to the commissioner
7.29 of transportation for a grant to the city of Shorewood to develop a transportation management
7.30 organization along the marked Trunk Highway 7 corridor from the western border of
7.31 Hennepin County to Interstate Highway 494. Money under this paragraph is available for

8.1 developing a comprehensive study and financial plan for a transportation management
 8.2 organization in the cities and school districts along this corridor and connecting roadways.
 8.3 The study must assess how the transportation management organization can develop resources
 8.4 to meet the corridor's growing and changing transportation needs and prioritize
 8.5 transportation-related challenges that affect vehicle, pedestrian, and bicycle safety; the
 8.6 region's workforce; access to health care and schools; and quality of life.

8.7 **Sec. 9. APPROPRIATION; TRUNK HIGHWAY 55.**

8.8 \$2,000,000 in fiscal year 2025 is appropriated from the trunk highway fund to the
 8.9 commissioner of transportation for an updated environmental impact statement relating to
 8.10 the reconstruction of marked Trunk Highway 55 from County State-Aid Highway 19, north
 8.11 of the city of Loretto to County Road 118 near the city of Medina. This is a onetime
 8.12 appropriation and is available until June 30, 2026.

8.13 **Sec. 10. APPROPRIATION; UNIVERSITY OF MINNESOTA.**

8.14 \$350,000 in fiscal year 2025 is appropriated from the general fund to the Board of
 8.15 Regents of the University of Minnesota for the Center for Transportation Studies to conduct
 8.16 the study and produce the report on a clean transportation standard in Minnesota, as required
 8.17 under article 2, section 130. This is a onetime appropriation and is available until June 30,
 8.18 2026.

8.19 **Sec. 11. TRANSFERS.**

8.20 \$10,000,000 in fiscal year 2025 is transferred from the general fund to the small cities
 8.21 assistance account under Minnesota Statutes, section 162.145, subdivision 2. This is a
 8.22 onetime transfer. The amount transferred under this section must be allocated and distributed
 8.23 pursuant to Minnesota Statutes, section 162.145, in the July 2024 payment.

8.24 **Sec. 12. Laws 2021, First Special Session chapter 5, article 2, section 3, is amended to**
 8.25 **read:**

8.26 **Sec. 3. BOND SALE EXPENSES **\$ 413,000****

8.27 **(a) This appropriation is to the commissioner**
 8.28 **of management and budget for bond sale**
 8.29 **expenses under Minnesota Statutes, sections**
 8.30 **16A.641, subdivision 8, and 167.50,**
 8.31 **subdivision 4.**

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

9.3 (1) \$213,000 in fiscal year 2022;

9.4 (2) \$100,000 in fiscal year 2024; and

9.5 (3) \$100,000 in fiscal year 2025.

9.6 (c) The appropriation in this subdivision
9.7 cancel pursuant to Minnesota Statutes, section
9.8 16A.642, except that the commissioner of
9.9 management and budget must count the start
9.10 of authorization for issuance of state bonds as
9.11 the first day of the fiscal year during which
9.12 the bonds are available to be issued as
9.13 specified under paragraph (b), and not as the
9.14 date of enactment of this section.

9.15 **EFFECTIVE DATE.** This section is effective retroactively from June 27, 2021.

9.16 Sec. 13. Laws 2023, chapter 68, article 1, section 2, subdivision 4, is amended to read:

9.17 **Subd. 4. Local Roads**

9.18 **(a) County State-Aid Highways** 917,782,000 991,615,000

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

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

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

10.13	(b) Municipal State-Aid Streets	236,360,000	251,748,000
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10.14 This appropriation is from the municipal
 10.15 state-aid street fund under Minnesota Statutes,
 10.16 chapter 162, and is available until June 30,
 10.17 2033.

10.18 If the commissioner of transportation
 10.19 determines that a balance remains in the
 10.20 municipal state-aid street fund following the
 10.21 appropriations and transfers made in this
 10.22 paragraph and that the appropriations made
 10.23 are insufficient for advancing municipal
 10.24 state-aid street projects, an amount necessary
 10.25 to advance the projects, not to exceed the
 10.26 balance in the municipal state-aid street fund,
 10.27 is appropriated in each year to the
 10.28 commissioner. Within two weeks of a
 10.29 determination under this contingent
 10.30 appropriation, the commissioner of
 10.31 transportation must notify the commissioner
 10.32 of management and budget and the chairs,
 10.33 ranking minority members, and staff of the
 10.34 legislative committees with jurisdiction over
 10.35 transportation finance concerning funds

11.1 appropriated. The governor must identify in
 11.2 the next budget submission to the legislature
 11.3 under Minnesota Statutes, section 16A.11, any
 11.4 amount that is appropriated under this
 11.5 paragraph.

11.6 **(c) Other Local Roads**

11.7 **(1) Local Bridges** 18,013,000 -0-

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

11.13 **(2) Local Road Improvement** 18,013,000 -0-

11.14 This appropriation is from the general fund
 11.15 for construction and reconstruction of local
 11.16 roads under Minnesota Statutes, section
 11.17 174.52. This is a onetime appropriation and
 11.18 is available until June 30, 2027.

11.19 **(3) Local Transportation Disaster Support** 4,300,000 1,000,000

11.20 This appropriation is from the general fund to
 11.21 provide:

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

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

11.31 Of the appropriation in fiscal year 2024,
 11.32 \$3,300,000 is onetime and is available until
 11.33 June 30, 2027.

12.1 **(4) Metropolitan Counties** 20,000,000 -0-

12.2 This appropriation is from the general fund

12.3 for distribution to metropolitan counties as

12.4 provided under Minnesota Statutes, section

12.5 174.49, subdivision 5, for use in conformance

12.6 with the requirements under Minnesota

12.7 Statutes, section 174.49, subdivision 6.

12.8 Sec. 14. Laws 2023, chapter 68, article 1, section 3, subdivision 2, is amended to read:

12.9 ~~85,654,000~~

12.10 **Subd. 2. Transit System Operations** 75,654,000 32,654,000

12.11 This appropriation is for transit system

12.12 operations under Minnesota Statutes, sections

12.13 473.371 to 473.449.

12.14 ~~\$50,000,000~~ \$40,000,000 in fiscal year 2024

12.15 is for a grant to Hennepin County for the Blue

12.16 Line light rail transit extension project,

12.17 including but not limited to predesign, design,

12.18 engineering, environmental analysis and

12.19 mitigation, right-of-way acquisition,

12.20 construction, and acquisition of rolling stock.

12.21 Of this amount, ~~\$40,000,000~~ \$30,000,000 is

12.22 available only upon entering a full funding

12.23 grant agreement with the Federal Transit

12.24 Administration by June 30, 2027. This is a

12.25 onetime appropriation and is available until

12.26 June 30, 2030.

12.27 \$3,000,000 in fiscal year 2024 is for highway

12.28 bus rapid transit project development in the

12.29 marked U.S. Highway 169 and marked Trunk

12.30 Highway 55 corridors, including but not

12.31 limited to feasibility study, predesign, design,

12.32 engineering, environmental analysis and

12.33 remediation, and right-of-way acquisition.

13.1 Sec. 15. Laws 2023, chapter 68, article 1, section 17, subdivision 7, is amended to read:

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

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

13.10 Sec. 16. Laws 2023, chapter 68, article 1, section 17, subdivision 18, is amended to read:

13.11 Subd. 18. **Town roads.** (a) \$7,000,000 in fiscal year 2024 is appropriated from the
13.12 general fund to the commissioner of transportation for a grant to a township with a population
13.13 greater than 10,000 according to the last two federal decennial censuses. This appropriation
13.14 is for the ~~purposes specified in Minnesota Statutes, section 162.081, subdivision 4~~
13.15 construction, reconstruction, and gravel maintenance of town roads within the town.

13.16 (b) Notwithstanding Minnesota Statutes, section 16A.502, or any other provision
13.17 regarding grants management in Minnesota Statutes or Minnesota Rules, the commissioner
13.18 must directly disburse the appropriation under this subdivision to a township meeting the
13.19 criteria in paragraph (a).

13.20 (c) Notwithstanding Minnesota Statutes, section 16B.98, subdivision 14, the commissioner
13.21 must not use any amount of this appropriation for administrative costs.

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

13.23 Sec. 17. Laws 2023, chapter 68, article 1, section 20, is amended to read:

13.24 Sec. 20. **TRANSFERS.**

13.25 (a) \$152,650,000 in fiscal year 2024 is transferred from the general fund to the trunk
13.26 highway fund for the state match for highway formula and discretionary grants under the
13.27 federal Infrastructure Investment and Jobs Act, Public Law 117-58, and for related state
13.28 investments.

13.29 (b) \$19,500,000 in fiscal year 2024 and ~~\$19,500,000~~ \$19,255,000 in fiscal year 2025
13.30 are transferred from the general fund to the active transportation account under Minnesota

14.1 Statutes, section 174.38. The base for this transfer is ~~\$8,875,000~~ \$8,630,000 in fiscal year
14.2 2026 and ~~\$9,000,000~~ \$8,755,000 in fiscal year 2027.

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

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

14.11 Sec. 18. Laws 2023, chapter 68, article 2, section 2, subdivision 3, is amended to read:

14.12 **Subd. 3. Transportation Facilities Capital**
14.13 **Improvements** 87,440,000

14.14 This appropriation is for ~~capital improvements~~
14.15 ~~to Department of Transportation facilities. The~~
14.16 ~~improvements must: (1) support the~~
14.17 ~~programmatic mission of the department; (2)~~
14.18 ~~extend the useful life of existing buildings; or~~
14.19 ~~(3) renovate or construct facilities to meet the~~
14.20 ~~department's current and future operational~~
14.21 ~~needs~~ the transportation facilities capital
14.22 program under Minnesota Statutes, section
14.23 174.595.

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

14.25 Sec. 19. Laws 2023, chapter 68, article 2, section 2, subdivision 4, is amended to read:

14.26 **Subd. 4. Trunk Highway 65; Anoka County** 68,750,000

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

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

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

15.6 Sec. 20. Laws 2023, chapter 68, article 2, section 2, subdivision 5, is amended to read:

15.7 **Subd. 5. U.S. Highway 10; Coon Rapids** 30,000,000

15.8 This appropriation is for ~~a grant to Anoka~~
 15.9 ~~County~~ for preliminary engineering,
 15.10 environmental analysis, final design,
 15.11 right-of-way acquisition, construction, and
 15.12 construction administration of a third travel
 15.13 lane in each direction of marked U.S. Highway
 15.14 10 from east of the interchange with Hanson
 15.15 Boulevard to Round Lake Boulevard in the
 15.16 city of Coon Rapids.

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

15.18 Sec. 21. Laws 2023, chapter 68, article 2, section 2, subdivision 7, is amended to read:

15.19 **Subd. 7. U.S. Highway 169 Interchange; Scott**
 15.20 **County** 4,200,000

15.21 This appropriation is for ~~a grant to Scott~~
 15.22 ~~County~~ to design and construct trunk highway
 15.23 improvements associated with an interchange
 15.24 at U.S. Highway 169, marked Trunk Highway
 15.25 282, and Scott County State-Aid Highway 9
 15.26 in the city of Jordan, including
 15.27 accommodations for bicycles and pedestrians
 15.28 and for bridge and road construction.

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

15.30 Sec. 22. Laws 2023, chapter 68, article 2, section 2, subdivision 9, is amended to read:

15.31 **Subd. 9. U.S. Highway 8; Chisago County** 42,000,000

16.1 This appropriation is for ~~a grant to Chisago~~
 16.2 ~~County~~ for predesign, design, engineering,
 16.3 and reconstruction of marked U.S. Highway
 16.4 8 from Karmel Avenue in Chisago City to
 16.5 marked Interstate Highway 35, including
 16.6 pedestrian and bike trails along and crossings
 16.7 of this segment of marked U.S. Highway 8.
 16.8 The reconstruction project may include
 16.9 expanding segments of marked U.S. Highway
 16.10 8 to four lanes, constructing or reconstructing
 16.11 frontage roads and backage roads, and
 16.12 realigning local roads to consolidate, remove,
 16.13 and relocate access onto and off of U.S.
 16.14 Highway 8. This appropriation is for the
 16.15 portion of the project that is eligible for use
 16.16 of proceeds of trunk highway bonds. ~~This~~
 16.17 ~~appropriation is not available until the~~
 16.18 ~~commissioner of management and budget~~
 16.19 ~~determines that sufficient resources have been~~
 16.20 ~~committed from nonstate sources to complete~~
 16.21 ~~the project.~~

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

16.23 Sec. 23. Laws 2023, chapter 68, article 2, section 3, is amended to read:

16.24 **Sec. 3. BOND SALE EXPENSES** **\$ 610,000**

16.25 (a) This appropriation is to the commissioner
 16.26 of management and budget for bond sale
 16.27 expenses under Minnesota Statutes, sections
 16.28 16A.641, subdivision 8, and 167.50,
 16.29 subdivision 4.

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

- 16.32 (1) \$330,000 in fiscal year 2024;
- 16.33 (2) \$140,000 in fiscal year 2025; and

17.1 (3) \$140,000 in fiscal year 2026.

17.2 (c) The appropriation in this subdivision
 17.3 cancels pursuant to Minnesota Statutes, section
 17.4 16A.642, except that the commissioner of
 17.5 management and budget must count the start
 17.6 of authorization for issuance of state bonds as
 17.7 the first day of the fiscal year during which
 17.8 the bonds are available to be issued as
 17.9 specified under paragraph (b), and not as the
 17.10 date of enactment of this section.

17.11 **EFFECTIVE DATE.** This section is effective retroactively from May 25, 2023.

17.12 **ARTICLE 2**
 17.13 **TRANSPORTATION FINANCE POLICY**

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

17.16 Subd. 38. **Limited license data; treatment court information.** Access to data on limited
 17.17 license holders who are treatment court participants is governed by section 171.30,
 17.18 subdivision 6.

17.19 **EFFECTIVE DATE.** This section is effective August 1, 2024.

17.20 Sec. 2. Minnesota Statutes 2022, section 13.6905, is amended by adding a subdivision to
 17.21 read:

17.22 Subd. 39. **Traffic safety camera data.** Data related to traffic safety cameras are governed
 17.23 by section 169.147, subdivisions 12 to 14.

17.24 Sec. 3. Minnesota Statutes 2022, section 13.824, subdivision 1, is amended to read:

17.25 Subdivision 1. ~~**Definition**~~ **Definitions.** ~~As used in~~ (a) For purposes of this section, the
 17.26 following terms have the meanings given them.

17.27 (b) "Automated license plate reader" means an electronic device mounted on a law
 17.28 enforcement vehicle or positioned in a stationary location that is capable of recording data
 17.29 on, or taking a photograph of, a vehicle or its license plate and comparing the collected data
 17.30 and photographs to existing law enforcement databases for investigative purposes. Automated
 17.31 license plate reader includes a device that is owned or operated by a person who is not a

18.1 government entity to the extent that data collected by the reader are shared with a law
18.2 enforcement agency. Automated license plate reader does not include a traffic safety camera
18.3 system.

18.4 (c) "Traffic safety camera system" has the meaning given in section 169.011, subdivision
18.5 85a.

18.6 Sec. 4. Minnesota Statutes 2022, section 13.824, is amended by adding a subdivision to
18.7 read:

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

18.10 Sec. 5. Minnesota Statutes 2023 Supplement, section 123B.935, subdivision 1, is amended
18.11 to read:

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

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

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

18.21 (2) bicycle safety, including relevant traffic laws, use and proper fit of protective
18.22 headgear, bicycle parts and safety features, and safe biking techniques; and

18.23 (3) electric-assisted bicycle safety, including that a person under the age of 15 is not
18.24 allowed to operate an electric-assisted bicycle.

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

18.27 Sec. 6. Minnesota Statutes 2022, section 134A.09, subdivision 2a, is amended to read:

18.28 Subd. 2a. **Petty misdemeanor cases and criminal convictions; fee assessment.** (a) In
18.29 Hennepin County and Ramsey County, the district court administrator or a designee may,
18.30 upon the recommendation of the board of trustees and by standing order of the judges of
18.31 the district court, include in the costs or disbursements assessed against a defendant convicted

19.1 in the district court of the violation of a statute or municipal ordinance, a county law library
19.2 fee. This fee may be collected in all petty misdemeanor cases and criminal prosecutions in
19.3 which, upon conviction, the defendant may be subject to the payment of the costs or
19.4 disbursements in addition to a fine or other penalty. When a defendant is convicted of more
19.5 than one offense in a case, the county law library fee shall be imposed only once in that
19.6 case.

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

19.9 **EFFECTIVE DATE.** This section is effective June 1, 2025.

19.10 Sec. 7. Minnesota Statutes 2022, section 134A.10, subdivision 3, is amended to read:

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

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

19.23 **EFFECTIVE DATE.** This section is effective June 1, 2025.

19.24 Sec. 8. Minnesota Statutes 2023 Supplement, section 161.178, is amended to read:

19.25 **161.178 TRANSPORTATION GREENHOUSE GAS EMISSIONS IMPACT**
19.26 **ASSESSMENT.**

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

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

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

20.2 (d) "Capacity expansion project" means a project for trunk highway construction or
20.3 reconstruction that:

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

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

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

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

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

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

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

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

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

20.26 (3) halt project development and disallow inclusion of the project or portfolio in the
20.27 appropriate transportation improvement program.

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

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

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

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

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

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

21.10 (i) consults with metropolitan planning organizations;

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

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

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

21.19 **Subd. 3. Assessment requirements.** (a) The commissioner must establish a process to
 21.20 ~~perform capacity expansion impact assessments. An assessment must provide for the~~
 21.21 ~~determination under subdivision 2.~~ implement the requirements under this section, which
 21.22 includes:

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

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

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

21.28 (4) related data reporting from local units of government on local multimodal
 21.29 transportation systems and local project impacts on greenhouse gas emissions and vehicle
 21.30 miles traveled.

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

- 22.1 (1) greenhouse gas emissions over a period of 20 years; ~~and~~
- 22.2 (2) a net change in vehicle miles traveled for the affected network; and
- 22.3 (3) impacts to trunk highways and related impacts to local road systems, on a local,
- 22.4 regional, or statewide basis, as appropriate.

22.5 Subd. 4. **Impact mitigation; interlinking.** (a) To provide for impact mitigation, the

22.6 applicable entity must interlink the ~~capacity expansion~~ project or portfolio as provided in

22.7 this subdivision.

22.8 (b) Impact mitigation is sufficient under subdivision 2, paragraph (b), if the ~~capacity~~

22.9 ~~expansion~~ project or portfolio is interlinked to ~~mitigation offset~~ actions such that the total

22.10 greenhouse gas emissions reduction from the ~~mitigation offset~~ actions, after accounting for

22.11 the greenhouse gas emissions otherwise resulting from the ~~capacity expansion~~ project or

22.12 portfolio, is consistent with meeting the targets specified under subdivision 2, paragraph

22.13 (a). Each comparison under this paragraph must be performed over equal comparison periods.

22.14 (c) ~~A mitigation~~ An offset action consists of a project, program, ~~or~~ operations

22.15 modification, or mitigation plan in one or more of the following areas:

22.16 (1) transit expansion, including but not limited to regular route bus, arterial bus rapid

22.17 transit, highway bus rapid transit, rail transit, and intercity passenger rail;

22.18 (2) transit service improvements, including but not limited to increased service level,

22.19 transit fare reduction, and transit priority treatments;

22.20 (3) active transportation infrastructure;

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

22.22 services;

22.23 (5) transportation demand management, including but not limited to vanpool and shared

22.24 vehicle programs, remote work, and broadband access expansion;

22.25 (6) parking management, including but not limited to parking requirements reduction

22.26 or elimination and parking cost adjustments;

22.27 (7) land use, including but not limited to residential and other density increases, mixed-use

22.28 development, and transit-oriented development;

22.29 (8) infrastructure improvements related to traffic operations, including but not limited

22.30 to roundabouts and reduced conflict intersections; ~~and~~

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

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

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

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

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

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

23.9 (4) procedures are established to ensure that the mitigation action remains in substantially
 23.10 the same form or a revised form that continues to meet the calculation under paragraph (b).

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

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

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

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

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

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

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

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

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

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

24.1 (1) for each project evaluated separately under this section, identification of capacity
 24.2 expansion projects the project; and

24.3 (2) for each project evaluated separately, a summary that includes an overview of the
 24.4 expansion impact assessment, the impact determination by the commissioner, and project
 24.5 disposition, including a review of any mitigation offset actions;

24.6 (3) for each portfolio of projects, an overview of the projects, the impact determination
 24.7 by the commissioner, and a summary of any offset actions;

24.8 (4) a review of any interpretation of or additions to offset actions under subdivision 4;

24.9 (5) identification of the date established by the commissioner under subdivision 2a,
 24.10 paragraph (b); and

24.11 (6) a summary of the activities of the technical advisory committee under section
 24.12 161.1782, including but not limited to any findings or recommendations made by the advisory
 24.13 committee.

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

24.17 Subd. 8. **Transportation impact assessment and mitigation account.** A transportation
 24.18 impact assessment and mitigation account is established in the special revenue fund. The
 24.19 account consists of funds provided by law and any other money donated, allotted, transferred,
 24.20 or otherwise provided to the account. Money in the account is annually appropriated to the
 24.21 commissioner and must only be expended on activities described or required under this
 24.22 section.

24.23 **EFFECTIVE DATE.** This section is effective February 1, 2025, except that subdivision
 24.24 8 is effective July 1, 2024. This section does not apply to a capacity expansion project that
 24.25 was either included in the state transportation improvement program or has been submitted
 24.26 for approval of the geometric layout before February 1, 2025.

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

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

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

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

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

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

25.6 (1) one member from the Department of Transportation, appointed by the commissioner
25.7 of transportation;

25.8 (2) one member from the Pollution Control Agency, appointed by the commissioner of
25.9 the Pollution Control Agency;

25.10 (3) one member from the Metropolitan Council, appointed by the chair of the
25.11 Metropolitan Council;

25.12 (4) one member from the Center for Transportation Studies, appointed by the president
25.13 of the University of Minnesota;

25.14 (5) one member representing metropolitan planning organizations outside the metropolitan
25.15 area, as defined in section 473.121, subdivision 2, appointed by the Association of
25.16 Metropolitan Planning Organizations;

25.17 (6) one member from the Minnesota County Engineers Association, appointed by the
25.18 commissioner of transportation;

25.19 (7) one member from the City Engineers Association of Minnesota, appointed by the
25.20 commissioner of transportation; and

25.21 (8) up to four members who are not employees of the state and who are not city or county
25.22 engineers, with no more than two who are employees of a political subdivision, appointed
25.23 by the commissioner of transportation.

25.24 Subd. 4. **Membership; requirements.** (a) To be eligible for appointment to the advisory
25.25 committee, an individual must have experience or expertise sufficient to provide assistance
25.26 in implementation or technical review related to the requirements under section 161.178.
25.27 Each appointing authority must consider appointment of individuals with expertise in travel
25.28 demand modeling, emissions modeling, traffic forecasting, land use planning, or
25.29 transportation-related greenhouse gas emissions assessment and analysis. In appointing the
25.30 members under subdivision 3, clause (6), the commissioner must also consider technical
25.31 expertise in other relevant areas, which may include but is not limited to public health or
25.32 natural systems management.

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

26.2 Vacancies must be filled by the appointing authority.

26.3 Subd. 5. **Duties.** The advisory committee must assist the commissioner in implementation
26.4 of the requirements under section 161.178 by:

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

26.7 (2) reviewing and making recommendations on:

26.8 (i) impact assessment requirements;

26.9 (ii) models and tools for impact assessment;

26.10 (iii) methods to determine sufficiency of impact mitigation;

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

26.12 (v) reporting and data collection;

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

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

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

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

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

26.23 (c) The advisory committee is subject to the Minnesota Data Practices Act under chapter
26.24 13 and to the Minnesota Open Meeting Law under chapter 13D.

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

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

26.28 Subd. 4. **High voltage transmission; placement in right-of-way.** (a) For purposes of
26.29 this subdivision and subdivisions 5 to 7, "high voltage transmission line" has the meaning
26.30 given in sections 216B.246, subdivision 1, paragraph (b), and 216E.01, subdivision 4.

27.1 (b) Notwithstanding subdivision 1, paragraph (a), high voltage transmission lines, under
27.2 the laws of this state or the ordinance of any city or county may be constructed, placed, or
27.3 maintained across any public right-of-way or along any trunk highway, federally aided state
27.4 trunk highway, controlled access highway, interstate highway, or roadway, except as deemed
27.5 necessary by the commissioner of transportation to protect public safety or ensure the proper
27.6 function of the trunk highway system.

27.7 (c) If the commissioner denies a high voltage electric line colocation request, the reasons
27.8 for the denial must be submitted for review to the chairs and ranking minority members of
27.9 the committees with jurisdiction over energy and transportation, the Public Utilities
27.10 Commission executive secretary, and the commissioner of commerce within 90 days of the
27.11 commissioner's denial.

27.12 **EFFECTIVE DATE.** This section is effective the day following final enactment and
27.13 applies to applications for a route permit on or after that date.

27.14 Sec. 11. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to
27.15 read:

27.16 Subd. 5. **High voltage transmission; coordination required.** Upon written request,
27.17 the commissioner must engage in coordination activities with a utility or transmission line
27.18 developer to review requested highway corridors for potential permitted locations for
27.19 transmission lines. The commissioner must assign a project coordinator within 30 days of
27.20 receiving the written request. The commissioner must share all known plans with affected
27.21 utilities or transmission line developers on potential future projects in the highway corridor
27.22 if the potential highway project impacts the placement or siting of high voltage transmission
27.23 lines.

27.24 **EFFECTIVE DATE.** This section is effective the day following final enactment and
27.25 applies to applications for a route permit on or after that date.

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

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

28.1 (b) A constructability report developed under this section between the commissioner
28.2 and the parties seeking colocation must include terms and conditions for building the
28.3 colocation project. Notwithstanding the requirements in subdivision 1, the report must be
28.4 approved by the commissioner and the party or parties seeking colocation prior to the
28.5 commissioner approving and issuing a permit for use of the highway right-of-way.

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

28.10 (d) Notwithstanding the requirements of subdivision 7 and section 161.46, subdivision
28.11 2, if the commissioner requires the relocation of a transmission line in the interstate highway
28.12 right-of-way earlier than what was agreed upon in paragraph (c) in the constructability
28.13 report or provides less than a four-year notice of relocation in the agreed upon constructability
28.14 report, the commissioner is responsible for 75 percent of the relocation costs.

28.15 **EFFECTIVE DATE.** This section is effective the day following final enactment and
28.16 applies to applications for a route permit on or after that date.

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

28.19 Subd. 7. **High voltage transmission; relocation reimbursement prohibited.** On or
28.20 after July 1, 2024, a high voltage transmission line receiving a route permit under chapter
28.21 216E is not eligible for relocation reimbursement under section 161.46, subdivision 2.
28.22 Potential relocation costs that the Public Utilities Commission deems prudently incurred
28.23 are recoverable in the transmission cost adjustment provided in section 216B.16, subdivision
28.24 7b.

28.25 **EFFECTIVE DATE.** This section is effective the day following final enactment and
28.26 applies to applications for a route permit on or after that date.

28.27 Sec. 14. Minnesota Statutes 2022, section 161.46, subdivision 1, is amended to read:

28.28 Subdivision 1. **Definitions.** (a) For the purposes of this section the following terms ~~shall~~
28.29 have the meanings ~~ascribed to~~ given them:

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

29.1 ~~(2)~~ (c) "Cost of relocation" means the entire amount paid by such utility properly
 29.2 attributable to such relocation after deducting therefrom any increase in the value of the
 29.3 new facility and any salvage value derived from the old facility.

29.4 (d) "High voltage transmission line" has the meaning given in sections 216B.246,
 29.5 subdivision 1, paragraph (b), and 216E.01, subdivision 4.

29.6 **EFFECTIVE DATE.** This section is effective the day following final enactment and
 29.7 applies to applications for a route permit on or after that date.

29.8 Sec. 15. Minnesota Statutes 2023 Supplement, section 161.46, subdivision 2, is amended
 29.9 to read:

29.10 Subd. 2. **Relocation of facilities; reimbursement.** ~~(a)~~ Whenever the commissioner shall
 29.11 ~~determine~~ determines the relocation of any utility facility is necessitated by the construction
 29.12 of a project on the routes of federally aided state trunk highways, including urban extensions
 29.13 thereof, which routes are included within the National System of Interstate Highways, the
 29.14 owner or operator of such utility facility shall must relocate the same in accordance with
 29.15 the order of the commissioner. ~~After the completion of such relocation the cost thereof shall~~
 29.16 ~~be ascertained and paid by the state out of trunk highway funds; provided, however, the~~
 29.17 ~~amount to be paid by the state for such reimbursement shall not exceed the amount on which~~
 29.18 ~~the federal government bases its reimbursement for said interstate system. Except as provided~~
 29.19 in section 161.45, subdivision 7, upon the completion of relocation of a utility facility, the
 29.20 cost of relocation must be ascertained and paid out of the trunk highway fund by the
 29.21 commissioner, provided the amount paid by the commissioner for reimbursement to a utility
 29.22 does not exceed the amount on which the federal government bases its reimbursement for
 29.23 the interstate highway system.

29.24 ~~(b) Notwithstanding paragraph (a), on or after January 1, 2024, any entity that receives~~
 29.25 ~~a route permit under chapter 216E for a high-voltage transmission line necessary to~~
 29.26 ~~interconnect an electric power generating facility is not eligible for relocation reimbursement~~
 29.27 ~~unless the entity directly, or through its members or agents, provides retail electric service~~
 29.28 ~~in this state.~~

29.29 **EFFECTIVE DATE.** This section is effective the day following final enactment and
 29.30 applies to applications for a route permit on or after that date.

30.1 Sec. 16. Minnesota Statutes 2022, section 162.02, is amended by adding a subdivision to
30.2 read:

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

30.6 Sec. 17. Minnesota Statutes 2022, section 162.081, subdivision 4, is amended to read:

30.7 Subd. 4. **Formula for distribution to towns; purposes.** (a) Money apportioned to a
30.8 county from the town road account must be distributed to the treasurer of each town within
30.9 the county, according to a distribution formula adopted by the county board. The formula
30.10 must take into account each town's population and town road mileage, and other factors the
30.11 county board deems advisable in the interests of achieving equity among the towns.
30.12 Distribution of town road funds to each town treasurer must be made by March 1, annually,
30.13 or within 30 days after receipt of payment from the commissioner. Distribution of funds to
30.14 town treasurers in a county which has not adopted a distribution formula under this
30.15 subdivision must be made according to a formula prescribed by the commissioner by rule.

30.16 (b) Money distributed to a town under this subdivision may be expended by the town
30.17 only for the construction, reconstruction, and gravel maintenance of town roads within the
30.18 town, including debt service for bonds issued by the town in accordance with chapter 475,
30.19 provided that the bonds are issued for a use allowable under this paragraph.

30.20 Sec. 18. Minnesota Statutes 2022, section 162.09, is amended by adding a subdivision to
30.21 read:

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

30.25 Sec. 19. Minnesota Statutes 2022, section 162.145, subdivision 5, is amended to read:

30.26 Subd. 5. **Use of funds.** (a) Funds distributed under this section are available only for
30.27 construction and maintenance of roads located within the city, including:

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

30.30 (2) road projects partially located within the city;

30.31 (3) projects on county state-aid highways located within the city; ~~and~~

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

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

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

31.8 Sec. 20. Minnesota Statutes 2023 Supplement, section 162.146, is amended by adding a
31.9 subdivision to read:

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

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

31.14 (2) road projects partially located within the city;

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

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

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

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

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

31.24 Sec. 21. Minnesota Statutes 2022, section 168.002, subdivision 18, is amended to read:

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

32.1 (b) "Motor vehicle" includes an all-terrain vehicle only if the all-terrain vehicle (1) has
32.2 at least four wheels, (2) is owned and operated by a physically disabled person, and (3)
32.3 displays both disability plates and a physically disabled certificate issued under section
32.4 169.345.

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

32.10 (d) "Motor vehicle" does not include a snowmobile; a manufactured home; a park trailer;
32.11 an electric personal assistive mobility device as defined in section 169.011, subdivision 26;
32.12 a motorized foot scooter as defined in section 169.011, subdivision 46; or an electric-assisted
32.13 bicycle as defined in section 169.011, subdivision 27.

32.14 (e) "Motor vehicle" includes an off-highway motorcycle modified to meet the
32.15 requirements of chapter 169 according to section 84.788, subdivision 12.

32.16 (f) "Motor vehicle" includes a roadable aircraft as defined in section 169.011, subdivision
32.17 67a.

32.18 Sec. 22. Minnesota Statutes 2022, section 168.092, is amended to read:

32.19 **168.092 ~~21-DAY~~ 60-DAY TEMPORARY VEHICLE PERMIT.**

32.20 Subdivision 1. **Resident buyer.** The motor vehicle registrar may issue a permit to a
32.21 person purchasing a new or used motor vehicle in this state for the purpose of allowing the
32.22 purchaser a reasonable time to register the vehicle and pay fees and taxes due on the transfer.
32.23 The permit is valid for a period of ~~21~~ 60 days. The permit must be in a form as the registrar
32.24 may determine, affixed to the rear of the vehicle where a license plate would normally be
32.25 affixed, and plainly visible. Each permit is valid only for the vehicle for which issued.

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

32.28 **EFFECTIVE DATE.** This section is effective October 1, 2024, for permits issued on
32.29 or after that date.

33.1 Sec. 23. Minnesota Statutes 2022, section 168.12, subdivision 1, is amended to read:

33.2 Subdivision 1. **Plates; design, visibility, periods of issuance.** (a) The commissioner,
33.3 upon approval and payment, shall issue to the applicant the plates required by this chapter,
33.4 bearing the state name and an assigned vehicle registration number. The number assigned
33.5 by the commissioner may be a combination of a letter or sign with figures. The color of the
33.6 plates and the color of the abbreviation of the state name and the number assigned must be
33.7 in marked contrast. The plates must be lettered, spaced, or distinguished to suitably indicate
33.8 the registration of the vehicle according to the rules of the commissioner.

33.9 (b) When a vehicle is registered on the basis of total gross weight, the plates issued must
33.10 clearly indicate by letters or other suitable insignia the maximum gross weight for which
33.11 the tax has been paid.

33.12 (c) Plates issued to a noncommercial vehicle must bear the inscription "noncommercial"
33.13 unless the vehicle is displaying a special plate authorized and issued under this chapter.

33.14 (d) A one-ton pickup truck that is used for commercial purposes and is subject to section
33.15 168.185, is eligible to display special plates as authorized and issued under this chapter.

33.16 (e) The plates must be so treated as to be at least 100 times brighter than the conventional
33.17 painted number plates. When properly mounted on an unlighted vehicle, the plates, when
33.18 viewed from a vehicle equipped with standard headlights, must be visible for a distance of
33.19 not less than 1,500 feet and readable for a distance of not less than 110 feet.

33.20 (f) The commissioner shall issue plates for the following periods:

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

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

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

33.30 (4) Plates issued under subdivisions 2c and 2d and sections 168.123, 168.1235, and
33.31 168.1255 must be issued for the life of the veteran under section 169.79.

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

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

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

34.13 (i) In lieu of plates required under this section, the commissioner must issue a registration
34.14 number identical to the federally issued tail number assigned to the aircraft for roadable
34.15 aircraft operating on public roadways.

34.16 Sec. 24. Minnesota Statutes 2022, section 168.1282, subdivision 1, is amended to read:

34.17 Subdivision 1. **Issuance of plates.** The commissioner must issue "Start Seeing
34.18 Motorcycles" special license plates or a single motorcycle plate to an applicant who:

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

34.21 (2) pays a fee in the amount specified for special plates under section 168.12, subdivision
34.22 5, for each set of plates;

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

34.25 (4) contributes a minimum of \$10 annually to the motorcycle safety fund and account, created
34.26 under section 171.06, subdivision 2a, ~~paragraph (a), clause (1);~~ and

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

34.29 **EFFECTIVE DATE.** This section is effective July 1, 2024.

35.1 **Sec. 25. [168.24] ROADABLE AIRCRAFT REGISTRATION.**

35.2 (a) For purposes of this section, "roadable aircraft" has the meaning given in section
35.3 360.013, subdivision 57c.

35.4 (b) An owner of a roadable aircraft must comply with all rules and requirements of this
35.5 chapter and chapter 168A governing the titling, registration, taxation, and insurance of
35.6 motor vehicles.

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

35.9 (1) the name and address of the owner of the roadable aircraft;

35.10 (2) the federally issued tail number assigned to the aircraft;

35.11 (3) the make and model of the roadable aircraft; and

35.12 (4) any other information the commissioner may require.

35.13 (d) Upon receipt of a valid and complete application for registration of a roadable aircraft,
35.14 the commissioner must issue a certificate of registration.

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

35.17 (f) A roadable aircraft registered as a motor vehicle under this section must also be
35.18 registered as an aircraft as provided in section 360.60.

35.19 **Sec. 26. Minnesota Statutes 2022, section 168.27, is amended by adding a subdivision to**
35.20 **read:**

35.21 **Subd. 17a. Dealers; duplicate or replacement plates.** (a) For purposes of this
35.22 subdivision, "motor vehicle dealer" has the meaning given in section 168.002, subdivision
35.23 6; "duplicate or replacement plates" means replacement plates issued under section 168.29;
35.24 and "registration" has the meaning given in section 168A.01, subdivision 16c.

35.25 (b) Notwithstanding section 168A.11, subdivision 1, and after the 48-hour notification
35.26 period under section 168A.11, subdivision 2, has expired, a licensed motor vehicle dealer
35.27 seeking duplicate or replacement plates for a motor vehicle held for resale and currently
35.28 registered in Minnesota under section 168.12 must submit to the department an application
35.29 for a certificate of title under section 168A.05. The dealer may contract this service to a
35.30 deputy registrar and the registrar may charge a fee of \$7 per transaction to provide the
35.31 service under section 168A.11, subdivision 1, paragraph (e).

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

36.2 Sec. 27. Minnesota Statutes 2022, section 168.33, is amended by adding a subdivision to
36.3 read:

36.4 Subd. 8b. **Open bidding.** (a) Notwithstanding any statute or rule to the contrary, if a
36.5 deputy registrar appointed under this section permanently stops offering services at the
36.6 approved office location and permanently closes the approved office location, the
36.7 commissioner must allow an open bidding process for the appointment of a replacement
36.8 deputy registrar. A replacement deputy registrar appointed by the commissioner under this
36.9 section may continue to offer services at the approved office location.

36.10 (b) The commissioner must not give any preference to any partner, owner, manager, or
36.11 employee of the closed deputy registrar office location in the open bidding process.

36.12 (c) The commissioner must adopt rules to administer and enforce an open bidding process
36.13 to select a replacement deputy registrar. If the replacement deputy registrar elects to not
36.14 offer services at the office location of the prior registrar, the rules governing the selection
36.15 of a proposed office location apply.

36.16 **EFFECTIVE DATE.** This section is effective October 1, 2025.

36.17 Sec. 28. Minnesota Statutes 2023 Supplement, section 168.345, subdivision 2, is amended
36.18 to read:

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

36.22 (1) the owner of the vehicle;

36.23 (2) the lessee;

36.24 (3) personnel of law enforcement agencies ~~and~~;

36.25 (4) trade associations performing a member service under section 604.15, subdivision
36.26 4a, ~~and~~;

36.27 (5) licensed dealers in connection with a vehicle sale or lease;

36.28 (6) federal, state, and local governmental units; and;

36.29 (7) at the commissioner's discretion, to persons who use the information to notify lessees
36.30 of automobile recalls.

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

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

37.5 Sec. 29. Minnesota Statutes 2022, section 168A.03, subdivision 2, is amended to read:

37.6 Subd. 2. **Dealers.** Except as provided in section 168.27, subdivision 17a, no certificate
37.7 of title need be obtained for a vehicle owned by a manufacturer or dealer and held for sale,
37.8 even though incidentally moved on the highway or used pursuant to section 168.27 or
37.9 168.28, or a vehicle used by a manufacturer solely for testing.

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

37.11 Sec. 30. Minnesota Statutes 2022, section 168A.11, subdivision 1, is amended to read:

37.12 Subdivision 1. **Requirements upon subsequent transfer; service fee.** (a) A dealer who
37.13 buys a vehicle and holds it for resale need not apply for a certificate of title, except as
37.14 provided under section 168.27, subdivision 17a. Upon transferring the vehicle to another
37.15 person, other than by the creation of a security interest, the dealer shall promptly execute
37.16 the assignment and warranty of title by a dealer, showing the names and addresses of the
37.17 transferee and of any secured party holding a security interest created or reserved at the
37.18 time of the resale, and the date of the security agreement in the spaces provided therefor on
37.19 the certificate of title or secure reassignment.

37.20 (b) If a dealer elects to apply for a certificate of title on a vehicle held for resale, the
37.21 dealer need not register the vehicle except as provided in section 168.27, subdivision 17a.
37.22 If a dealer elects to apply for a certificate of title on a vehicle held for resale but is not
37.23 requesting duplicate or replacement plates under section 168.12, the dealer need not register
37.24 the vehicle but shall pay one month's registration tax. If a dealer elects to apply for a
37.25 certificate of title on a vehicle held for resale, the department shall not place any legend on
37.26 the title that no motor vehicle sales tax was paid by the dealer, but may indicate on the title
37.27 whether the vehicle is a new or used vehicle.

37.28 (c) With respect to motor vehicles subject to the provisions of section 325E.15, the dealer
37.29 shall also, in the space provided therefor on the certificate of title or secure reassignment,
37.30 state the true cumulative mileage registered on the odometer or that the exact mileage is
37.31 unknown if the odometer reading is known by the transferor to be different from the true
37.32 mileage.

38.1 (d) The transferee shall complete the application for title section on the certificate of
38.2 title or separate title application form prescribed by the department. The dealer shall mail
38.3 or deliver the certificate to the registrar or deputy registrar with the transferee's application
38.4 for a new certificate and appropriate taxes and fees, within ~~ten business~~ 30 days.

38.5 (e) With respect to vehicles sold to buyers who will remove the vehicle from this state,
38.6 the dealer shall remove any license plates from the vehicle, issue a 31-day temporary permit
38.7 pursuant to section 168.091, and notify the registrar within 48 hours of the sale that the
38.8 vehicle has been removed from this state. The notification must be made in an electronic
38.9 format prescribed by the registrar. The dealer may contract with a deputy registrar for the
38.10 notification of sale to an out-of-state buyer. The deputy registrar may charge a fee of \$7 per
38.11 transaction to provide this service.

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

38.14 Sec. 31. Minnesota Statutes 2022, section 168A.11, subdivision 2, is amended to read:

38.15 Subd. 2. **Notification on vehicle held for resale; service fee.** Within 48 hours of
38.16 acquiring a vehicle titled and registered in Minnesota, a dealer ~~shall~~ must notify the registrar
38.17 that the dealership is holding the vehicle for resale. The notification must be made
38.18 electronically as prescribed by the registrar. The dealer may contract this service to a deputy
38.19 registrar and the registrar may charge a fee of \$7 per transaction to provide this service.
38.20 After the 48-hour period after acquiring a vehicle has elapsed, if a dealer has not notified
38.21 the commissioner that the vehicle is being held for sale, the dealer must follow the
38.22 requirements of section 168.27, subdivision 17a.

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

38.24 Sec. 32. Minnesota Statutes 2022, section 169.011, subdivision 3a, is amended to read:

38.25 Subd. 3a. **Autocycle.** (a) "Autocycle" means a motorcycle that:

38.26 (1) has three wheels in contact with the ground;

38.27 (2) is designed with seating that does not require operators or any occupants to straddle
38.28 or sit astride it;

38.29 (3) has a steering wheel;

38.30 (4) is equipped with antilock brakes; and

39.1 (5) is originally manufactured to meet federal motor vehicle safety standards for
39.2 motorcycles in Code of Federal Regulations, title 49, part 571, and successor requirements.

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

39.4 Sec. 33. Minnesota Statutes 2023 Supplement, section 169.011, subdivision 27, is amended
39.5 to read:

39.6 Subd. 27. **Electric-assisted bicycle.** (a) "Electric-assisted bicycle" means a bicycle with
39.7 two or three wheels that:

39.8 (1) has a saddle and fully operable pedals for human propulsion;

39.9 (2) meets the requirements for bicycles under Code of Federal Regulations, title 16, part
39.10 1512, or successor requirements;

39.11 (3) is equipped with an electric motor that has a power output of not more than 750
39.12 watts;

39.13 (4) meets the requirements of a class 1, class 2, ~~or~~ class 3, or multiple mode
39.14 electric-assisted bicycle; and

39.15 (5) has a battery or electric drive system that has been tested to an applicable safety
39.16 standard by a third-party testing laboratory.

39.17 (b) A vehicle is not an electric-assisted bicycle if it is designed, manufactured, or intended
39.18 by the manufacturer or seller to be configured or modified to not meet the requirements for
39.19 an electric-assisted bicycle or operate within the requirements for an electric-assisted bicycle
39.20 class, including:

39.21 (1) a mechanical switch or button;

39.22 (2) a modification or change in the software controlling the electric drive system;

39.23 (3) the use of an application; or

39.24 (4) through any other means intended by the manufacturer or seller to modify the vehicle
39.25 to no longer meet the requirements or classification of an electric-assisted bicycle.

39.26 Sec. 34. Minnesota Statutes 2022, section 169.011, subdivision 44, is amended to read:

39.27 Subd. 44. **Motorcycle.** "Motorcycle" means every motor vehicle having a seat or saddle
39.28 for the use of the rider and designed to travel on not more than three wheels in contact with
39.29 the ground, including motor scooters and autocycles. Motorcycle does not include (1)

40.1 motorized bicycles as defined in subdivision 45, (2) electric-assisted bicycles as defined in
40.2 subdivision 27, ~~or~~ (3) a tractor, or (4) roadable aircraft as defined in subdivision 67a.

40.3 Sec. 35. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
40.4 to read:

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

40.10 Sec. 36. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
40.11 to read:

40.12 Subd. 62b. **Red light camera system.** "Red light camera system" means an electronic
40.13 system of one or more cameras or other motor vehicle sensors that is capable of automatically
40.14 producing recorded images of a motor vehicle operated in violation of a traffic-control
40.15 signal, including related information technology for recorded image storage, retrieval, and
40.16 transmission.

40.17 Sec. 37. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
40.18 to read:

40.19 Subd. 67a. **Roadable aircraft.** "Roadable aircraft" means any aircraft capable of taking
40.20 off and landing from a suitable airfield which is also designed to be operated on a public
40.21 highway as a motor vehicle.

40.22 Sec. 38. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
40.23 to read:

40.24 Subd. 77a. **Speed safety camera system.** "Speed safety camera system" means an
40.25 electronic system of one or more cameras or other motor vehicle sensors that is capable of
40.26 automatically producing recorded images of a motor vehicle operated in violation of the
40.27 speed limit, including related information technology for recorded image storage, retrieval,
40.28 and transmission.

41.1 Sec. 39. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
41.2 to read:

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

41.5 Sec. 40. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision
41.6 to read:

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

41.10 (1) a pedestrian;

41.11 (2) on a bicycle, electric-assisted bicycle, or other nonmotorized vehicle or device;

41.12 (3) on an electric personal assistive mobility device;

41.13 (4) on an implement of husbandry; or

41.14 (5) riding an animal.

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

41.17 Sec. 41. Minnesota Statutes 2022, section 169.04, is amended to read:

41.18 **169.04 LOCAL AUTHORITY.**

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

41.25 (1) regulating the standing or parking of vehicles;

41.26 (2) regulating traffic by means of police officers or traffic-control signals;

41.27 (3) regulating or prohibiting processions or assemblages on the highways;

41.28 (4) designating particular highways as one-way roadways and requiring that all vehicles,
41.29 except emergency vehicles, when on an emergency run, thereon be moved in one specific
41.30 direction;

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

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

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

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

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

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

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

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

42.20 (d) Ordinances or regulations enacted under paragraph (a), clauses (7) and (8), may only
42.21 be effective after June 1, 2025, and before June 1, 2029.

42.22 **EFFECTIVE DATE.** This section is effective June 1, 2025.

42.23 Sec. 42. Minnesota Statutes 2022, section 169.06, is amended by adding a subdivision to
42.24 read:

42.25 Subd. 10. **Red light camera; penalty.** (a) Subject to subdivision 11, if a motor vehicle
42.26 is operated in violation of a traffic-control signal and the violation is identified through the
42.27 use of a red light camera system implemented under section 169.147, the owner of the
42.28 vehicle or the lessee of the vehicle is guilty of a petty misdemeanor and must pay a fine of
42.29 \$40.

42.30 (b) A person who commits a first offense under paragraph (a) must be given a warning
42.31 and is not subject to a fine or conviction under paragraph (a). A person who commits a
42.32 second offense under paragraph (a) is eligible for diversion, which must include a traffic

43.1 safety course established under section 169.147, subdivision 9. A person who enters diversion
43.2 and completes the traffic safety course is not subject to a fine or conviction under paragraph
43.3 (a).

43.4 **EFFECTIVE DATE.** This section is effective June 1, 2025, and applies to violations
43.5 committed on or after that date.

43.6 Sec. 43. Minnesota Statutes 2022, section 169.06, is amended by adding a subdivision to
43.7 read:

43.8 Subd. 11. **Red light camera; limitations.** (a) An owner or lessee of a motor vehicle is
43.9 not subject to a fine or conviction under subdivision 10 if any of the conditions under section
43.10 169.14, subdivision 14, paragraph (a), clauses (1) to (5), are met.

43.11 (b) The owner or lessee of a motor vehicle may not be issued a citation under subdivision
43.12 10 and under another subdivision in this section for the same conduct.

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

43.15 **EFFECTIVE DATE.** This section is effective June 1, 2025, and applies to violations
43.16 committed on or after that date.

43.17 Sec. 44. Minnesota Statutes 2022, section 169.14, subdivision 10, is amended to read:

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

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

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

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

43.28 (4) the device was tested by an accurate and reliable external mechanism, method, or
43.29 system at the time it was set up.

43.30 (b) Records of tests made of such devices and kept in the regular course of operations
43.31 of any law enforcement agency are admissible in evidence without further foundation as to

44.1 the results of the tests. The records shall be available to a defendant upon demand. Nothing
44.2 in this subdivision shall be construed to preclude or interfere with cross examination or
44.3 impeachment of evidence of the rate of speed as indicated on the radar or speed-measuring
44.4 device.

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

44.7 **EFFECTIVE DATE.** This section is effective June 1, 2025.

44.8 Sec. 45. Minnesota Statutes 2022, section 169.14, is amended by adding a subdivision to
44.9 read:

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

44.14 (1) \$40; or

44.15 (2) \$80, if the violation is for a speed at least 20 miles per hour in excess of the speed
44.16 limit.

44.17 (b) A person who commits a first offense under paragraph (a) must be given a warning
44.18 and is not subject to a fine or conviction under paragraph (a). A person who commits a
44.19 second offense under paragraph (a) is eligible for diversion, which must include a traffic
44.20 safety course established under section 169.147, subdivision 9. A person who enters diversion
44.21 and completes the traffic safety course is not subject to a fine or conviction under paragraph
44.22 (a).

44.23 **EFFECTIVE DATE.** This section is effective June 1, 2025, and applies to violations
44.24 committed on or after that date.

44.25 Sec. 46. Minnesota Statutes 2022, section 169.14, is amended by adding a subdivision to
44.26 read:

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

44.29 (1) the vehicle was stolen at the time of the violation;

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

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

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

45.5 (5) another person is convicted, within the meaning under section 171.01, subdivision
45.6 29, for the same violation.

45.7 (b) The owner or lessee of a motor vehicle may not be issued a citation under subdivision
45.8 13 and under another subdivision in this section for the same conduct.

45.9 (c) A fine or conviction under subdivision 13 does not constitute grounds for revocation
45.10 or suspension of a person's driver's license.

45.11 **EFFECTIVE DATE.** This section is effective June 1, 2025, and applies to violations
45.12 committed on or after that date.

45.13 Sec. 47. **[169.147] TRAFFIC SAFETY CAMERA SYSTEMS.**

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

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

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

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

45.22 (e) "Implementing authority" means the commissioners, with respect to trunk highways,
45.23 and any local authority that implements camera-based traffic enforcement under this section.

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

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

45.28 Subd. 2. **Authority.** (a) The commissioners and a local authority may implement
45.29 camera-based traffic enforcement.

45.30 (b) Prior to implementation of camera-based traffic enforcement, a local authority must:

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

46.4 (2) notify the commissioner; and

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

46.6 Subd. 3. **Traffic safety camera system requirements.** (a) The commissioners must
46.7 establish traffic safety camera system standards that include:

46.8 (1) recording and data requirements as specified in subdivision 13;

46.9 (2) procedures for traffic safety camera system placement in conformance with the
46.10 requirements under subdivision 5;

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

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

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

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

46.19 Subd. 4. **Public engagement and notice.** (a) The commissioner must maintain
46.20 information on a website that, at a minimum, summarizes implementation of traffic safety
46.21 camera systems; provides each camera system impact study under subdivision 5, paragraph
46.22 (b), and identifies the current geographic locations of camera-based traffic enforcement.

46.23 (b) An implementing authority must:

46.24 (1) implement a general public engagement and information campaign prior to
46.25 commencing camera-based speed enforcement;

46.26 (2) perform public engagement as part of conducting a camera system impact study
46.27 under subdivision 5; and

46.28 (3) place conspicuous signage prior to motorist arrival at each monitoring site, which
46.29 must (i) notify motor vehicle operators of the use of a traffic safety camera system to detect
46.30 violations, and (ii) identify the speed limit.

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

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

47.3 (2) consolidation and analysis of public feedback; and

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

47.6 Subd. 5. Placement requirements. (a) A local authority with fewer than 10,000 residents
47.7 may operate no more than one active traffic safety camera system. A local authority with
47.8 at least 10,000 residents may operate no more than one active traffic safety camera system
47.9 per 10,000 residents.

47.10 (b) An implementing authority may only place a traffic safety camera system in
47.11 conformance with the results of a camera system impact study. At a minimum, the study
47.12 must identify traffic safety camera system locations and must include evaluation of crash
47.13 rates and severity, vehicle speed, equity, and traffic safety treatment alternatives.

47.14 (c) An implementing authority may only place a traffic safety camera system:

47.15 (1) in a trunk highway work zone; or

47.16 (2) at a location that:

47.17 (i) is within 2,000 feet of (A) a public or nonpublic school, (B) a school zone established
47.18 under section 169.14, subdivision 5a, or (C) a public or private postsecondary institution;
47.19 and

47.20 (ii) has an identified traffic safety concern, as indicated by crash or law enforcement
47.21 data, safety plans, or other documentation.

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

47.25 Subd. 6. Traffic enforcement agents. (a) An implementing authority may designate
47.26 one or more permanent employees of the authority, who is not a licensed peace officer, as
47.27 a traffic enforcement agent. A licensed peace officer is a traffic enforcement agent and is
47.28 not required to be designated under this subdivision. An employee of a private entity may
47.29 not be designated as a traffic enforcement agent.

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

48.1 (c) A traffic enforcement agent who is not a licensed peace officer has the authority to
48.2 issue citations under this section only while actually engaged in job duties and otherwise
48.3 has none of the other powers and privileges reserved to peace officers, including but not
48.4 limited to the power to enforce traffic laws and regulations.

48.5 Subd. 7. Citations; warnings. (a) A traffic enforcement agent has the exclusive authority
48.6 to issue a citation to the owner or lessee of a motor vehicle for (1) a violation under section
48.7 169.06, subdivision 10, and (2) a violation under section 169.14, subdivision 13.

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

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

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

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

48.15 (c) An implementing authority must provide a warning for a traffic-control signal
48.16 violation under section 169.06, subdivision 10, or a speeding violation under section 169.14,
48.17 subdivision 13, for the period from (1) the date when camera-based traffic enforcement is
48.18 first commenced, to (2) the date when citations are authorized under paragraph (b), clause
48.19 (1).

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

48.23 (e) A citation may be issued through the United States mail if postmarked within:

48.24 (1) 14 days of the violation for a vehicle registered in Minnesota; or

48.25 (2) 30 days of the violation for a vehicle registered outside of Minnesota.

48.26 Section 168.346, subdivision 2, applies to a private entity that provides citation mailing
48.27 services under this section.

48.28 Subd. 8. Uniform citation. (a) There must be a uniform traffic safety camera citation
48.29 issued throughout the state by a traffic enforcement agent for a violation as provided under
48.30 this section. The uniform traffic safety camera citation is in the form and has the effect of
48.31 a summons and complaint.

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

49.5 (1) a brief overview of implementation of traffic safety camera systems;

49.6 (2) a summary of limitations under sections 169.06, subdivision 11, and 169.14,
49.7 subdivision 14;

49.8 (3) information on the fine and traffic safety course requirements under sections 169.06,
49.9 subdivision 10, paragraph (b), and 169.14, subdivision 13, paragraph (b); and

49.10 (4) a notification that the person has the right to contest the citation.

49.11 (c) The commissioner of public safety must make the information required under
49.12 paragraph (b) available in languages that are commonly spoken in the state and in each area
49.13 in which a local authority has implemented camera-based traffic enforcement.

49.14 Subd. 9. **Traffic safety course.** (a) The commissioners must establish a traffic safety
49.15 course that provides at least 30 minutes of instruction on speeding, traffic-control signals,
49.16 and other traffic safety topics. The curriculum must include safety risks associated with
49.17 speed and speeding in school zones and work zones.

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

49.20 Subd. 10. **Third-party agreements.** An implementing authority may enter into
49.21 agreements with a private entity for operations, services, or equipment under this section.
49.22 Payment under a contract with a private entity must not be based on the number of violations,
49.23 citations issued, or other similar means.

49.24 Subd. 11. **Use of revenue.** (a) Revenue from citations received by an implementing
49.25 authority that is attributable to camera-based traffic enforcement must be allocated as follows:

49.26 (1) first as necessary to provide for implementation costs, which may include but is not
49.27 limited to procurement and installation of traffic safety camera systems, traffic safety
49.28 planning, and public engagement; and

49.29 (2) the remainder for traffic safety measures that perform traffic-calming.

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

50.1 Subd. 12. Data practices; general requirements. (a) All data collected by a traffic
50.2 safety camera system are private data on individuals as defined in section 13.02, subdivision
50.3 12, or nonpublic data as defined in section 13.02, subdivision 9, unless the data are public
50.4 under section 13.82, subdivision 2, 3, or 6, or are active criminal investigative data under
50.5 section 13.82, subdivision 7.

50.6 (b) An agreement with a private entity and an implementing authority pursuant to
50.7 subdivision 10 is subject to section 13.05, subdivisions 6 and 11.

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

50.13 (d) Traffic safety camera system data are not subject to subpoena, discovery, or admission
50.14 into evidence in any criminal prosecution, civil action, or administrative process that is not
50.15 related to a violation of a traffic-control signal or a speed limit.

50.16 Subd. 13. Data practices; traffic safety camera system. A traffic safety camera system:

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

50.18 (i) the rear license plate of a motor vehicle;

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

50.21 (iii) date, time, and vehicle location;

50.22 (2) must not record in a manner that makes any individual personally identifiable,
50.23 including but not limited to the motor vehicle operator or occupants; and

50.24 (3) may only record or retain the data specified in clause (1) if the traffic safety camera
50.25 system identifies an appropriate potential violation for review by a traffic enforcement agent.

50.26 Subd. 14. Data practices; destruction of data. (a) Notwithstanding section 138.17,
50.27 and except as otherwise provided in this subdivision, traffic safety camera system data must
50.28 be destroyed within 30 days of the date of collection unless the data are active investigative
50.29 data under section 13.82, subdivision 7, related to a violation of a traffic-control signal or
50.30 a speed limit.

50.31 (b) Upon written request from an individual who is the subject of a pending criminal
50.32 charge or complaint, along with the case or complaint number and a statement that the data

51.1 may be used as exculpatory evidence, data otherwise subject to destruction under paragraph
 51.2 (a) must be preserved by the law enforcement agency until the criminal charge or complaint
 51.3 is resolved or dismissed.

51.4 (c) Upon written request from a program participant under chapter 5B, traffic safety
 51.5 camera system data related to the program participant must be destroyed at the time of
 51.6 collection or upon receipt of the request, whichever occurs later, unless the data are active
 51.7 criminal investigative data. The existence of a request submitted under this paragraph is
 51.8 private data on individuals as defined in section 13.02, subdivision 12.

51.9 (d) Traffic safety camera system data that are inactive criminal investigative data are
 51.10 subject to destruction according to the retention schedule for the data established under
 51.11 section 138.17, provided that the retention schedule must require that the data be destroyed
 51.12 within three years of the resolution of a citation issued pursuant to this section.

51.13 Subd. 15. **Exempt from rulemaking.** Rules adopted to implement this section are
 51.14 exempt from rulemaking under chapter 14 and are not subject to exempt rulemaking
 51.15 procedures under section 14.486.

51.16 **EFFECTIVE DATE.** This section is effective June 1, 2025.

51.17 Sec. 48. Minnesota Statutes 2022, section 169.222, subdivision 2, is amended to read:

51.18 Subd. 2. **Manner and number riding.** No bicycle, including ~~a~~ an electric-assisted
 51.19 bicycle, tandem bicycle, cargo or utility bicycle, or trailer, ~~shall~~ may be used to carry more
 51.20 persons at one time than the number for which ~~it~~ the bicycle is designed and equipped,
 51.21 except an adult rider may carry a child in a seat designed for carrying children that is securely
 51.22 attached to the bicycle.

51.23 Sec. 49. Minnesota Statutes 2022, section 169.222, subdivision 6a, is amended to read:

51.24 Subd. 6a. **Electric-assisted bicycle; riding rules.** (a) A person may operate an
 51.25 electric-assisted bicycle in the same manner as provided for operation of other bicycles,
 51.26 including but not limited to operation on the shoulder of a roadway, a bicycle lane, and a
 51.27 bicycle route, and operation without the motor engaged on a bikeway or bicycle trail.

51.28 (b) A person may operate a class 1 or class 2 electric-assisted bicycle with the motor
 51.29 engaged on a bicycle path, bicycle trail, or shared use path unless prohibited under section
 51.30 85.015, subdivision 1d; 85.018, subdivision 2, paragraph (d); or 160.263, subdivision 2,
 51.31 paragraph (b), as applicable.

52.1 (c) A person may operate a class 3 electric-assisted bicycle or multiple mode
52.2 electric-assisted bicycle with the motor engaged on a bicycle path, bicycle trail, or shared
52.3 use path unless the local authority or state agency having jurisdiction over the bicycle path
52.4 or trail prohibits the operation.

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

52.9 (e) ~~No~~ A person under the age of 15 ~~shall~~ may not operate an electric-assisted bicycle.

52.10 Sec. 50. Minnesota Statutes 2022, section 169.222, subdivision 6b, is amended to read:

52.11 Subd. 6b. **Electric-assisted bicycle; equipment.** (a) The manufacturer or distributor of
52.12 an electric-assisted bicycle must apply a label to the bicycle that is permanently affixed in
52.13 a prominent location. The label must contain the ~~classification~~ class number, top assisted
52.14 speed, and motor wattage of the electric-assisted bicycle, and must be printed in a legible
52.15 font with at least 9-point type. A multiple mode electric-assisted bicycle must have labeling
52.16 that identifies the highest class or each of the electric-assisted bicycle classes in which it is
52.17 capable of operating.

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

52.21 (1) the person replaces the label required in paragraph (a) with revised information; or

52.22 (2) for a vehicle that no longer meets the requirements for any electric-assisted bicycle
52.23 class, the person removes the labeling as an electric-assisted bicycle.

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

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

53.1 (e) A multiple mode electric-assisted bicycle equipped with a throttle must not be capable
53.2 of exceeding 20 miles per hour on motorized propulsion alone in any mode when the throttle
53.3 is engaged.

53.4 Sec. 51. Minnesota Statutes 2022, section 169.346, subdivision 2, is amended to read:

53.5 Subd. 2. **Disability parking space signs.** (a) Parking spaces reserved for physically
53.6 disabled persons must be designated and identified by the posting of signs incorporating
53.7 the international symbol of access in white on blue and indicating that violators are subject
53.8 to a fine of up to \$200. These parking spaces are reserved for disabled persons with motor
53.9 vehicles displaying the required certificate, plates, permit valid for 30 days, or insignia.

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

53.16 (c) By August 1, 2024, the Minnesota Council on Disability must select and propose a
53.17 statewide uniform disability parking space sign that is consistent with the Americans with
53.18 Disabilities Act. The selected and proposed sign must not display any variation of the word
53.19 "handicapped." As part of selecting and proposing a statewide uniform disability parking
53.20 space sign, the Minnesota Council on Disability may encourage owners or managers of
53.21 property to replace existing disability parking space signs at the owner's earliest opportunity,
53.22 once the sign is made available for distribution. An applicable owner or manager of property
53.23 on which a disability parking space sign is located must replace all existing disability parking
53.24 space signs with the selected and proposed sign at the owner's or manager's earliest
53.25 opportunity but no later than July 1, 2026.

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

53.29 (1) newly created on-site parking facilities; and

53.30 (2) existing on-site parking facilities when the manager or owner replaces its existing
53.31 disability parking space signs.

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

54.1 **Sec. 52. [169.515] LIGHTS ON GRANT PROGRAM.**

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

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

54.14 **Subd. 3. Application.** (a) The commissioner of public safety must develop application
54.15 materials and procedures for the Lights On grant program.

54.16 (b) The application must describe the type or types of intended vouchers, the amount of
54.17 money requested, and any other information deemed necessary by the commissioner.

54.18 (c) Applicants must submit an application under this section in the form and manner
54.19 prescribed by the commissioner.

54.20 (d) Applicants must describe how grant money will be used to provide and distribute
54.21 vouchers to drivers.

54.22 (e) Applicants must keep records of vouchers distributed and records of all expenses
54.23 associated with awarded grant money.

54.24 **Subd. 4. Grant criteria.** Preference for grant awards must be given to applicants whose
54.25 proposals provide resources and vouchers to individuals residing in geographic areas that
54.26 have historically received underinvestment and have high poverty rates.

54.27 **Subd. 5. Reporting.** By February 1 each year, grant recipients must submit a report to
54.28 the commissioner itemizing all expenditures made using grant money, the purpose of each
54.29 expenditure, and the disposition of each contact made with drivers with malfunctioning or
54.30 broken lighting equipment. The report must be in the form and manner prescribed by the
54.31 commissioner.

55.1 Sec. 53. Minnesota Statutes 2022, section 169.685, subdivision 7, is amended to read:

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

55.12 Sec. 54. Minnesota Statutes 2022, section 169.79, is amended by adding a subdivision to
55.13 read:

55.14 Subd. 3b. **Roadable aircraft.** Notwithstanding subdivision 1 and section 168.09,
55.15 subdivision 1, a roadable aircraft is not required to display a license plate.

55.16 Sec. 55. Minnesota Statutes 2022, section 169.974, subdivision 5, is amended to read:

55.17 Subd. 5. **Driving rules.** (a) An operator of a motorcycle must ride only upon a permanent
55.18 and regular seat which is attached to the vehicle for that purpose. No other person ~~shall~~ may
55.19 ride on a motorcycle, except that passengers may ride (1) upon a permanent and regular
55.20 operator's seat if designed for two persons, (2) upon additional seats attached to or in the
55.21 vehicle, or (3) in a sidecar attached to the vehicle. The operator of a motorcycle is prohibited
55.22 from carrying passengers in a number in excess of the designed capacity of the motorcycle
55.23 or sidecar attached to it. A passenger is prohibited from being carried in a position that
55.24 interferes with the safe operation of the motorcycle or the view of the operator.

55.25 (b) No person ~~shall~~ may ride upon a motorcycle as a passenger unless the person can
55.26 reach the footrests or floorboards with both feet.

55.27 (c) Except for passengers of sidecars, drivers and passengers of three-wheeled
55.28 motorcycles, and persons in an autocycle, no person ~~shall~~ may operate or ride upon a
55.29 motorcycle except while sitting astride the seat, facing forward, with one leg on either side
55.30 of the motorcycle.

55.31 (d) No person ~~shall~~ may operate a motorcycle while carrying animals, packages, bundles,
55.32 or other cargo which prevent the person from keeping both hands on the handlebars.

56.1 (e) No person ~~shall~~ may operate a motorcycle between lanes of moving or stationary
56.2 vehicles headed in the same direction, nor ~~shall~~ may any person drive a motorcycle abreast
56.3 of or overtake or pass another vehicle within the same traffic lane, unless the operator of
56.4 the motorcycle is traveling at not more than 40 miles per hour and no more than 15 miles
56.5 per hour over the speed of traffic. Motorcycles may, with the consent of both drivers, be
56.6 operated not more than two abreast in a single traffic lane if the vehicles fit safely within
56.7 the designated space of the lane. An operator of a motor vehicle that intentionally impedes
56.8 or attempts to prevent any operator of a motorcycle from operating a motorcycle as permitted
56.9 under this paragraph is guilty of a petty misdemeanor.

56.10 (f) Motor vehicles including motorcycles are entitled to the full use of a traffic lane and
56.11 no motor vehicle may be driven or operated in a manner so as to deprive a motorcycle of
56.12 the full use of a traffic lane.

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

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

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

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

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

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

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

56.30 Sec. 56. **[169.975] OPERATION OF ROADABLE AIRCRAFT.**

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

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

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

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

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

57.7 Subd. 2. **Operation.** (a) A roadable aircraft is considered a motor vehicle when in
57.8 operation, including on a public highway, except when the vehicle is (1) at an airport, (2)
57.9 on a restricted landing area, (3) on a unlicensed landing area, or (4) in flight. When operating
57.10 a roadable aircraft as a motor vehicle, an operator must comply with all rules and
57.11 requirements set forth in this chapter governing the operation of a motor vehicle.

57.12 (b) When in operation at an airport, on a restricted landing area, on an unlicensed landing
57.13 area, or in flight, a roadable aircraft is considered an aircraft and the operator must comply
57.14 with all rules and requirements set forth in chapter 360. An owner of a roadable aircraft
57.15 registered in Minnesota under this chapter must comply with all rules and requirements of
57.16 this chapter and chapter 360 governing the registration, taxation, and insurance of aircraft.

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

57.19 Sec. 57. Minnesota Statutes 2022, section 169.99, subdivision 1, is amended to read:

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

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

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

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

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

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

58.12 **EFFECTIVE DATE.** This section is effective June 1, 2025.

58.13 Sec. 58. Minnesota Statutes 2022, section 171.01, is amended by adding a subdivision to
58.14 read:

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

58.20 (1) resides;

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

58.22 (3) intends to return whenever absent.

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

58.25 Sec. 59. Minnesota Statutes 2022, section 171.01, is amended by adding a subdivision to
58.26 read:

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

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

59.3 Sec. 60. Minnesota Statutes 2022, section 171.06, subdivision 2a, is amended to read:

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

59.6 (1) \$26.50 for an initial endorsement or a duplicate license obtained for the purpose of
59.7 adding the endorsement; and

59.8 (2) \$17 for each license renewal with the endorsement.

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

59.10 (1) \$19 of the additional fee under paragraph (a), clause (1), and \$11 of the additional
59.11 fee under paragraph (a), clause (2), to the motorcycle safety ~~fund~~ account, which is hereby
59.12 created in the special revenue fund; and

59.13 (2) the remainder to the general fund.

59.14 (c) All application forms prepared by the commissioner for two-wheeled vehicle
59.15 endorsements must clearly state the amount of the total fee that is dedicated to the motorcycle
59.16 safety ~~fund~~ account.

59.17 **EFFECTIVE DATE.** This section is effective July 1, 2024.

59.18 Sec. 61. Minnesota Statutes 2023 Supplement, section 171.06, subdivision 3, is amended
59.19 to read:

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

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

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

59.26 (3) state:

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

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

- 60.1 (4) contain a notification to the applicant of the availability of a living will/health care
60.2 directive designation on the license under section 171.07, subdivision 7;
- 60.3 (5) include a method for the applicant to:
- 60.4 (i) request a veteran designation on the license under section 171.07, subdivision 15,
60.5 and the driving record under section 171.12, subdivision 5a;
- 60.6 (ii) indicate a desire to make an anatomical gift under subdivision 3b, paragraph (e);
- 60.7 (iii) as applicable, designate document retention as provided under section 171.12,
60.8 subdivision 3c;
- 60.9 (iv) indicate emergency contacts as provided under section 171.12, subdivision 5b;
- 60.10 (v) indicate the applicant's race and ethnicity; ~~and~~
- 60.11 (vi) indicate caretaker information as provided under section 171.12, subdivision 5c;
60.12 and
- 60.13 (vii) indicate a temporary mailing address separate from the applicant's residence address
60.14 listed on the identification card or license; and
- 60.15 (6) meet the requirements under section 201.161, subdivision 3.
- 60.16 (b) Applications must be accompanied by satisfactory evidence demonstrating:
- 60.17 (1) identity, date of birth, and any legal name change if applicable; and
- 60.18 (2) for driver's licenses and Minnesota identification cards that meet all requirements of
60.19 the REAL ID Act:
- 60.20 (i) principal residence address in Minnesota, including application for a change of address,
60.21 unless the applicant provides a designated address under section 5B.05;
- 60.22 (ii) Social Security number, or related documentation as applicable; and
- 60.23 (iii) lawful status, as defined in Code of Federal Regulations, title 6, section 37.3.
- 60.24 (c) An application for an enhanced driver's license or enhanced identification card must
60.25 be accompanied by:
- 60.26 (1) satisfactory evidence demonstrating the applicant's full legal name and United States
60.27 citizenship; and
- 60.28 (2) a photographic identity document.
- 60.29 (d) A valid Department of Corrections or Federal Bureau of Prisons identification card
60.30 containing the applicant's full name, date of birth, and photograph issued to the applicant

61.1 is an acceptable form of proof of identity in an application for an identification card,
61.2 instruction permit, or driver's license as a secondary document for purposes of Minnesota
61.3 Rules, part 7410.0400, and successor rules.

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

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

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

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

61.21 (2) detail the department's requirements for the use of a temporary mailing address;

61.22 (3) compare the use of a temporary mailing address to the use of an applicant's residence
61.23 address; and

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

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

61.28 Sec. 62. Minnesota Statutes 2022, section 171.06, is amended by adding a subdivision to
61.29 read:

61.30 Subd. 7a. **REAL ID-compliant and noncompliant drivers' licenses; online renewal.** (a)
61.31 For purposes of this subdivision, "applicant" "or "renewal applicant" means a person who

62.1 renews their issued REAL ID-compliant or noncompliant driver's license or identification
62.2 card through the department's online renewal system established in this subdivision.

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

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

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

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

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

62.13 (4) the commissioner has a previous photograph of the applicant on file that was taken
62.14 within the last five years or in conjunction with the most recent issuance of the applicant's
62.15 current credential; and

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

62.18 (i) has been completed within the last two years;

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

62.21 (iii) is in a form prescribed by the commissioner.

62.22 (d) The commissioner must use the photograph on file as specified in paragraph (c),
62.23 clause (4), for the applicant's REAL ID-compliant or noncompliant driver's license or
62.24 identification card.

62.25 (e) The commissioner must provide detailed and easily accessible information on the
62.26 department's website about online renewals for REAL ID-compliant and noncompliant
62.27 drivers' licenses and identification cards. The information must be clearly organized to assist
62.28 an applicant in completing online renewal, including but not limited to the photograph and
62.29 vision examination requirements specified in paragraph (c).

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

63.1 Sec. 63. Minnesota Statutes 2022, section 171.061, is amended by adding a subdivision
63.2 to read:

63.3 Subd. 5a. **Open bidding.** (a) Notwithstanding any statute or rule to the contrary, if a
63.4 driver's license agent appointed under this section permanently stops offering services at
63.5 the approved office location and permanently closes the approved office location, the
63.6 commissioner must allow an open bidding process for the appointment of a replacement
63.7 driver's license agent. A replacement driver's license agent appointed by the commissioner
63.8 under this section may continue to offer services at the approved office location.

63.9 (b) The commissioner must not give any preference to any partner, owner, manager, or
63.10 employee of the closed driver's license agent office location in the open bidding process.

63.11 (c) The commissioner must adopt rules to administer and enforce an open bidding process
63.12 to select a replacement driver's license agent. If the replacement driver's license agent elects
63.13 to not offer services at the office location of the prior agent, the rules governing the selection
63.14 of a proposed office location apply.

63.15 **EFFECTIVE DATE.** This section is effective October 1, 2025.

63.16 Sec. 64. Minnesota Statutes 2023 Supplement, section 171.0705, subdivision 2, is amended
63.17 to read:

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

63.22 (1) bicycle and electric-assisted bicycle traffic laws, including any changes in the law
63.23 which affect bicycle traffic;

63.24 (2) traffic laws related to pedestrians and pedestrian safety; and

63.25 (3) traffic laws related to motorcycles, autocycles, motorized bicycles, motorized foot
63.26 scooters, and electric personal assistive mobility devices.

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

64.1 Sec. 65. Minnesota Statutes 2022, section 171.12, is amended by adding a subdivision to
64.2 read:

64.3 Subd. 6a. **Driving record; traffic safety camera system.** The commissioner of public
64.4 safety must not record on an individual's driving record any violation of:

64.5 (1) a traffic-control signal under section 169.06, subdivision 10; or

64.6 (2) a speed limit under section 169.14, subdivision 13.

64.7 **EFFECTIVE DATE.** This section is effective July 1, 2025, and applies to violations
64.8 committed on or after that date.

64.9 Sec. 66. Minnesota Statutes 2023 Supplement, section 171.13, subdivision 1, is amended
64.10 to read:

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

64.15 (1) one of the following:

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

64.18 (ii) submission of a vision examination certificate by the applicant meeting the
64.19 requirements of the commissioner under section 171.06, subdivision 7 or 7a;

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

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

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

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

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

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

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

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

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

65.22 Sec. 67. Minnesota Statutes 2022, section 171.13, subdivision 9, is amended to read:

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

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

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

66.8 (d) A driver education program or authorized entity:

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

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

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

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

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

66.17 (2) a driver's license agent; or

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

66.20 The proctor must be physically present at the location where the test is being administered.
66.21 A proctor must not be a relative of the person taking the test. For purposes of this paragraph,
66.22 a relative is a spouse, fiancée, fiancé, grandparent, parent, child, sibling, or legal guardian,
66.23 including adoptive, half, step, and in-law relationships.

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

66.25 Sec. 68. Minnesota Statutes 2022, section 171.13, is amended by adding a subdivision to
66.26 read:

66.27 **Subd. 10. Written examination plain language requirements.** (a) For purposes of this
66.28 subdivision, the following terms have the meanings given:

66.29 (1) "committee" means the Department of Public Safety, Division of Driver and Vehicle
66.30 Services Test Maintenance Committee responsible for monitoring, reviewing, and editing

67.1 the written portion of the driver's knowledge examination on behalf of the Division of Driver
67.2 and Vehicle Services;

67.3 (2) "plain language standards" means the requirements specified in paragraph (b) and
67.4 the requirements of the Plain Writing Act, Public Law 111-274, and governor's Executive
67.5 Order 14-07; and

67.6 (3) "written examination" means the written portion of the driver's knowledge examination
67.7 in English and administered under this section.

67.8 (b) By February 1, 2025, the commissioner must implement plain language standards
67.9 and create a new written portion of the knowledge examination to ensure the written
67.10 examination is a fair assessment of the state's traffic and driving laws. The new written
67.11 portion of the knowledge examination, to the extent practicable, must be organized to serve
67.12 the reader's needs and written using clear, simplified language with the following grammatical
67.13 standards:

67.14 (1) "you" and other pronouns address the test-taker directly;

67.15 (2) utilize the active voice;

67.16 (3) use short, simple sentences and straightforward questions;

67.17 (4) avoid complex and compound sentence structures;

67.18 (5) utilize commonly used and familiar words;

67.19 (6) avoid turning verbs into nouns through nominalization;

67.20 (7) minimize the use of abbreviations;

67.21 (8) place words carefully to avoid large gaps between the subject, verb, and object in a
67.22 sentence;

67.23 (9) avoid confusing terms such as "either, or" and "neither, nor";

67.24 (10) utilize simple verb tenses, including the simple present verb tense where practicable,
67.25 to explain confusing or complex concepts;

67.26 (11) omit double negatives and terms like "except for," "unless," and "indicated
67.27 otherwise";

67.28 (12) avoid hidden terms and use concrete, familiar words to describe confusing or
67.29 complex concepts or items;

67.30 (13) omit excess and unnecessary words;

68.1 (14) use the word "must" to express requirements;

68.2 (15) put exceptions at the end of a question;

68.3 (16) place modifying terms in correct locations; and

68.4 (17) any other recommended strategies and techniques designed to offer clear
68.5 communication to test-takers.

68.6 (c) Any revisions or additions to the subjects tested on a knowledge examination must
68.7 be written utilizing the plain language standards specified in paragraph (b). Revisions made
68.8 to the written examination must assess whether the applicant understands the traffic laws
68.9 of Minnesota and test knowledge of the requirements specified in subdivision 1, paragraph
68.10 (a), clauses (2) and (3).

68.11 (d) The committee must convene its first meeting by August 1, 2024. Before publication
68.12 of the new written examination under plain language requirements, the committee must
68.13 meet at least four times before January 1, 2025. The commissioner of public safety may
68.14 enter into an agreement with a third party to propose, draft, and revise the written examination
68.15 under the requirements of this subdivision.

68.16 (e) The commissioner may adopt plain language standards into other Division of Driver
68.17 and Vehicle Services materials, including the driver's manual under section 171.0705.

68.18 Sec. 69. Minnesota Statutes 2022, section 171.16, subdivision 3, is amended to read:

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

68.21 (1) has been convicted of:

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

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

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

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

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

68.29 **EFFECTIVE DATE.** This section is effective June 1, 2025.

69.1 Sec. 70. Minnesota Statutes 2022, section 171.30, subdivision 1, is amended to read:

69.2 Subdivision 1. **Conditions of issuance.** (a) The commissioner may issue a limited license
69.3 to the driver under the conditions in paragraph (b) in any case where a person's license has
69.4 been:

69.5 (1) suspended under section 171.18, 171.173, 171.186, or 171.187;

69.6 (2) revoked, canceled, or denied under section:

69.7 (i) 169.792;

69.8 (ii) 169.797;

69.9 (iii) 169A.52:

69.10 (A) subdivision 3, paragraph (a), clause (1) or (2); or

69.11 (B) subdivision 4, paragraph (a), clause (1) or (2), if the test results indicate an alcohol
69.12 concentration of less than twice the legal limit;

69.13 (iv) 171.17; or

69.14 (v) 171.172;

69.15 (3) revoked, canceled, or denied under section 169A.54:

69.16 (i) subdivision 1, clause (1), if the test results indicate an alcohol concentration of less
69.17 than twice the legal limit;

69.18 (ii) subdivision 1, clause (2); or

69.19 (iii) subdivision 2, if the person does not have a qualified prior impaired driving incident
69.20 as defined in section 169A.03, subdivision 22, on the person's record, and the test results
69.21 indicate an alcohol concentration of less than twice the legal limit; or

69.22 (4) revoked, canceled, or denied under section 171.177:

69.23 (i) subdivision 4, paragraph (a), clause (1) or (2); or

69.24 (ii) subdivision 5, paragraph (a), clause (1) or (2), if the test results indicate an alcohol
69.25 concentration of less than twice the legal limit.

69.26 (b) The following conditions for a limited license under paragraph (a) include:

69.27 (1) if the driver's livelihood or attendance at a substance use disorder treatment or
69.28 counseling program depends upon the use of the driver's license;

70.1 (2) if the use of a driver's license by a homemaker is necessary to prevent the substantial
70.2 disruption of the education, medical, or nutritional needs of the family of the homemaker;
70.3 ~~or~~

70.4 (3) if attendance at a postsecondary institution of education by an enrolled student of
70.5 that institution depends upon the use of the driver's license; or

70.6 (4) if the use of a driver's license by a treatment court participant materially supports
70.7 successful attendance or participation in treatment court.

70.8 (c) Except as provided in subdivision 1a, the commissioner in issuing a limited license
70.9 may impose such conditions and limitations as in the commissioner's judgment are necessary
70.10 to the interests of the public safety and welfare including reexamination as to the driver's
70.11 qualifications. The license may be limited to the operation of particular vehicles, to particular
70.12 classes and times of operation, and to particular conditions of traffic. The commissioner
70.13 may require that an applicant for a limited license affirmatively demonstrate that use of
70.14 public transportation or carpooling as an alternative to a limited license would be a significant
70.15 hardship.

70.16 (d) For purposes of this subdivision:

70.17 (1) "homemaker" refers to the person primarily performing the domestic tasks in a
70.18 household of residents consisting of at least the person and the person's dependent child or
70.19 other dependents; and

70.20 (2) "twice the legal limit" means an alcohol concentration of two times the limit specified
70.21 in section 169A.20, subdivision 1, clause (5).

70.22 (e) The limited license issued by the commissioner shall clearly indicate the limitations
70.23 imposed and the driver operating under the limited license shall have the license in possession
70.24 at all times when operating as a driver.

70.25 (f) In determining whether to issue a limited license, the commissioner shall consider
70.26 the number and the seriousness of prior convictions and the entire driving record of the
70.27 driver and shall consider the number of miles driven by the driver annually.

70.28 (g) If the person's driver's license or permit to drive has been revoked under section
70.29 169.792 or 169.797, the commissioner may only issue a limited license to the person after
70.30 the person has presented an insurance identification card, policy, or written statement
70.31 indicating that the driver or owner has insurance coverage satisfactory to the commissioner
70.32 of public safety. The commissioner of public safety may require the insurance identification

71.1 card provided to satisfy this subdivision be certified by the insurance company to be
71.2 noncancelable for a period not to exceed 12 months.

71.3 (h) The limited license issued by the commissioner to a person under section 171.186,
71.4 subdivision 4, must expire 90 days after the date it is issued. The commissioner must not
71.5 issue a limited license to a person who previously has been issued a limited license under
71.6 section 171.186, subdivision 4.

71.7 (i) The commissioner shall not issue a limited driver's license to any person described
71.8 in section 171.04, subdivision 1, clause (6), (7), (8), (11), or (14).

71.9 (j) The commissioner shall not issue a class A, class B, or class C limited license.

71.10 **EFFECTIVE DATE.** This section is effective August 1, 2024, for licenses issued on
71.11 or after that date.

71.12 Sec. 71. Minnesota Statutes 2022, section 171.30, is amended by adding a subdivision to
71.13 read:

71.14 **Subd. 1a. Treatment court participants; conditions of issuance.** (a) The commissioner
71.15 may impose certain conditions on the issuance or use of a limited license to a treatment
71.16 court participant, including but not limited to:

71.17 (1) requiring a reexamination of the driver's qualifications;

71.18 (2) limiting operation to a particular vehicle or vehicles;

71.19 (3) operating certain classes of vehicles or operating a vehicle at certain times;

71.20 (4) limiting operation to certain traffic conditions; or

71.21 (5) any other conditions in the commissioner's judgment as necessary to protect the
71.22 interests of public safety and welfare.

71.23 (b) The commissioner must require continued participation in treatment court as a
71.24 condition of a limited license issued to a treatment court participant. The commissioner
71.25 must not impose any condition or limit that would prevent a treatment court participant who
71.26 qualifies for a limited license from participating in any hearings, meetings, treatment or
71.27 counseling programs, sober support activities, community service events, or any other
71.28 program or activity ordered or required by a treatment court.

71.29 (c) Upon request from the commissioner, a peace officer as defined in section 626.84,
71.30 subdivision 1, paragraph (c), or a law enforcement agency as defined in section 626.84,
71.31 subdivision 1, paragraph (f), a treatment court coordinator must verify whether a person is

72.1 a participant in treatment court and provide the date, time, and location of any hearings,
 72.2 meetings, treatment or counseling programs, sober support activities, community service
 72.3 events, or any other program or activity the treatment court has ordered or required the
 72.4 person to attend.

72.5 (d) A treatment court coordinator must notify the commissioner if a person is terminated
 72.6 from participation in treatment court. Notification must be made in a form and manner
 72.7 established by the commissioner and may be made by a district court administrator.

72.8 **EFFECTIVE DATE.** This section is effective August 1, 2024, for licenses issued on
 72.9 or after that date.

72.10 Sec. 72. Minnesota Statutes 2022, section 171.30, is amended by adding a subdivision to
 72.11 read:

72.12 Subd. 6. **Treatment court; data classification.** Court records and information on driving
 72.13 restrictions for limited license holders who are treatment court participants are classified as
 72.14 private data on individuals, as defined in section 13.02, subdivision 12, but may be disclosed
 72.15 to chiefs of police, county sheriffs, prosecuting attorneys, and other law enforcement agencies
 72.16 with the power to arrest.

72.17 **EFFECTIVE DATE.** This section is effective August 1, 2024.

72.18 Sec. 73. Minnesota Statutes 2023 Supplement, section 171.301, subdivision 3, is amended
 72.19 to read:

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

72.21 (1) the commissioner must not impose:

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

72.23 (ii) a reinstatement fee at the time of application under sections 171.20, subdivision 4,
 72.24 and 171.29, subdivision 2; or

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

72.26 (2) a driver's license agent must not impose a filing fee under section 171.061, subdivision
 72.27 4.

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

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

73.1 Sec. 74. Minnesota Statutes 2023 Supplement, section 171.301, subdivision 6, is amended
73.2 to read:

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

73.6 (1) the person has possessed the reintegration driver's license for at least one full year;

73.7 (2) the reintegration driver's license has not been canceled under subdivision 4 and has
73.8 not expired under subdivision 5;

73.9 (3) the person meets the application requirements under section 171.06, including payment
73.10 of the applicable fees, surcharge, and filing fee under sections 171.06, subdivisions 2 and
73.11 2a, and 171.061, subdivision 4; and

73.12 (4) issuance of the license does not conflict with the requirements of the nonresident
73.13 violator compact.

73.14 (b) The commissioner must forgive any outstanding balance due on a reinstatement fee
73.15 or surcharge under ~~section~~ sections 171.20, subdivision 4, and 171.29, subdivision 2, for a
73.16 person who is eligible and applies for a license under paragraph (a).

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

73.18 Sec. 75. Minnesota Statutes 2022, section 171.335, subdivision 3, is amended to read:

73.19 Subd. 3. **Appropriation.** (a) All funds in the motorcycle safety ~~fund~~ account created ~~by~~
73.20 under section 171.06, subdivision 2a, are ~~hereby~~ annually appropriated to the commissioner
73.21 of public safety to carry out the purposes of subdivisions 1 and 2.

73.22 (b) Of the money appropriated under paragraph (a):

73.23 (1) not more than five percent shall be expended to defray the administrative costs of
73.24 carrying out the purposes of subdivisions 1 and 2; and

73.25 (2) not more than 65 percent shall be expended for the combined purpose of training
73.26 and coordinating the activities of motorcycle safety instructors and making reimbursements
73.27 to schools and other approved organizations.

73.28 **EFFECTIVE DATE.** This section is effective July 1, 2024.

74.1 Sec. 76. Minnesota Statutes 2022, section 174.02, is amended by adding a subdivision to
74.2 read:

74.3 Subd. 11. Tribal worksite training program. The commissioner must establish a Tribal
74.4 worksite training program for state-funded construction projects. The commissioner may
74.5 enter into an agreement with any private, public, or Tribal entity for the planning, designing,
74.6 developing, and hosting of the program.

74.7 Sec. 77. Minnesota Statutes 2022, section 174.24, is amended by adding a subdivision to
74.8 read:

74.9 Subd. 9. Bus procurement. Beginning on January 1, 2030, any bus purchased for regular
74.10 route bus service or special transportation service, as defined in section 174.29, subdivision
74.11 1, by a recipient of financial assistance that is in the urbanized area service classification
74.12 as provided in subdivision 2b must be a zero-emission transit bus, as defined in section
74.13 473.3927, subdivision 1a.

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

74.15 Sec. 78. [174.249] ZERO-EMISSION TRANSIT BUSES.

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

74.18 (b) "Plan" means the zero-emission transit bus transition plan specified under this section.

74.19 (c) "Zero-emission transit bus" has the meaning given in section 473.3927, subdivision
74.20 1a.

74.21 Subd. 2. Transition plan required. (a) The commissioner must develop and maintain
74.22 a zero-emission transit bus transition plan.

74.23 (b) The commissioner must complete the initial plan by February 15, 2025, and revise
74.24 the plan at least once every three years following each prior revision.

74.25 Subd. 3. Plan development. At a minimum, the plan must:

74.26 (1) establish guidance and recommendations for transit providers to implement the
74.27 transition to a transit bus fleet of exclusively zero-emission transit buses;

74.28 (2) align with the requirements under section 174.24, subdivision 9;

74.29 (3) identify methods to coordinate zero-emission transit bus procurement across transit
74.30 providers; and

75.1 (4) contain each of the elements specified in section 473.3927, subdivision 2, clauses
75.2 (3) to (14).

75.3 Subd. 4. **Consultation.** In developing and revising the plan, the commissioner must
75.4 consult with transit providers, the Metropolitan Council, public utilities, labor organizations,
75.5 and other interested entities.

75.6 Subd. 5. **Assistance.** Upon request, the commissioner must provide reasonable technical
75.7 assistance to an eligible recipient of financial assistance under section 174.24 to implement
75.8 the plan and meet the requirements under section 174.24, subdivision 9.

75.9 Subd. 6. **Copy to legislature.** Upon completion or revision of the plan, the commissioner
75.10 must provide a copy to the chairs and ranking minority members of the legislative committees
75.11 with jurisdiction over transportation policy and finance.

75.12 Subd. 7. **Bus procurement exemptions.** (a) The commissioner must establish a process
75.13 to issue a procurement exemption from the requirements under sections 174.24, subdivision
75.14 9; 473.388, subdivision 9; and 473.3927, subdivision 4. An exemption may (1) extend the
75.15 commencement date for the respective zero-emission transit bus procurement requirements,
75.16 or (2) provide for a zero-emission transit bus procurement percentage or phase-in schedule.

75.17 (b) An entity that seeks an exemption must submit an application, in the form and manner
75.18 specified by the commissioner, that includes:

75.19 (1) a justification for the exemption;

75.20 (2) a review of activities related to zero-emission transit bus transition planning;

75.21 (3) demonstration of efforts to procure zero-emission transit buses and associated
75.22 infrastructure;

75.23 (4) a proposed timeline for full compliance, which must include annual procurement
75.24 targets and associated milestones; and

75.25 (5) information required by the commissioner.

75.26 (c) The commissioner may only issue a procurement exemption following a determination
75.27 that:

75.28 (1) the applicant has made good faith effort to follow the guidance and recommendations
75.29 of the relevant transition plan under this section or section 473.3927; and

75.30 (2) full compliance with procurement requirements is not feasible within the specified
75.31 time period due to technology, infrastructure, utility interconnection, funding, bus availability,
75.32 or other specified and documented constraints.

76.1 (d) The commissioner must deny an application for procurement exemption following
76.2 a determination that the applicant made inadequate efforts to meet the relevant procurement
76.3 requirements.

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

76.5 Sec. 79. Minnesota Statutes 2022, section 174.40, subdivision 3, is amended to read:

76.6 Subd. 3. **Safe routes to school accounts.** (a) A safe routes to school account is established
76.7 in the bond proceeds fund. The account consists of state bond proceeds appropriated to the
76.8 commissioner. Money in the account may only be expended on bond-eligible costs of a
76.9 project receiving financial assistance as provided under this section. All uses of funds from
76.10 the account must be for publicly owned property.

76.11 (b) A safe routes to school account is established in the ~~general~~ special revenue fund.
76.12 The account consists of funds as provided by law, and any other money donated, allotted,
76.13 transferred, or otherwise provided to the account. Money in the account may only be
76.14 expended on a project receiving financial assistance as provided under this section.

76.15 Sec. 80. **[174.46] CONSTRUCTION OF NONARTERIAL BUS RAPID TRANSIT**
76.16 **FACILITIES.**

76.17 (a) For purposes of this section, "total estimated construction cost" means either (1) the
76.18 cost of construction for a complete transit line project or (2) the sum of the costs of all
76.19 discrete segments of a transit line project.

76.20 (b) If a planned bus rapid transit line has either (1) a total estimated construction cost
76.21 of more than \$100,000,000 or (2) will operate substantially within separated rights-of-way,
76.22 the commissioner is the responsible authority and must construct bus rapid transit facilities
76.23 and infrastructure in the metropolitan area. The commissioner must ensure any construction
76.24 project subject to this section is constructed in compliance with applicable plans and designs
76.25 adopted by the Metropolitan Council.

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

76.28 Sec. 81. Minnesota Statutes 2023 Supplement, section 174.49, subdivision 6, is amended
76.29 to read:

76.30 Subd. 6. **Metropolitan counties; use of funds.** (a) A metropolitan county must use
76.31 funds that are received under subdivision 5 as follows:

77.1 (1) 41.5 percent for active transportation and transportation corridor safety studies;

77.2 (2) 41.5 percent for:

77.3 (i) repair, preservation, and rehabilitation of transportation systems; and

77.4 (ii) roadway replacement to reconstruct, reclaim, or modernize a corridor without adding
77.5 traffic capacity, except for auxiliary lanes with a length of less than 2,500 feet; and

77.6 (3) 17 percent for any of the following:

77.7 (i) transit purposes, including but not limited to operations, maintenance, capital
77.8 maintenance, demand response service, and assistance to replacement service providers
77.9 under section 473.388;

77.10 (ii) complete streets projects, as provided under section 174.75; and

77.11 (iii) projects, programs, or operations activities that meet the requirements of a mitigation
77.12 action under section 161.178, subdivision 4.

77.13 (b) Funds under paragraph (a), clause (3), must supplement and not supplant existing
77.14 sources of revenue.

77.15 (c) A metropolitan county may use funds that are received under subdivision 5, as debt
77.16 service for obligations issued by the county in accordance with chapter 475, provided that
77.17 the obligations are issued for a use allowable under this section.

77.18 Sec. 82. **[174.595] TRANSPORTATION FACILITIES CAPITAL PROGRAM.**

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

77.21 (b) "Capital building asset" includes but is not limited to district headquarter buildings,
77.22 truck stations, salt storage or other unheated storage buildings, deicing and anti-icing
77.23 facilities, fuel dispensing facilities, highway rest areas, and vehicle weigh and inspection
77.24 stations.

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

77.26 (d) "Department" means the Department of Transportation.

77.27 (e) "Program" means the transportation facilities capital program established in this
77.28 section.

78.1 Subd. 2. **Program established.** The commissioner must establish a transportation
78.2 facilities capital program in conformance with this section to provide for capital building
78.3 asset projects related to buildings and other capital facilities of the department.

78.4 Subd. 3. **Transportation facilities capital accounts.** (a) A transportation facilities
78.5 capital account is established in the trunk highway fund. The account consists of money
78.6 appropriated from the trunk highway fund for the purposes of the program and any other
78.7 money donated, allotted, transferred, or otherwise provided to the account by law.

78.8 (b) A transportation facilities capital subaccount is established in the bond proceeds
78.9 account in the trunk highway fund. The account consists of trunk highway bond proceeds
78.10 appropriated to the commissioner for the purposes of the program. Money in the account
78.11 may only be expended on trunk highway purposes including the purposes specified in this
78.12 section.

78.13 Subd. 4. **Implementation standards.** The commissioner must establish a process to
78.14 implement the program that includes allocation of funding based on review of eligible
78.15 projects as provided under subdivision 5 and prioritization as provided under subdivision
78.16 6. The process must be in conformance with trunk highway fund uses for the purposes of
78.17 constructing, improving, and maintaining the trunk highway system in the state pursuant
78.18 to the Minnesota Constitution, article XIV.

78.19 Subd. 5. **Eligible expenditures.** A project is eligible under this section only if it:

78.20 (1) involves the construction, improvement, or maintenance of a capital building asset
78.21 that is part of the trunk highway system;

78.22 (2) performs at least one of the following:

78.23 (i) supports the programmatic mission of the department;

78.24 (ii) extends the useful life of existing buildings; or

78.25 (iii) renovates or constructs facilities to meet the department's current and future
78.26 operational needs; and

78.27 (3) complies with the sustainable building guidelines provided in section 16B.325 and
78.28 the heating and cooling system guidelines provided in section 16B.326.

78.29 Subd. 6. **Prioritization.** In prioritizing funding allocation among projects under the
78.30 program, the commissioner must consider:

78.31 (1) whether a project ensures effective and efficient condition and operation of the
78.32 facility;

- 79.1 (2) the urgency in ensuring the safe use of existing buildings;
 79.2 (3) the project's total life-cycle cost;
 79.3 (4) additional criteria for priorities otherwise specified in law that applies to a category
 79.4 listed in the act making an appropriation for the program; and
 79.5 (5) any other criteria the commissioner deems necessary.

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

79.7 Sec. 83. Minnesota Statutes 2023 Supplement, section 174.634, subdivision 2, is amended
 79.8 to read:

79.9 **Subd. 2. Passenger rail account; transfers; appropriation.** (a) A passenger rail account
 79.10 is established in the special revenue fund. The account consists of funds as provided in this
 79.11 subdivision and any other money donated, allotted, transferred, collected, or otherwise
 79.12 provided to the account.

79.13 (b) By July 15 annually beginning in calendar year 2027, the commissioner of revenue
 79.14 must transfer an amount from the general fund to the passenger rail account that equals 50
 79.15 percent of the portion of the state general tax under section 275.025 levied on railroad
 79.16 operating property, as defined under section 273.13, subdivision 24, in the prior calendar
 79.17 year.

79.18 (c) Money in the account is annually appropriated to the commissioner of transportation
 79.19 for the ~~net~~ operating and capital maintenance costs of intercity passenger rail, which may
 79.20 include but are not limited to planning, designing, developing, constructing, equipping,
 79.21 administering, operating, promoting, maintaining, and improving passenger rail service
 79.22 within the state, after accounting for operating revenue, federal funds, and other sources.

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

79.24 Sec. 84. Minnesota Statutes 2023 Supplement, section 174.634, is amended by adding a
 79.25 subdivision to read:

79.26 **Subd. 3. Fee and revenue collection authorized.** (a) The commissioner may, directly
 79.27 or through a contractor, vendor, operator, or partnership with a federal or state government
 79.28 entity, including Amtrak, collect a fee or other revenue related to passenger rail services
 79.29 within the state. Fees and revenue to be collected include but are not limited to fees and
 79.30 revenue generated through ticket sales and sales of on-board and promotional goods. Revenue

80.1 may be collected as determined by the commissioner. Fees and revenue under this section
80.2 are not subject to section 16A.1283.

80.3 (b) Fees and revenue collected under this subdivision must be deposited in the passenger
80.4 rail account under subdivision 2.

80.5 Sec. 85. Minnesota Statutes 2022, section 174.75, subdivision 1, is amended to read:

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

80.8 (b) "Complete streets" is the planning, scoping, design, implementation, operation, and
80.9 maintenance of roads in order to reasonably address the safety and accessibility needs of
80.10 users of all ages and abilities. Complete streets considers the needs of motorists, pedestrians,
80.11 transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along
80.12 and across roads, intersections, and crossings in a manner that is sensitive to the local context
80.13 and recognizes that the needs vary in urban, suburban, and rural settings.

80.14 (c) "Vulnerable road user" has the meaning given in section 169.011, subdivision 92b.

80.15 Sec. 86. Minnesota Statutes 2022, section 174.75, subdivision 2, is amended to read:

80.16 Subd. 2. **Implementation.** (a) The commissioner ~~shall~~ must implement a complete
80.17 streets policy after consultation with stakeholders, state and regional agencies, local
80.18 governments, and road authorities. The commissioner, after such consultation, ~~shall~~ must
80.19 address relevant protocols, guidance, standards, requirements, and training, ~~and shall~~
80.20 integrate.

80.21 (b) The complete streets policy must include but is not limited to:

80.22 (1) integration of related principles of context-sensitive solutions;

80.23 (2) integration throughout the project development process;

80.24 (3) methods to evaluate inclusion of active transportation facilities in a project, which
80.25 may include but is not limited to sidewalks, crosswalk markings, pedestrian accessibility,
80.26 and bikeways; and

80.27 (4) consideration of consultation with other road authorities regarding existing and
80.28 planned active transportation network connections.

81.1 Sec. 87. Minnesota Statutes 2022, section 174.75, is amended by adding a subdivision to
81.2 read:

81.3 Subd. 2a. **Implementation guidance.** The commissioner must maintain guidance that
81.4 accompanies the complete streets policy under this section. The guidance must include
81.5 sections on:

81.6 (1) an analysis framework that provides for:

81.7 (i) identification of characteristics of a project;

81.8 (ii) highway system categorization based on context, including population density, land
81.9 use, density and scale of surrounding development, volume of highway use, and the nature
81.10 and extent of active transportation; and

81.11 (iii) relative emphasis for different road system users in each of the categories under
81.12 item (ii) in a manner that supports safety and mobility of vulnerable road users, motorcyclists
81.13 or other operators of two- or three-wheeled vehicles, and public transit users; and

81.14 (2) an analysis of speed limit reductions and associated roadway design modifications
81.15 to support safety and mobility in active transportation.

81.16 Sec. 88. Minnesota Statutes 2022, section 216E.02, subdivision 1, is amended to read:

81.17 Subdivision 1. **Policy.** The legislature hereby declares it to be the policy of the state to
81.18 locate large electric power facilities and high voltage transmission lines in an orderly manner
81.19 compatible with environmental preservation and the efficient use of resources. In accordance
81.20 with this policy the commission shall choose locations that minimize adverse human and
81.21 environmental impact while insuring continuing electric power system reliability and integrity
81.22 and insuring that electric energy needs are met and fulfilled in an orderly and timely fashion.

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

81.24 Sec. 89. **[219.382] WAYSIDE DETECTOR SYSTEMS.**

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

81.27 (b) "Hazardous substance" has the meaning given in section 219.055, subdivision 1,
81.28 paragraph (e).

81.29 (c) "Wayside detector system" means one or more electronic devices that: (1) perform
81.30 automated scanning of passing trains, rolling stock, and on-track equipment to detect defects

82.1 or precursors to defects in equipment or component parts; and (2) provide notification to
82.2 individuals of a defect or precursor to a defect.

82.3 Subd. 2. **Application.** The requirements in this section apply to:

82.4 (1) a Class I railroad;

82.5 (2) a Class II railroad; and

82.6 (3) a Class III railroad when transporting a hazardous substance at a speed that exceeds
82.7 ten miles per hour.

82.8 Subd. 3. **Wayside detector system requirements.** (a) A railroad must maintain
82.9 operational wayside detector systems located at intervals of:

82.10 (1) at least every ten miles of mainline track in the state; or

82.11 (2) at least every 15 miles of mainline track in the state if necessary due to the natural
82.12 terrain.

82.13 (b) A wayside detector system under this section must include a hot bearings detector
82.14 and a dragging equipment detector.

82.15 Subd. 4. **Defect notifications.** Promptly after a wayside detector system provides a
82.16 notification regarding a defect, the railroad must:

82.17 (1) stop the train in accordance with the railroad's applicable safety procedures;

82.18 (2) inspect the location of the defect from a position on the ground;

82.19 (3) if the inspection indicates that the train is not safe for movement, make necessary
82.20 repairs prior to movement;

82.21 (4) if the inspection indicates that the train is safe for movement or if repairs are
82.22 performed under clause (3):

82.23 (i) proceed at a speed that does not exceed (A) 30 miles per hour if the train is not
82.24 transporting a hazardous substance, or (B) ten miles per hour if the train is transporting a
82.25 hazardous substance; and

82.26 (ii) remove and set out any defective car at the earliest opportunity; and

82.27 (5) provide for the train crew to prepare a written inspection report and submit it to the
82.28 appropriate personnel within the railroad.

83.1 Subd. 5. Report to commissioner. By January 15 annually, a railroad that is subject to
83.2 this section must submit a report to the commissioner on wayside detector systems installed
83.3 in this state. At a minimum, the report must include:

83.4 (1) an overview of each wayside detector system, which must include:

83.5 (i) its type and primary characteristics;

83.6 (ii) the nearest milepost number, latitude and longitude coordinates, or other information
83.7 that specifically identifies its location; and

83.8 (iii) a review of the operational status of the hot bearings detector and the dragging
83.9 equipment detector throughout the prior 12 months; and

83.10 (2) other information on wayside detector systems as required by the commissioner.

83.11 **EFFECTIVE DATE.** This section is effective January 1, 2025.

83.12 Sec. 90. **[219.5505] TRAIN LENGTH.**

83.13 Subdivision 1. Definition. For purposes of this section, "railroad" means a common
83.14 carrier that is classified by federal law or regulation as a Class I railroad, Class I rail carrier,
83.15 Class II railroad, Class II rail carrier, Class III railroad, or Class III rail carrier.

83.16 Subd. 2. Maximum length. A railroad must not operate a train in this state that has a
83.17 total length in excess of 8,500 feet.

83.18 Subd. 3. Penalty. (a) A railroad that violates this section is subject to a penalty of:

83.19 (1) not less than \$1,000 or more than \$5,000 for a first offense;

83.20 (2) not less than \$5,000 or more than \$10,000 for a second offense committed within
83.21 three years of the first offense; and

83.22 (3) not less than \$25,000 for a third or subsequent offense committed within three years
83.23 of the first offense.

83.24 (b) The commissioner of transportation may enforce this section in a civil action before
83.25 a judge of a county in which the violation occurs.

83.26 (c) Fines collected under this section must be deposited in the state rail safety inspection
83.27 account in the special revenue fund.

83.28 **EFFECTIVE DATE.** This section is effective August 1, 2024, and applies to violations
83.29 committed on or after that date.

84.1 Sec. 91. [219.756] YARDMASTER HOURS OF SERVICE.

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

84.4 (b) "Railroad" means a common carrier that is classified by federal law or regulation as
84.5 a Class I railroad, Class I rail carrier, Class II railroad, Class II rail carrier, Class III railroad,
84.6 or Class III rail carrier.

84.7 (c) "Yardmaster" means an employee of a common carrier who is responsible for
84.8 supervising and coordinating the control of trains and engines operating within a railyard,
84.9 not including a dispatching service employee, signal employee, or train employee as those
84.10 terms are defined in United States Code, title 49, section 21101.

84.11 Subd. 2. Hours of service. (a) A railroad operating in this state must not require or allow
84.12 a yardmaster to remain or go on duty:

84.13 (1) in any month when the employee has spent a total of 276 hours on duty or in any
84.14 other mandatory service for the carrier;

84.15 (2) for a period exceeding 12 consecutive hours; and

84.16 (3) unless the employee has had at least ten consecutive hours off duty during the prior
84.17 24 hours.

84.18 (b) A railroad operating in this state must not require or allow a yardmaster to remain
84.19 or go on duty after the employee has initiated an on-duty period each day for six consecutive
84.20 days unless the employee has had 48 consecutive hours off at the employee's home terminal,
84.21 during which time the employee is unavailable for any service.

84.22 Sec. 92. Minnesota Statutes 2022, section 221.0255, subdivision 4, is amended to read:

84.23 Subd. 4. Motor carrier of railroad employees; requirements. (a) The motor carrier
84.24 of railroad employees must implement a policy that provides for annual training and
84.25 certification of the operator in:

84.26 (1) safe operation of the vehicle transporting railroad employees;

84.27 (2) knowing and understanding relevant laws, rules of the road, and safety policies;

84.28 (3) handling emergency situations;

84.29 (4) proper use of seat belts;

84.30 (5) performance of pretrip and posttrip vehicle inspections, and inspection record keeping;

84.31 and

- 85.1 (6) proper maintenance of required records.
- 85.2 (b) The motor carrier of railroad employees must:
- 85.3 (1) confirm that the person is not disqualified under subdivision 6, by performing a
- 85.4 criminal background check of the operator, which must include:
- 85.5 (i) a criminal history check of the state criminal records repository; and
- 85.6 (ii) if the operator has resided in Minnesota less than five years, a criminal history check
- 85.7 from each state of residence for the previous five years;
- 85.8 (2) annually verify the operator's driver's license;
- 85.9 (3) document meeting the requirements in this subdivision, which must include
- 85.10 maintaining at the carrier's business location:
- 85.11 (i) a driver qualification file on each operator who transports passengers under this
- 85.12 section; and
- 85.13 (ii) records of pretrip and posttrip vehicle inspections as required under subdivision 3,
- 85.14 paragraph (a), clause (3);
- 85.15 (4) maintain liability insurance in a minimum amount of \$5,000,000 regardless of the
- 85.16 seating capacity of the vehicle;
- 85.17 (5) maintain uninsured and underinsured coverage in a minimum amount of ~~\$1,000,000~~
- 85.18 \$5,000,000; and
- 85.19 (6) ensure inspection of each vehicle operated under this section as provided under
- 85.20 section 169.781.
- 85.21 (c) A driver qualification file under paragraph (b), clause (3), must include:
- 85.22 (1) a copy of the operator's most recent medical examiner's certificate;
- 85.23 (2) a copy of the operator's current driver's license;
- 85.24 (3) documentation of annual license verification;
- 85.25 (4) documentation of annual training;
- 85.26 (5) documentation of any known violations of motor vehicle or traffic laws; and
- 85.27 (6) responses from previous employers, if required by the current employer.
- 85.28 (d) The driver qualification file must be retained for one year following the date of
- 85.29 separation of employment of the driver from the carrier. A record of inspection under

86.1 paragraph (b), clause (3), item (ii), must be retained for one year following the date of
86.2 inspection.

86.3 (e) If a party contracts with the motor carrier on behalf of the railroad to transport the
86.4 railroad employees, then the insurance requirements may be satisfied by either that party
86.5 or the motor carrier, so long as the motor carrier is a named insured or additional insured
86.6 under any policy.

86.7 Sec. 93. Minnesota Statutes 2022, section 221.0255, is amended by adding a subdivision
86.8 to read:

86.9 Subd. 10. **Penalty; civil action.** (a) A railroad or motor carrier of railroad employees
86.10 that violates this section is subject to a penalty of:

86.11 (1) not less than \$200 but not more than \$500 for a first offense;

86.12 (2) not less than \$500 but not more than \$1,000 for a second offense; and

86.13 (3) not less than \$1,000 but not more than \$5,000 for a third or subsequent offense
86.14 committed within three years of the first offense.

86.15 (b) The commissioner may enforce this section in a civil action before a judge of a county
86.16 in which the violation occurs.

86.17 (c) Fines collected under this section must be deposited in the state rail safety inspection
86.18 account in the special revenue fund.

86.19 **EFFECTIVE DATE.** This section is effective August 1, 2024, and applies to violations
86.20 committed on or after that date.

86.21 Sec. 94. Minnesota Statutes 2022, section 297A.815, subdivision 3, is amended to read:

86.22 **Subd. 3. Motor vehicle lease sales tax revenue.** (a) On or before June 30 of each fiscal
86.23 year, the commissioner of revenue must estimate the revenues, including interest and
86.24 penalties and minus refunds, collected under this section for the current fiscal year.

86.25 (b) By July 15 of the subsequent fiscal year, the commissioner of management and
86.26 budget must transfer the revenues estimated under paragraph (a) from the general fund as
86.27 follows:

86.28 (1) 38 percent to the county state-aid highway fund;

86.29 (2) 38 percent to the greater Minnesota transit account;

87.1 (3) 13 percent to the ~~Minnesota state transportation fund~~ local bridge program account
87.2 in the special revenue fund, which is hereby created; and

87.3 (4) 11 percent to the highway user tax distribution fund.

87.4 (c) Notwithstanding any other law to the contrary, the commissioner of transportation
87.5 must allocate the funds transferred under paragraph (b), clause (1), to the counties in the
87.6 metropolitan area, as defined in section 473.121, subdivision 4, excluding the counties of
87.7 Hennepin and Ramsey, so that each county receives the percentage that its population, as
87.8 defined in section 477A.011, subdivision 3, estimated or established by July 15 of the year
87.9 prior to the current calendar year, bears to the total population of the counties receiving
87.10 funds under this paragraph.

87.11 (d) ~~The amount transferred~~ Money in the local bridge program account under paragraph
87.12 (b), clause (3), ~~must be used~~ is appropriated to the commissioner of transportation for the
87.13 local bridge program under section 174.50, subdivisions 6 to 7.

87.14 (e) The revenues under this subdivision do not include the revenues, including interest
87.15 and penalties and minus refunds, generated by the sales tax imposed under section 297A.62,
87.16 subdivision 1a, which must be deposited as provided under the Minnesota Constitution,
87.17 article XI, section 15.

87.18 Sec. 95. Minnesota Statutes 2023 Supplement, section 297A.993, subdivision 2a, is
87.19 amended to read:

87.20 Subd. 2a. **Uses reporting.** By February 15 of each even-numbered year, a metropolitan
87.21 county, as defined in section 473.121, subdivision 4, that imposes the taxes under this section
87.22 must submit a report to the chairs, ranking minority members, and staff of the legislative
87.23 committees with jurisdiction over transportation policy and finance. For the purpose of this
87.24 subdivision, "staff" means those employees who are identified in any of the following roles
87.25 for the legislative committees: committee administrator, committee legislative assistant,
87.26 caucus research, fiscal analysis, counsel, or nonpartisan research. At a minimum, the report
87.27 must include:

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

87.30 (2) an estimation of the total sales tax revenue that is estimated to be collected by the
87.31 county in the current year and for the next ten calendar years; and

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

88.1 (i) the amount of sales tax revenue expended or proposed to be expended for each of
88.2 the following:

88.3 (A) planning, construction, operation, or maintenance of guideways, as defined in section
88.4 473.4485, subdivision 1, paragraph (d);

88.5 (B) nonguideway transit and active transportation uses;

88.6 (C) highway uses; and

88.7 (D) uses not otherwise specified in subitems (A) to (C); ~~and~~

88.8 (ii) completed, current, planned, and eligible projects for each category under item (i);
88.9 and

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

88.11 Sec. 96. **[325F.661] SALE OF ELECTRIC-ASSISTED BICYCLES AND POWERED**
88.12 **CYCLES.**

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

88.15 (b) "Class 1 electric-assisted bicycle," "class 2 electric-assisted bicycle," and "class 3
88.16 electric-assisted bicycle" have the meanings given in section 169.011, subdivisions 15a,
88.17 15b, and 15c.

88.18 (c) "Electric-assisted bicycle" has the meaning given in section 169.011, subdivision
88.19 27.

88.20 (d) "Motorcycle" has the meaning given in section 169.011, subdivision 44.

88.21 (e) "Motorized bicycle" has the meaning given in section 169.011, subdivision 45.

88.22 (f) "Multiple mode electric-assisted bicycle" has the meaning given in section 169.011,
88.23 subdivision 45a.

88.24 Subd. 2. Electric-assisted bicycle. Before a purchase is completed, a seller of an
88.25 electric-assisted bicycle must disclose to a consumer in written form:

88.26 (1) the maximum motor power of the electric-assisted bicycle;

88.27 (2) the maximum speed of the electric-assisted bicycle, as evaluated using a test method
88.28 matching the criteria specified in Code of Federal Regulations, title 16, section 1512.2(a)(2),
88.29 or successor requirements; and

89.1 (3) whether the electric-assisted bicycle is a class 1, class 2, class 3, or multiple mode
89.2 electric-assisted bicycle.

89.3 Subd. 3. **Other electric cycles.** (a) A seller of a motorized bicycle or motorcycle equipped
89.4 with an electric motor for propulsion may not sell the vehicle or offer the vehicle for sale
89.5 if it is labeled as a class 1, class 2, class 3, or multiple mode electric-assisted bicycle.

89.6 (b) Before a purchase is completed and in any advertising materials, a seller of a
89.7 motorized bicycle or motorcycle equipped with an electric motor for propulsion who
89.8 describes the vehicle as an "electric bicycle," "electric bike," "e-bike," or other similar term
89.9 must disclose to a consumer:

89.10 (1) the name or classification of the vehicle under state law or the most likely
89.11 classification following an intended or anticipated vehicle modification as defined in section
89.12 169.011, subdivision 27, paragraph (b); and

89.13 (2) the following statement:

89.14 "This vehicle is not an "electric-assisted bicycle" as defined in Minnesota law. It is
89.15 instead a type of motor vehicle and subject to applicable motor vehicle laws if used on
89.16 public roads or public lands. Your insurance policies might not provide coverage for crashes
89.17 involving the use of this vehicle. To determine coverage, you should contact your insurance
89.18 company or agent."

89.19 (c) Advertising materials under paragraph (b) include but are not limited to a website
89.20 or social media post that identifies or promotes the vehicle.

89.21 (d) The disclosure under paragraph (b) must be (1) written, and (2) provided clearly and
89.22 conspicuously and in a manner designed to attract the attention of a consumer.

89.23 Subd. 4. **Unlawful practices.** It is an unlawful practice under section 325F.69 to advertise,
89.24 offer for sale, or sell a motorized bicycle or motorcycle equipped with an electric motor for
89.25 propulsion:

89.26 (1) as an electric-assisted bicycle; or

89.27 (2) using the words "electric bicycle," "electric bike," "e-bike," or other similar term
89.28 without providing the disclosure required under subdivision 3.

89.29 Sec. 97. Minnesota Statutes 2023 Supplement, section 357.021, subdivision 6, is amended
89.30 to read:

89.31 Subd. 6. **Surcharges on criminal and traffic offenders.** (a) Except as provided in this
89.32 subdivision, the court shall impose and the court administrator shall collect a \$75 surcharge

90.1 on every person convicted of any felony, gross misdemeanor, misdemeanor, or petty
90.2 misdemeanor offense, other than a violation of: (1) a law or ordinance relating to vehicle
90.3 parking, for which there is a \$12 surcharge; and (2) section 609.855, subdivision 1, 3, or
90.4 3a, for which there is a \$25 surcharge. When a defendant is convicted of more than one
90.5 offense in a case, the surcharge shall be imposed only once in that case. In the Second
90.6 Judicial District, the court shall impose, and the court administrator shall collect, an additional
90.7 \$1 surcharge on every person convicted of any felony, gross misdemeanor, misdemeanor,
90.8 or petty misdemeanor offense, including a violation of a law or ordinance relating to vehicle
90.9 parking, if the Ramsey County Board of Commissioners authorizes the \$1 surcharge. The
90.10 surcharge shall be imposed whether or not the person is sentenced to imprisonment or the
90.11 sentence is stayed. The surcharge shall not be imposed when a person is convicted of a petty
90.12 misdemeanor for which no fine is imposed.

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

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

90.19 (d) If the convicted person is sentenced to imprisonment and has not paid the surcharge
90.20 before the term of imprisonment begins, the chief executive officer of the correctional
90.21 facility in which the convicted person is incarcerated shall collect the surcharge from any
90.22 earnings the inmate accrues from work performed in the facility or while on conditional
90.23 release. The chief executive officer shall forward the amount collected to the court
90.24 administrator or other entity collecting the surcharge imposed by the court.

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

90.29 (f) The surcharge does not apply to:

90.30 (1) citations issued pursuant to section 169.06, subdivision 10;

90.31 (2) citations issued pursuant to section 169.14, subdivision 13;

90.32 (3) administrative citations issued pursuant to section 169.999-; or

91.1 ~~(g) The surcharge does not apply to~~ (4) administrative citations issued by transit rider
 91.2 investment program personnel pursuant to section 473.4075.

91.3 **EFFECTIVE DATE.** This section is effective June 1, 2025.

91.4 Sec. 98. Minnesota Statutes 2022, section 360.013, is amended by adding a subdivision
 91.5 to read:

91.6 Subd. 57c. **Roadable aircraft.** "Roadable aircraft" has the meaning given in section
 91.7 169.011, subdivision 67a.

91.8 Sec. 99. **[430.001] DEFINITIONS.**

91.9 Subdivision 1. **Definitions.** For the purposes of this chapter, the following terms have
 91.10 the meanings given.

91.11 Subd. 2. **City.** "City" means a home rule charter or statutory city.

91.12 Subd. 3. **City council.** "City council" means the governing body of a city.

91.13 Subd. 4. **System of streets, parks, and parkways.** "System of streets, parks, and
 91.14 parkways" means a body of contiguous land designated to be used in part for streets and in
 91.15 part for parks or parkways.

91.16 Sec. 100. Minnesota Statutes 2022, section 430.01, subdivision 1, is amended to read:

91.17 Subdivision 1. **Streets; parks; and parkways.** The council and the board of park
 91.18 commissioners of a city ~~of the first class~~ may designate land to be acquired for a system of
 91.19 streets, parks, and parkways. They may take this action only by concurrent resolution adopted
 91.20 by a majority vote of each body. The land must be acquired under this chapter, in proceedings
 91.21 conducted either by the city council or the board of park commissioners, as stated in the
 91.22 resolution. The concurrent resolution must designate which part is for streets, which part is
 91.23 for parks, and which part is for parkways.

91.24 Sec. 101. Minnesota Statutes 2022, section 430.01, subdivision 2, is amended to read:

91.25 Subd. 2. **Parking lots; pedestrian malls and uses.** The council of a city ~~of the first~~
 91.26 ~~class~~ may by resolution designate land to be acquired, improved, and operated for motor
 91.27 vehicle parking lots. By resolution, the council may designate lands to be acquired, improved,
 91.28 and operated for pedestrian malls. By ordinance adopted under section 430.011, the council
 91.29 may designate ~~streets in central business districts~~ any property within a city right-of-way
 91.30 to be improved primarily for pedestrian uses.

92.1 Sec. 102. Minnesota Statutes 2022, section 430.011, subdivision 1, is amended to read:

92.2 Subdivision 1. **Legislative findings.** The legislature finds that: (1) increases in population
 92.3 and automobile usage have created traffic congestion in ~~central business districts of cities~~
 92.4 ~~of the first class~~ cities; (2) those conditions endanger pedestrians and impede the movement
 92.5 of police and fire equipment, ambulances, and other emergency vehicles; (3) certain streets
 92.6 in ~~those central business districts~~ cities have been improved to their maximum width for
 92.7 sidewalk and roadway purposes and cannot be further widened without taking valuable
 92.8 buildings and improvements, substantially impairing the primary function of those city
 92.9 streets as pedestrian facilities, and impairing the cities' sources of tax revenue; and (4)
 92.10 limitation on the use of those streets by private vehicles may be found by the council of any
 92.11 city ~~of the first class~~ to be in the interest of the city and state, to be of benefit to adjoining
 92.12 properties, and to be essential to the effective use of the streets for street purposes.

92.13 Sec. 103. Minnesota Statutes 2022, section 430.011, subdivision 2, is amended to read:

92.14 Subd. 2. **Statement of policy.** It is the state's policy to permit the city council of any
 92.15 city ~~of the first class~~ to protect the public welfare and the interests of the public in the safe
 92.16 and effective movement of persons and to preserve and enhance the function and appearance
 92.17 of ~~the central business districts of cities of the first class~~ cities by adopting pedestrian mall
 92.18 ordinances under this section.

92.19 Sec. 104. Minnesota Statutes 2022, section 430.011, subdivision 3, is amended to read:

92.20 Subd. 3. **Pedestrian mall ordinances authorized.** (a) Except as provided in paragraphs
 92.21 (b) and (c), a pedestrian mall ordinance may be adopted if the city council finds that:

92.22 (1) a street or a part of a street (i) is not a part of any ~~state~~ highway, (ii) is located
 92.23 ~~primarily in a central business district~~ within a city right-of-way, and (iii) is improved to
 92.24 its maximum width for roadway and sidewalk purposes, ~~and (iv) is congested during all or~~
 92.25 ~~a substantial part of normal business hours;~~

92.26 (2) reasonably convenient alternate routes exist for private vehicles to other parts of the
 92.27 city and state;

92.28 (3) continued unlimited use of the street or part of the street by private vehicles may
 92.29 endanger pedestrians;

92.30 (4) abutting properties can reasonably and adequately receive and deliver merchandise
 92.31 and materials from other streets and alleys or through arrangements for limited use of the
 92.32 streets by carriers of merchandise and materials; and

93.1 (5) it would be in the best interests of the city and the public and of benefit to adjacent
 93.2 properties to use the street primarily for pedestrian purposes and pedestrian use is the highest
 93.3 and best use of the street or part of it.

93.4 (b) A pedestrian mall ordinance may be adopted relating to property that is a part of a
 93.5 highway if the commissioner of transportation approves of the use of the property as a
 93.6 pedestrian mall.

93.7 (c) A city must receive the approval of the county to use part of a county road as a
 93.8 pedestrian mall and must collaborate with all relevant state and local governments in the
 93.9 pedestrian mall planning process.

93.10 Sec. 105. Minnesota Statutes 2022, section 430.023, is amended to read:

93.11 **430.023 WHEN CLERK TO MAIL NOTICE IN CONDEMNATION**
 93.12 **PROCEEDING.**

93.13 If a city ~~of the first class~~ is authorized in its charter to condemn property for public use
 93.14 and to appoint commissioners to assess damages or benefits on condemned property and is
 93.15 required by its charter to give notice of the filing of the commissioners' report, the city clerk
 93.16 shall give the required notice. Notice must be given by mailing it to the person whose name
 93.17 appears on the records of the auditor of the county in which the city is located as the person
 93.18 who last paid the taxes on the property proposed to be taken, within 48 hours after the filing
 93.19 of the commissioners' report.

93.20 Sec. 106. Minnesota Statutes 2022, section 430.031, subdivision 1, is amended to read:

93.21 Subdivision 1. **Limitation of actions.** No action may be commenced or maintained, and
 93.22 no defense interposed, questioning the validity, regularity, or legality of all or part of a
 93.23 pedestrian mall ordinance, or an amendment, to it adopted by a city ~~of the first class~~ under
 93.24 section 430.011, subdivision 3 or 13 except by an appeal to the district court of the county
 93.25 in which the city is located within 20 days after the final adoption and publication of the
 93.26 ordinance or amendment.

93.27 Sec. 107. Minnesota Statutes 2022, section 430.13, is amended to read:

93.28 **~~430.13 SCOPE OF CHAPTER; DEFINITION; BONDED DEBT.~~**

93.29 ~~This chapter applies to cities of the first class.~~

93.30 ~~The term "city council" means the governing body of a city.~~

94.1 Certificates or bonds that may be issued to finance an improvement under this chapter
94.2 are part of the bonded debt of the city. In calculating the net indebtedness of the city due to
94.3 the issue of certificates or bonds, there may be deducted from the gross debt of the city the
94.4 amount of certificates or bonds that are payable wholly or partly from collections of special
94.5 assessments levied on property benefited by the improvements, including general obligations
94.6 of the issuing city, if the city is entitled to reimbursement, in whole or in part, from the
94.7 proceeds of special assessments levied upon property especially benefited by the
94.8 improvements.

94.9 Sec. 108. Minnesota Statutes 2022, section 473.13, is amended by adding a subdivision
94.10 to read:

94.11 Subd. 6. **Transportation financial review.** (a) By December 1 annually, the council
94.12 must prepare and submit a financial review in consultation with the commissioner of
94.13 management and budget that details revenue and expenditures for the transportation
94.14 components under the council's budget. The council must submit the financial review to
94.15 the chairs, ranking minority members, and staff of the legislative committees and divisions
94.16 with jurisdiction over transportation policy and finance. For the purpose of this subdivision,
94.17 "staff" means those employees who are identified in any of the following roles for the
94.18 legislative committees: committee administrator, committee legislative assistant, caucus
94.19 research, fiscal analysis, counsel, or nonpartisan research.

94.20 (b) At a minimum, the financial review must identify:

94.21 (1) the actual revenues, expenditures, transfers, reserves, and balances in each of the
94.22 previous four state fiscal years;

94.23 (2) budgeted and forecasted revenues, expenditures, transfers, reserves, and balances in
94.24 the current state fiscal year and each state fiscal year within the state forecast period;

94.25 (3) for the most recent completed state fiscal year, a comparison between the budgeted
94.26 and actual amounts under clause (1); and

94.27 (4) for the most recent completed state fiscal year, fund balances for each replacement
94.28 service provider under section 473.388.

94.29 (c) The information under paragraph (b), clauses (1) to (3), must include:

94.30 (1) a breakdown by each transportation funding source identified by the council, including
94.31 but not limited to legislative appropriations; federal funds; fare collections; property tax;
94.32 and sales tax, including sales tax used for active transportation under section 473.4465,
94.33 subdivision 2, paragraph (a), clause (1);

95.1 (2) a breakdown by each transportation operating budget category established by the
 95.2 council, including but not limited to bus, light rail transit, commuter rail, planning, special
 95.3 transportation service under section 473.386, and assistance to replacement service providers
 95.4 under section 473.388; and

95.5 (3) data for operations, capital maintenance, and transit capital.

95.6 (d) The financial review must summarize reserve policies, identify the methodology for
 95.7 cost allocation, and describe revenue assumptions and variables affecting the assumptions.

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

95.11 Sec. 109. Minnesota Statutes 2022, section 473.388, is amended by adding a subdivision
 95.12 to read:

95.13 **Subd. 9. Bus procurement.** Beginning on January 1, 2030, any bus purchased for regular
 95.14 route bus service or special transportation service, as defined in section 174.29, subdivision
 95.15 1, by a recipient of financial assistance under this section must be a zero-emission transit
 95.16 bus, as defined in section 473.3927, subdivision 1a.

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

95.18 Sec. 110. Minnesota Statutes 2022, section 473.3927, is amended to read:

95.19 **473.3927 ZERO-EMISSION AND ELECTRIC TRANSIT VEHICLES.**

95.20 Subdivision 1. **Transition plan required.** (a) The council must develop and maintain
 95.21 a zero-emission and electric transit vehicle transition plan.

95.22 (b) The council must ~~complete the initial~~ revise the plan by February 15, 2022 2025,
 95.23 and revise the plan at least once every ~~five~~ three years following each prior revision.

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

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

95.28 (c) "Zero-emission transit bus" means a motor vehicle that:

95.29 (1) is designed for public transit service;

95.30 (2) has a capacity of more than 15 passengers including the driver; and

96.1 (3) produces no exhaust-based greenhouse gas emissions from the onboard source of
96.2 motive power of the vehicle under all operating conditions.

96.3 Subd. 2. **Plan development.** At a minimum, the plan must:

96.4 (1) establish ~~implementation~~ policies and, guidance, and recommendations to implement
96.5 the transition to a transit service fleet of exclusively zero-emission and electric transit
96.6 vehicles, including for recipients of financial assistance under section 473.388;

96.7 (2) align with the requirements under subdivision 4 and section 473.388, subdivision 9;

96.8 (3) set transition milestones or performance measures, or both, which may include vehicle
96.9 procurement goals over the transition period;

96.10 ~~(3)~~ (4) identify barriers, constraints, and risks, and determine objectives and strategies
96.11 to address the issues identified;

96.12 ~~(4)~~ (5) consider findings and best practices from other transit agencies;

96.13 ~~(5)~~ (6) analyze zero-emission and electric transit vehicle technology impacts, including
96.14 cold weather operation and emerging technologies;

96.15 (7) prioritize deployment of zero-emission transit buses based on the extent to which
96.16 service is provided to environmental justice areas, as defined in section 116.065, subdivision
96.17 1;

96.18 ~~(6)~~ (8) consider opportunities to prioritize the deployment of zero-emissions vehicles in
96.19 areas with poor air quality;

96.20 (9) consider opportunities to prioritize deployment of zero-emissions transit buses along
96.21 arterial and highway bus rapid transit routes, including methods to maximize cost
96.22 effectiveness with bus rapid transit construction projects;

96.23 ~~(7)~~ (10) provide detailed estimates of implementation costs; and

96.24 ~~(8)~~ (11) examine capacity, constraints, and potential investments in the electric
96.25 transmission and distribution grid, in consultation with appropriate public utilities;

96.26 (12) identify methods to coordinate necessary facility upgrades in a manner that
96.27 maximizes cost effectiveness and overall system reliability;

96.28 (13) examine workforce impacts under the transition plan, including but not limited to
96.29 changes in staffing complement; personnel skill gaps and needs; and employee training,
96.30 retraining, or role transitions; and

96.31 (14) summarize updates to the plan from the most recent version.

97.1 Subd. 3. **Copy to legislature.** Upon completion or revision of the plan, the council must
 97.2 provide a copy to the chairs, ranking minority members, and staff of the legislative
 97.3 committees with jurisdiction over transportation policy and finance.

97.4 Subd. 4. **Bus procurement.** Beginning on January 1, 2030, any bus purchased for regular
 97.5 route bus service or special transportation service under section 473.386 by the council must
 97.6 be a zero-emission transit bus.

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

97.10 Sec. 111. Minnesota Statutes 2022, section 473.3994, subdivision 1a, is amended to read:

97.11 Subd. 1a. **Designation of responsible authority.** For each proposed light rail transit
 97.12 facility in the metropolitan area, the governor must designate ~~either the Metropolitan Council~~
 97.13 ~~or~~ the state of Minnesota acting through the commissioner of transportation as the entity
 97.14 responsible for planning, designing, acquiring, constructing, and equipping the facility.
 97.15 ~~Notwithstanding such designation, The commissioner and the council may enter into one~~
 97.16 ~~or more cooperative agreements with the Metropolitan Council with respect to the planning,~~
 97.17 ~~designing, acquiring, constructing, or equipping of a particular light rail transit facility that~~
 97.18 ~~provide for the parties to exercise their respective authorities in support of the project in a~~
 97.19 ~~manner that best serves the project and the public.~~

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

97.22 Sec. 112. Minnesota Statutes 2022, section 473.3994, subdivision 4, is amended to read:

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

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

98.3 Sec. 113. Minnesota Statutes 2022, section 473.3994, subdivision 7, is amended to read:

98.4 Subd. 7. **Council review.** ~~If the commissioner is the responsible authority,~~ Before
98.5 proceeding with construction of a light rail transit facility, the commissioner must submit
98.6 preliminary and final design plans to the Metropolitan Council. The council must review
98.7 the plans for consistency with the council's development guide and approve the plans.

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

98.10 Sec. 114. Minnesota Statutes 2022, section 473.3994, subdivision 9, is amended to read:

98.11 Subd. 9. **Light rail transit operating costs.** (a) Before submitting an application for
98.12 federal assistance for light rail transit facilities in the metropolitan area, the Metropolitan
98.13 Council must prepare an estimate of the amount of operating subsidy which will be required
98.14 to operate light rail transit in the corridor to which the federal assistance would be applied.
98.15 The estimate must indicate the amount of operating subsidy estimated to be required in each
98.16 of the first ten years of operation of the light rail transit facility. ~~If the commissioner of~~
98.17 ~~transportation is the responsible authority,~~ The commissioner must provide information
98.18 requested by the council that is necessary to make the estimate.

98.19 (b) The council must review and evaluate the estimate developed under paragraph (a)
98.20 with regard to the effect of operating the light rail transit facility on the currently available
98.21 mechanisms for financing transit in the metropolitan area.

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

98.24 Sec. 115. Minnesota Statutes 2022, section 473.3994, subdivision 14, is amended to read:

98.25 Subd. 14. **Transfer of facility after construction.** ~~If the commissioner of transportation~~
98.26 ~~is the responsible authority for a particular light rail transit facility,~~ The commissioner must
98.27 transfer to the Metropolitan Council all facilities constructed and all equipment and property
98.28 acquired in developing ~~the~~ a particular light rail transit facility upon completion of
98.29 construction.

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

99.1 Sec. 116. Minnesota Statutes 2022, section 473.3995, is amended to read:

99.2 **473.3995 LIGHT RAIL TRANSIT; DESIGN-BUILD METHOD.**

99.3 (a) A responsible authority may use a design-build method of project development and
 99.4 construction for light rail transit. Notwithstanding any law to the contrary, a responsible
 99.5 authority may award a design-build contract on the basis of requests for proposals or requests
 99.6 for qualifications without bids. "Design-build method of project development and
 99.7 construction" means a project delivery system in which a single contractor is responsible
 99.8 for both the design and construction of the project and bids the design and construction
 99.9 together.

99.10 (b) If a responsible authority utilizes a design-build method of project development and
 99.11 construction for light rail transit, the requirements and procedures in sections 161.3410 to
 99.12 161.3426 apply to the procurement, subject to the following conditions and exceptions:

99.13 ~~(1) if the Metropolitan Council is the responsible authority for a particular light rail~~
 99.14 ~~transit project, when used in sections 161.3410 to 161.3426, (i) the terms "commissioner,"~~
 99.15 ~~"Minnesota Department of Transportation," "department," "state agencies," and "road~~
 99.16 ~~authority" refer to the Metropolitan Council, and (ii) the term "state" refers to the~~
 99.17 ~~Metropolitan Council except in references to state law or in references to the state as a~~
 99.18 ~~geographical location;~~

99.19 ~~(2)~~ (1) the provisions of section 161.3412, subdivisions 3 and 4, are not applicable to
 99.20 the procurement; and

99.21 ~~(3)~~ (2) if any federal funds are used in developing or constructing the light rail transit
 99.22 project, any provisions in sections 161.3410 to 161.3426 that are inconsistent with, or
 99.23 prohibited by, any federal law, regulation, or other requirement are not applicable to the
 99.24 procurement.

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

99.27 Sec. 117. Minnesota Statutes 2022, section 473.3997, is amended to read:

99.28 **473.3997 FEDERAL FUNDING; LIGHT RAIL TRANSIT.**

99.29 (a) Upon completion of the alternatives analysis and draft environmental impact statement,
 99.30 and selection of the locally preferred alternative, for each light rail transit facility, the
 99.31 responsible authority may prepare an application for federal assistance for the light rail
 99.32 transit facility. ~~If the commissioner is the responsible authority,~~ The application must be

100.1 reviewed and approved by the Metropolitan Council before it is submitted by the
100.2 commissioner. In reviewing the application the council must consider the operating cost
100.3 estimate developed under section 473.3994, subdivision 9.

100.4 (b) Except for the designated responsible authority for a particular light rail transit
100.5 facility, no political subdivision in the metropolitan area may on its own apply for federal
100.6 assistance for light rail transit planning or construction.

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

100.9 Sec. 118. Minnesota Statutes 2022, section 473.405, subdivision 4, is amended to read:

100.10 Subd. 4. **Transit systems.** Except as provided by sections 174.46 and 473.3993 to
100.11 473.3997, the council may engineer, construct, equip, and operate transit and paratransit
100.12 systems, projects, or any parts thereof, including road lanes or rights-of-way, terminal
100.13 facilities, maintenance and garage facilities, ramps, parking areas, and any other facilities
100.14 useful for or related to any public transit or paratransit system or project. The council may
100.15 sell or lease naming rights with regard to light rail transit stations and apply revenues from
100.16 sales or leases to light rail transit operating costs.

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

100.19 Sec. 119. Minnesota Statutes 2023 Supplement, section 473.4465, subdivision 4, is amended
100.20 to read:

100.21 Subd. 4. **Use of funds; metropolitan counties; reporting.** (a) A metropolitan county
100.22 must use revenue from the regional transportation sales and use tax under section 297A.9915
100.23 in conformance with the requirements under section 174.49, subdivision 6.

100.24 (b) By February 15 of each even-numbered year, a metropolitan county must submit a
100.25 report to the chairs, ranking minority members, and staff of the legislative committees with
100.26 jurisdiction over transportation policy and finance on the use of funds received under section
100.27 297A.9915. This report must be submitted in conjunction with the report required under
100.28 section 297A.993, subdivision 2a. At a minimum, the report must include:

100.29 (1) actual sales tax collections allocated to the county over the previous five calendar
100.30 years;

100.31 (2) an estimation of the total sales tax revenue that is estimated to be allocated to the
100.32 county in the current year and for the next ten calendar years; and

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

101.3 (i) the amount of sales tax revenue expended or proposed to be expended for each of
101.4 the allowable uses under section 174.49, subdivision 6;

101.5 (ii) completed, current, planned, and eligible projects or programs for each category
101.6 under item (i); and

101.7 (iii) an estimated balance of unspent or undesignated regional transportation sales and
101.8 use tax revenue.

101.9 Sec. 120. Minnesota Statutes 2022, section 473.4485, is amended by adding a subdivision
101.10 to read:

101.11 Subd. 3. **Bus rapid transit project scope; infrastructure.** (a) The Metropolitan Council
101.12 must design, construct, and fully scope and fund the following elements with all bus rapid
101.13 transit projects that begin preliminary engineering on or after October 1, 2024:

101.14 (1) sidewalk curb ramps and pedestrian signals, meeting the most current Americans
101.15 with Disabilities Act standards as of the time of engineering completion, at four intersection
101.16 quadrants of the intersection at a bus rapid transit station not currently compliant with the
101.17 standards and not otherwise included in a programmed and colocated roadway reconstruction
101.18 project; and

101.19 (2) transit priority infrastructure, including but not limited to red transit pavement marking
101.20 and traffic signal modifications, where feasible, to improve speed and efficiency of transit
101.21 service.

101.22 (b) Intersections impacted by the standards under paragraph (a) must include infrastructure
101.23 serving the bus rapid transit station from the opposite side of a street. The standards must
101.24 exclude locations already compliant with current Americans with Disabilities Act standards
101.25 as of the time of engineering completion and those locations included in a programmed and
101.26 colocated roadway reconstruction project.

101.27 Sec. 121. Minnesota Statutes 2022, section 473.452, is amended to read:

101.28 **473.452 TRANSIT OPERATING RESERVES; REPORT.**

101.29 (a) By ~~February~~ November 1 each year, each replacement service provider under section
101.30 473.388 must report to the council its projected total operating expenses for the current

102.1 ~~calendar~~ state fiscal year and its projected operating reserve fund balance as of the previous
102.2 ~~December~~ July 31.

102.3 (b) By ~~March~~ December 1 each year, the council must submit a report to the chairs ~~and,~~
102.4 ranking minority members, and staff of the legislative committees with jurisdiction over
102.5 transportation policy and finance. The report must include:

102.6 (1) the information from each provider received under paragraph (a); and

102.7 (2) the council's projected total operating expenses for the current ~~calendar~~ state fiscal
102.8 year and its projected operating reserve fund balance as of the previous ~~December~~ July 31.

102.9 (c) For the purpose of this section, "staff" means those employees who are identified in
102.10 any of the following roles for the legislative committees: committee administrator, committee
102.11 legislative assistant, caucus research, fiscal analysis, counsel, or nonpartisan research.

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

102.15 Sec. 122. Laws 2023, chapter 68, article 4, section 108, is amended to read:

102.16 Sec. 108. **ADDITIONAL DEPUTY REGISTRAR OF MOTOR VEHICLES FOR**
102.17 **RAMSEY COUNTY.**

102.18 Notwithstanding Minnesota Statutes, ~~section~~ sections 168.33 and 171.061, and rules
102.19 adopted by the commissioner of public safety limiting sites for the office of deputy registrar
102.20 or driver's license agent based on either the distance to an existing deputy registrar or driver's
102.21 license agent office or the annual volume of transactions processed by any deputy registrar
102.22 or driver's license agent within Ramsey County before or after the proposed appointment,
102.23 the commissioner of public safety must appoint a new private deputy registrar of motor
102.24 vehicles and driver's license agent to operate a new full-service office ~~of deputy registrar,~~
102.25 with full authority to function as a registration and motor vehicle tax collection bureau or
102.26 driver's license agent bureau, at or in the vicinity of the Hmong Village shopping center at
102.27 1001 Johnson Parkway in the city of St. Paul. The addition of a driver's license agent
102.28 establishes the location as a full-service office with full authority to function as a registration
102.29 and motor vehicle tax collection and driver's license bureau. All other provisions regarding
102.30 the appointment and operation of a deputy registrar of motor vehicles and driver's license
102.31 agent under Minnesota Statutes, ~~section~~ sections 168.33 and 171.061, and Minnesota Rules,
102.32 ~~chapter~~ chapters 7404 and 7406, apply to the office.

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

103.2 Sec. 123. **ANTIDISPLACEMENT COMMUNITY PROSPERITY PROGRAM**
103.3 **BOARD.**

103.4 Subdivision 1. **Creation.** (a) The Antidisplacement Community Prosperity Program
103.5 Board is established to implement the requirements of section 125. The board consists of
103.6 the following members:

103.7 (1) two Hennepin County commissioners or appointed officials representing Hennepin
103.8 County, appointed by the governor;

103.9 (2) two elected or appointed officials representing the city of Minneapolis, appointed
103.10 by the governor;

103.11 (3) one elected or appointed official representing the city of Robbinsdale, appointed by
103.12 the governor;

103.13 (4) one elected or appointed official representing the city of Crystal, appointed by the
103.14 governor;

103.15 (5) one elected or appointed official representing the city of Brooklyn Park, appointed
103.16 by the governor;

103.17 (6) two representatives appointed by the Blue Line Coalition;

103.18 (7) one representative appointed by the Blue Line Extension Community Advisory
103.19 Committee;

103.20 (8) one representative appointed by the Blue Line Extension Business Advisory
103.21 Committee;

103.22 (9) two representatives who live in the corridor and represent either the community or
103.23 a philanthropic organization, appointed by the senate majority leader; and

103.24 (10) two representatives who live in the corridor and represent either the community or
103.25 a philanthropic organization, appointed by the speaker of the house of representatives.

103.26 (b) Appointments to the board must be completed by July 1, 2024. Terms and vacancies
103.27 for members of the board are as specified in Minnesota Statutes, section 15.0575.

103.28 Subd. 2. **Chair; other officers.** The chair of the Metropolitan Council, or their designee,
103.29 is responsible for chairing the first meeting of the board. The board must elect from among
103.30 its members a chair and vice-chair at the first meeting.

104.1 Subd. 3. **Duties.** (a) The board must establish an application process to review and
104.2 approve proposed expenditures for the antidisplacement community prosperity program.
104.3 An application for a proposed expenditure must receive approval from a majority of board
104.4 members. The board may request information on financial disclosures from any entity or
104.5 individual seeking program expenditure funds under section 125 including a complete
104.6 independent financial audit of the entity.

104.7 (b) The application process must evaluate proposed expenditures to determine whether
104.8 the expenditure is for a qualifying purpose under section 125 subdivision 2, whether an
104.9 equal amount of funds have been secured from nonstate sources as required in section 125
104.10 and whether the expenditure benefits the people along the Blue Line light rail transit extension
104.11 corridor.

104.12 (c) The Metropolitan Council and state and metropolitan agencies must cooperate with
104.13 the board and provide information on the Blue Line light rail transit extension project in a
104.14 timely manner to assist the board in conducting its business and reviewing applications for
104.15 program expenditures.

104.16 Subd. 4. **Expiration.** The Antidisplacement Community Prosperity Program Board
104.17 expires on June 30, 2030.

104.18 Subd. 5. **Administration.** (a) By August 1, 2024, the board must be convened and meet
104.19 a minimum of three time. On or after January 1, 2025, the board must meet at least quarterly
104.20 to consider, review, and approve proposed expenditures.

104.21 (b) Appointments to the board must not include a member of the legislature.

104.22 Subd. 6. **Rulemaking.** The board may adopt rules to carry out the requirements of section
104.23 125 and as needed to review, approve, and facilitate applications for program expenditures.

104.24 Subd. 7. **Compensation.** Board member compensation and reimbursement for expenses
104.25 are governed by Minnesota Statutes, section 15.0575, subdivision 3.

104.26 Subd. 8. **Administrative support; staff.** Hennepin County must provide meeting space,
104.27 administrative support, and staff support for the board. The board must hold its meetings
104.28 within one mile of the Blue Line light rail transit extension project corridor.

104.29 Subd. 9. **Open meeting law.** Meetings of the board are subject to Minnesota Statutes,
104.30 chapter 13D.

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

105.1 **Sec. 124. AUTONOMOUS MOWERS RESEARCH AND DEVELOPMENT.**

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

105.4 (b) "Autonomous mower" means a robotic or automated device designed, programmed,
105.5 and operated to cut grass or vegetation with programming or predefined routes to minimize
105.6 the need for manual assistance or intervention.

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

105.8 (d) "Project" means the autonomous ditch mowing pilot project authorized by this section.

105.9 **Subd. 2. Research and development authorized.** (a) The commissioner must research
105.10 the use of robotics and automation for mowing and vegetation management at rest areas,
105.11 highway rights-of-way including ditches, shoulders, or other varied terrain, or other property
105.12 owned by the Department of Transportation. The research must explore whether other states
105.13 or governmental entities utilize autonomous mowing technology for mowing or vegetation
105.14 management to determine whether such a system could operate in Minnesota for mowing
105.15 at rest areas, at or alongside roadways or highways, or for other vegetation management
105.16 activities at property owned by the commissioner. The research conducted under this
105.17 paragraph may be utilized for any autonomous mowing pilot project established by the
105.18 commissioner.

105.19 (b) The commissioner must research the current and potential commercial availability
105.20 of autonomous mowing products used by public or private entities for applications that
105.21 include but are not limited to rest area mowing, highway right-of-way ditch mowing,
105.22 vegetation management, or other agricultural applications. The research conducted under
105.23 this section must analyze different configurations and types of autonomous mowers, including
105.24 mowers that require different levels of human intervention, to research for future statewide
105.25 deployment at rest areas, at or along the trunk highway system, or on other property owned
105.26 by the commissioner. The research must analyze determine whether an autonomous mower
105.27 can operate safely in varied terrain, including ditches, and navigate obstacles, such as culvert
105.28 ends, guardrails, signposts, or other barriers, including unexpected debris that may be found
105.29 on or alongside a highway right-of-way.

105.30 **Subd. 3. Report.** (a) By February 15, 2025, the commissioner must submit a report to
105.31 the chairs, ranking minority members, and legislative staff of the legislative committees
105.32 with jurisdiction over transportation finance and policy on the results of autonomous mower
105.33 research authorized in subdivision 2. The report must include:

106.1 (1) information and analysis of other governmental agencies or private entities using
106.2 autonomous mowing operations;

106.3 (2) the commissioner's detailed plan for conducting a pilot project with autonomous
106.4 mowing technology once available at rest areas, at or alongside trunk highway rights-of-way
106.5 including ditches, shoulders, and other terrain, and other properties owned by the Department;

106.6 (3) the timeline and funding needed to conduct the autonomous mowing pilot project
106.7 established in clause (2);

106.8 (4) a cost benefit analysis of whether autonomous mowing technology can yield
106.9 productivity or efficiency gains in maintenance of department property compared to
106.10 traditional methods of mowing;

106.11 (5) an analysis of whether the operation of autonomous mowing technology by the
106.12 department would yield improvements compared to traditional mowing methods in worker
106.13 safety, congestion, environmental impact outcomes, cost savings, maintenance scheduling,
106.14 or any other factor deemed relevant by the commissioner; and

106.15 (6) an analysis of the costs and any other short-term or long-term challenges posed by
106.16 the pilot project or the future operation of autonomous mowing technology on property
106.17 owned by the commissioner.

106.18 (b) For purposes of this subdivision, "legislative staff" means those employees who are
106.19 identified in any of the following roles for the legislative committees: committee
106.20 administrator, committee legislative assistant, caucus research, fiscal analysis, counsel, or
106.21 nonpartisan research.

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

106.23 **Sec. 125. BLUE LINE LIGHT RAIL TRANSIT EXTENSION**
106.24 **ANTIDISPLACEMENT COMMUNITY PROSPERITY PROGRAM.**

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

106.27 (b) "Antidisplacement community prosperity program" or "program" means the program
106.28 established under subdivision 2.

106.29 (c) "Antidisplacement community prosperity program money" or "program money"
106.30 means the money allocated to the program from the state.

107.1 (d) "Blue Line light rail transit extension corridor" or "corridor" means the neighborhoods
107.2 and communities within one mile of the route selected for the Blue Line light rail transit
107.3 extension project.

107.4 Subd. 2. **Establishment.** The antidisplacement community prosperity program is
107.5 established to preserve and enhance affordable housing, small business support, job training
107.6 and placement, and economic vitality and to benefit the people and sense of community
107.7 along the Blue Line light rail transit extension corridor. Proposed program expenditures are
107.8 reviewed and approved by the Antidisplacement Community Prosperity Program Board
107.9 under section 2.

107.10 Subd. 3. **Qualifying purposes.** Program money must only be expended for the following
107.11 purposes:

107.12 (1) affordable housing to support:

107.13 (i) existing residents staying in place along the project corridor; and

107.14 (ii) development, preservation, and access to safe affordable housing and house choice;

107.15 (2) small business and community ownership support to:

107.16 (i) incentivize community institutions, businesses, and community members to own
107.17 property along the corridor and preserve cultural heritage;

107.18 (ii) connect business owners, community institutions, and community members in the
107.19 corridor to other commercial nodes;

107.20 (iii) improve the business climate before, during, and after construction in the corridor;

107.21 (iv) prioritize the development of spaces for small businesses;

107.22 (v) support opportunities for existing businesses to stay in place and feel supported; and

107.23 (vi) create opportunities for further community ownership in the corridor while preserving
107.24 existing levels of ownership;

107.25 (3) public space infrastructure enhancements to:

107.26 (i) improve infrastructure around the project and corridor;

107.27 (ii) enhance community connections to the corridor; and

107.28 (iii) preserve cultural heritage in the corridor; and

107.29 (4) job training and placement to increase corridor resident participation in the Blue
107.30 Line transit extension project and program initiatives.

108.1 Subd. 4. **Program governance.** Expenditures funded under this section must be reviewed
108.2 and approved by the Antidisplacement Community Prosperity Program Board established
108.3 in section 2. The board's review must determine whether a prospective expenditure is for a
108.4 qualifying purpose as provided in subdivision 3. The board must not approve an expenditure
108.5 for any purpose unless the purpose has received an equal amount of funding from nonstate
108.6 sources, including federal, local, Metropolitan Council, or philanthropic funding. The board
108.7 is responsible for administering the program expenditure to the approved entity or individual.

108.8 Subd. 5. **Report.** By February 1 of each year, the Antidisplacement Community
108.9 Prosperity Program Board must submit a report to the chairs, ranking minority members,
108.10 and staff of the legislative committees with jurisdiction over transportation finance and
108.11 policy. At a minimum, the report must include a summary of antidisplacement community
108.12 programming; a complete fiscal review of all expenditures, including a report on expenditures
108.13 not approved by the board; and an analysis of programming impacts and outcomes.

108.14 Subd. 6. **Expiration.** The antidisplacement community prosperity program expires on
108.15 June 30, 2030.

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

108.17 Sec. 126. **COMMERCIAL DRIVER WORKFORCE STUDY REQUIRED.**

108.18 (a) The commissioners of public safety and transportation must jointly conduct a study
108.19 to address commercial driver shortages in transportation and transit sectors and propose
108.20 recommendations to address the challenges posed by driver shortages and the attrition rate
108.21 of commercial vehicle drivers in Minnesota. The study must comprehensively examine
108.22 challenges in test access, workforce development, driver compensation and retention, training
108.23 and certification offered by postsecondary institutions, and how each of those challenges
108.24 may be addressed by the legislature or other state regulatory action.

108.25 (b) In conducting the study, the commissioners must consult with stakeholders involved
108.26 in the training, certification, licensing, development, and education of commercial drivers,
108.27 including but not limited to representatives from trucking companies, freight and logistics
108.28 companies, transit and bus operators, labor unions representing commercial motor vehicle
108.29 drivers, public and private commercial driver's license testing providers and behind-the-wheel
108.30 instructors, or any other entity that may assist the commissioners in conducting the study.
108.31 Stakeholders must assist the commissioners in identifying key issues or policies that warrant
108.32 further examination, address or clarify competing claims across industries, provide analysis
108.33 on the reasons behind an operator shortage in Minnesota, and identify ways to increase
108.34 access, participation, and retention in commercial driving operations.

109.1 (c) The commissioners must also consult with the Department of Labor and Industry,
109.2 the Department of Commerce, the Department of Employment and Economic Development,
109.3 Metro Transit, the Center for Transportation Studies at the University of Minnesota, and
109.4 the Board of Trustees of the State Colleges and Universities of Minnesota, in conducting
109.5 the study and developing the report to the legislature.

109.6 (d) The commissioners must convene an initial meeting with stakeholders and
109.7 representatives from the agencies specified in paragraph (c) by July 15, 2024, to prepare
109.8 for the study, identify areas of examination, and establish a solicitation process for public
109.9 comment on the report. The public notification process required under this section must
109.10 attempt to solicit participation from the public on commercial driver shortage and workforce
109.11 issues and include those comments in the report required under paragraph (f). The
109.12 commissioners must convene at least six meetings before publication of the report.

109.13 (e) The commissioner of transportation is responsible for providing meeting space and
109.14 administrative services for meetings with stakeholders in developing the report required
109.15 under this section. Public members of the working group serve without compensation or
109.16 payment of expenses. The commissioner of transportation must host the public notification,
109.17 participation, and comment requirements under paragraph (d) on its website and utilize the
109.18 information in preparing the study.

109.19 (f) By February 15, 2025, the commissioners must submit the results of the study,
109.20 stakeholder and public comments, and recommended legislative changes to the chairs,
109.21 ranking minority members, and staff of the legislative committees with jurisdiction over
109.22 transportation finance and policy.

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

109.24 Sec. 127. **DEPUTY REGISTRAR AND DRIVER'S LICENSE AGENT LOCATIONS**
109.25 **OPEN BIDDING STUDY REQUIRED.**

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

109.28 (b) "Commissioner" means the commissioner of public safety.

109.29 (c) "Deputy registrar" means a public or private deputy registrar appointed by the
109.30 commissioner under Minnesota Statutes, section 168.33.

109.31 (d) "Driver's license agent" means a public or private driver's license agent appointed
109.32 by the commissioner under Minnesota Statutes, section 171.061.

110.1 Subd. 2. **Study required.** The commissioner must conduct a driver's license agent and
110.2 deputy registrar open bidding process study. The study must evaluate and analyze the
110.3 appointment process for a replacement deputy registrar or driver's license agent when an
110.4 appointed deputy registrar or driver's license agent closes their approved office location. At
110.5 a minimum, the study must evaluate the requirements established in Minnesota Statutes,
110.6 sections 168.33, subdivision 8b, and 171.061, subdivision 5a, and must include:

110.7 (1) the commissioner's proposal for administering and enforcing an open bidding process
110.8 to select a replacement deputy registrar or driver's license agent at an existing approved
110.9 location;

110.10 (2) recommended legislation to establish, implement, administer, and enforce an open
110.11 bidding process and its requirements in statute rather than the commissioner using rulemaking
110.12 to create the process;

110.13 (3) an analysis of how the open bid proposal would interact with the commissioner's
110.14 existing rules on deputy registrar and driver's license agent office locations and propose
110.15 recommendations to reconcile any issues;

110.16 (4) the effect of an open bidding process on service outcomes, financial sustainability,
110.17 and needed financial assistance for deputy registrars and driver's license agents;

110.18 (5) how an open bidding process would initiate business development for persons who
110.19 are seeking appointment as a deputy registrar or driver's license agent;

110.20 (6) the expected fiscal impact for creating and administering an open bidding process;

110.21 (7) evaluate and make recommendations on the impact of implementing an open bidding
110.22 process on existing deputy registrar and driver's license agent locations; and

110.23 (8) solicit feedback from existing deputy registrars and driver's license agents on the
110.24 commissioner's proposal.

110.25 Subd. 3. **Report.** By February 1, 2025, the commissioner must complete the study and
110.26 submit it to the chairs, ranking minority members, and staff of the legislative committees
110.27 with jurisdiction over transportation finance and policy. The study must include proposed
110.28 legislation to establish and implement the open bidding process required in Minnesota
110.29 Statutes, sections 168.33, subdivision 8b, and 171.061, subdivision 5a.

111.1 Sec. 128. **DRIVER AND VEHICLE SERVICES; MATERIALS IN A LANGUAGE**
111.2 **OTHER THAN ENGLISH.**

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

111.5 (b) "Commissioner" means the commissioner of public safety.

111.6 (c) "Deputy registrar" means a public or private deputy registrar appointed by the
111.7 commissioner of public safety under Minnesota Statutes, section 168.33.

111.8 (d) "Driver's license agent" means a public or private driver's license agent appointed
111.9 by the commissioner of public safety under Minnesota Statutes, section 171.06.

111.10 (e) "Equivalent materials" means written materials such as forms, applications,
111.11 questionnaires, letters, or notices that are used to ask or order a person to provide information
111.12 or to give a person information on provisions relevant to a person's rights, duties, or privileges
111.13 under Minnesota Statutes, chapters 168, 168A, and 171 offered in a qualifying language.

111.14 (f) "Qualifying language" means a language not in English and must include Spanish,
111.15 Hmong, Somali, Karen, Russian, Vietnamese, and any other language used by significant
111.16 populations within Minnesota as determined in subdivision 2.

111.17 (g) "Substantial number" means 20 percent of the total number of transactions or office
111.18 visits at a given deputy registrar or driver's license agent location.

111.19 Subd. 2. **Offering of translated materials required.** (a) The commissioner must produce
111.20 equivalent materials for distribution and use by a deputy registrar or driver's license agent
111.21 to a non-English speaking person seeking the service of a deputy registrar or driver's license
111.22 agent. The commissioner must translate materials in English into a qualifying language and
111.23 prioritize translation of material that is distributed most frequently to the public.

111.24 (b) The commissioner, in consultation with the commissioner of administration, must
111.25 determine whether a location of an appointed deputy registrar or driver's license agent serves
111.26 a substantial number of non-English speaking people and whether the non-English speaking
111.27 population has access to equivalent materials in a qualifying language. If the commissioner
111.28 determines a location serves a substantial number of non-English speaking people, the
111.29 commissioner must notify the location and provide the equivalent material in all qualifying
111.30 languages to the deputy registrar or driver's license agent free of charge. If the commissioner
111.31 determines a location serves a substantial number of non-English speaking people, but the
111.32 language spoken is not a qualifying language, the commissioner must produce equivalent

112.1 materials for distribution and use by the location in the nonqualifying language within 30
112.2 days of its determination.

112.3 (c) The commissioner must consult with the Minnesota Council on Latino Affairs, the
112.4 Minnesota Council on Asian Pacific Minnesotans, the Council for Minnesotans of African
112.5 Heritage and other groups representing other non-English speaking people, on the extent
112.6 of services offered by a deputy registrar or driver's license agent location and whether there
112.7 is need for equivalent materials at that location. The commissioner must periodically consult
112.8 with the organizations specified in this paragraph to determine whether:

112.9 (1) equivalent materials are required in new, nonqualifying additional languages spoken
112.10 by populations within Minnesota; and

112.11 (2) existing deputy registrar or driver's license agent locations are meeting the needs of
112.12 non-English speaking populations in qualifying and nonqualifying languages.

112.13 (d) If a non-English speaking person seeks the services of a deputy registrar or driver's
112.14 license agent but the language spoken by the person is not determined to be a qualifying
112.15 language, the deputy registrar or driver's license agent must determine whether the
112.16 Department of Public Safety has produced those materials in the language spoken by the
112.17 person. If the materials are not yet available, the Division of Driver and Vehicle Services
112.18 must be notified and provide the equivalent materials in the new language within 30 days.
112.19 The equivalent materials must be provided free of charge to the requester.

112.20 (e) If the commissioner determines that equivalent materials are required in a new
112.21 language, the commissioner must notify the groups specified in paragraph (c) and provide
112.22 notice to deputy registrars and driver's license agents of the availability of equivalent
112.23 materials. The commissioner, in consultation with the commissioner of administration, must
112.24 establish administrative support procedures for assisting deputy registrars and driver's license
112.25 agents with requests for equivalent materials in a qualifying or nonqualifying language.

112.26 Subd. 3. **Report required.** By February 1, 2026, the commissioner of public safety must
112.27 submit a report to the chairs, ranking minority members, and staff of the legislative
112.28 committees with jurisdiction over transportation policy and finance. The report must detail
112.29 the Division of Driver and Vehicle Services's efforts to implement the requirements of this
112.30 section and must include the following:

112.31 (1) the locations of deputy registrars and driver's license agents who serve a substantial
112.32 number of non-English speaking people on a yearly basis;

- 113.1 (2) the different languages requested at locations serving a substantial number of
113.2 non-English speaking people;
- 113.3 (3) how many requests for equivalent materials in languages other than English were
113.4 made but not at locations that serve a substantial number of non-English speaking people
113.5 on a yearly basis;
- 113.6 (4) the expenditures used on producing equivalent materials in languages other than
113.7 English;
- 113.8 (5) any recommended legislative changes needed to produce equivalent materials in
113.9 languages other than English statewide;
- 113.10 (6) any information or feedback from deputy registrars and driver's license agents; and
- 113.11 (7) any information or feedback from persons who requested equivalent materials under
113.12 this section.

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

113.14 Sec. 129. **ELECTRIC-ASSISTED BICYCLE YOUTH OPERATION; STUDY**
113.15 **REQUIRED.**

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

113.18 (b) "Active transportation advisory committee" is the committee established in Minnesota
113.19 Statutes, section 174.375.

113.20 (c) "Advisory Council on Traffic Safety" is the advisory council established in Minnesota
113.21 Statutes, section 4.076.

113.22 (d) "Commissioners" means the commissioner of public safety and the commissioner
113.23 of transportation.

113.24 (e) "Electric-assisted bicycle" has the meaning given in Minnesota Statutes, section
113.25 169.011, subdivision 27.

113.26 Subd. 2. **Electric-assisted bicycles study.** (a) The commissioners must conduct a study
113.27 and develop recommendations on the operation of electric-assisted bicycles by persons
113.28 under the age of 18 to increase the safety of riders, other cyclists, and all other users of
113.29 active transportation infrastructure. The commissioners must conduct the study jointly with
113.30 the active transportation advisory committee and the Advisory Council on Traffic Safety.

114.1 (b) The study required under paragraph (a) must address and analyze the following
114.2 topics:

114.3 (1) identify barriers for safe operation of electric-assisted bicycles by those under the
114.4 age of 18;

114.5 (2) evaluate existing legal authority for strategies, practices, and methods to reduce the
114.6 availability of modifications to the electric motor of electric-assisted bicycles;

114.7 (3) make recommendations on changes to state law to improve electric-assisted bicycle
114.8 safety on roads, trails, and other areas where safe operation of electric-assisted bicycles is
114.9 needed; and

114.10 (4) propose educational and public awareness campaigns to educate the public about
114.11 electric-assisted bicycles, promote their safe operation, and raise awareness of their unique
114.12 characteristics when operating on roadways.

114.13 (c) In conducting the study with the Advisory Council on Traffic Safety and the active
114.14 transportation advisory committee, the commissioners must consult with interested
114.15 stakeholders, including but not limited to:

114.16 (1) active transportation and bicycling advocates;

114.17 (2) local elected officials;

114.18 (3) retailers and manufacturers of electric-assisted bicycles;

114.19 (4) the Department of Natural Resources;

114.20 (5) the Department of Commerce;

114.21 (6) E-12 educators with experience in active transportation safety training;

114.22 (7) medical professionals and emergency medical technicians;

114.23 (8) the State Patrol and local law enforcement; and

114.24 (9) consumer protection advocates.

114.25 Subd. 3. **Report.** (a) By February 1, 2026, the commissioners must submit the study
114.26 conducted under this section to the chairs, ranking minority members, and staff of the
114.27 legislative committees having jurisdiction over transportation finance and policy.

114.28 (b) For purposes of this subdivision, "staff" means those employees who are identified
114.29 in any of the following roles for the legislative committees: committee administrator,
114.30 committee legislative assistant, caucus research, fiscal analysis, counsel, or nonpartisan
114.31 research.

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

115.2 Sec. 130. **PUBLIC EDUCATION CAMPAIGN; MOTORCYCLE OPERATIONS.**

115.3 The commissioner of public safety must implement a statewide public education campaign
115.4 to alert drivers and the public on how motorcycles may safely pass a vehicle within the
115.5 same lane or between parallel lanes. The information must be consistent with the requirements
115.6 of Minnesota Statutes, section 169.974, subdivision 5.

115.7 Sec. 131. **REPORT; DRIVER AND VEHICLE SERVICES MAIL AND ONLINE**
115.8 **SERVICES EXPANSION.**

115.9 (a) By February 15, 2025, the commissioner of public safety must report to the chairs,
115.10 ranking minority members, and staff of the legislative committees with jurisdiction over
115.11 transportation finance and policy on expanding online and mail services for Minnesota
115.12 drivers' licenses and identification cards. The report must:

115.13 (1) analyze the online application process established in Minnesota Statutes, section
115.14 171.06, subdivision 7a;

115.15 (2) evaluate whether to merge the online application process with the remote application
115.16 process provided in Minnesota Statutes, section 171.06, subdivision 7;

115.17 (3) analyze other services offered by the Division of Driver and Vehicle Services and
115.18 the Department of Public Safety to determine where and how to offer temporary mailing
115.19 address services for Minnesota residents similar to the temporary mailing address for a
115.20 driver's license or identification card application provided in Minnesota Statutes, section
115.21 171.06, subdivision 3;

115.22 (4) identify performance and service standards for the online renewal application process
115.23 for REAL ID-compliant and noncompliant driver's licenses and identification cards;

115.24 (5) identify how the department utilized its website to assist the public with the online
115.25 renewal application process or the use of a temporary mailing address, and must detail the
115.26 department's efforts required in Minnesota Statutes, section 171.06, subdivision 3, paragraph
115.27 (g) and subdivision 7a, paragraph (e);

115.28 (5) evaluate the photograph requirements for online renewal applications established in
115.29 Minnesota Statutes, section 171.06, subdivision 7a, and make recommendations on the
115.30 procedures needed to permit an applicant to submit by mail or online application a photograph
115.31 to the department that meets the requirements of Minnesota Statutes, sections 171.07 and
115.32 171.071, and Minnesota Rules, part 7410.1810, subpart 1;

116.1 (6) evaluate the vision examination requirements for online driver's license applications
116.2 established in Minnesota Statutes, sections 171.06, subdivision 7a, and 171.13, and make
116.3 recommendations on improvements to the vision examination process, including information
116.4 on permitting applicants to submit a vision certificate for each application in lieu of a vision
116.5 test on site;

116.6 (7) analyze the impact of establishing online renewal for drivers' licenses and
116.7 identification cards on driver's license agents and full-service providers; and

116.8 (8) create and evaluate proposals to institute fee-sharing between the commissioner,
116.9 deputy registrars, and full-service providers as the department establishes additional online
116.10 and mail services, including but not limited to an evaluation of fee-sharing for all transactions,
116.11 online-only transactions, or enacting a new fee exclusively for the online renewal of drivers'
116.12 licenses or identification cards that would be shared between the commissioner, deputy
116.13 registrars, full-service providers, and driver's license agents.

116.14 (b) The report required in paragraph (a) must include recommendations to the legislature
116.15 on areas where it is appropriate to expand online services offered by the department and
116.16 how such an expansion would impact the quality of services and financial sustainability of
116.17 driver's license agents, deputy registrars, and full-service providers. The report must analyze
116.18 and review other states' offering online driver's license applications and renewals. For the
116.19 information required in paragraph (a), clause (5), the report must compare the process for
116.20 the issuance of a United States passport where a passport applicant may submit a secure
116.21 photo for use in the credential. For the information required in paragraph (a), clause (6),
116.22 the report must evaluate how other states address vision examination requirements for online
116.23 applications for a driver's license, and provide an analysis of the timeframe required for an
116.24 examination.

116.25 (c) For purposes of this subdivision, "legislative staff" means those employees who are
116.26 identified in any of the following roles for the legislative committees: committee
116.27 administrator, committee legislative assistant, caucus research, fiscal analysis, counsel, or
116.28 nonpartisan research.

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

116.30 Sec. 132. **REPORT; CLEAN TRANSPORTATION STANDARD STUDY.**

116.31 (a) The Center for Transportation Studies at the University of Minnesota must assess
116.32 and report on the overall economic and policy impacts of a clean transportation standard
116.33 for transportation fuels supplied to Minnesota. The clean transportation standard studied in

117.1 the report must reduce the aggregate carbon intensity of transportation fuels to at least 25
117.2 percent below the 2018 baseline level by 2030, by 75 percent by the end of 2040, and a goal
117.3 of 100 percent reduction by the end of 2050.

117.4 (b) At a minimum, the report must include:

117.5 (1) a comprehensive review of low carbon transportation fuel standards established in
117.6 other states and impacts of the standards after their implementation;

117.7 (2) an economic evaluation of legislative proposals of a proposed clean transportation
117.8 standard in Minnesota;

117.9 (3) an analysis of the expected per mile cost or cost savings for light-, medium-, and
117.10 heavy-duty vehicle fleets under a Minnesota clean transportation standard;

117.11 (4) evaluate strategies and mechanisms for adjusting the stringency of the aggregate
117.12 carbon intensity in response to potential oversupply or undersupply of clean transportation
117.13 fuels, including a review of cost containment and credit market adjustment mechanisms in
117.14 other states which implemented a clean transportation standard;

117.15 (5) compare a clean transportation standard with alternative strategies for funding
117.16 equitable vehicle electrification and reducing the aggregate carbon intensity of biofuels and
117.17 petroleum consistent with achieving statewide transportation greenhouse gas emissions
117.18 reductions of 25 percent below the 2018 baseline by the end of 2030 and by 75 percent by
117.19 the end of 2040;

117.20 (6) evaluate the interaction of a clean transportation standard with federal incentives,
117.21 including tax credits for sustainable aviation fuel, hydrogen, clean fuels, carbon capture
117.22 store and carbon capture utilization, and transportation electrification; and

117.23 (7) any other considerations or factors for a proposed clean transportation standard in
117.24 Minnesota, including an analysis of the appropriate enforcement authority and regulatory
117.25 role of the Department of Transportation.

117.26 (c) By January 15, 2025, the Center for Transportation Studies must report its findings
117.27 to the chairs, ranking minority members, and staff of the legislative committees with
117.28 jurisdiction over transportation finance and policy.

117.29 Sec. 133. **REPORT; PLAIN LANGUAGE IMPLEMENTATION.**

117.30 By February 1, 2026, the commissioner must submit a report to the chairs, ranking
117.31 minority members, and legislative staff including but not limited to counsel, fiscal analyst,
117.32 committee assistant, caucus research, and legislative assistants of the chairs and ranking

118.1 minority members of the committees having jurisdiction over transportation finance and
118.2 policy. The report must detail the implementation of plain language standards for the written
118.3 portion of the driver's knowledge examination required under Minnesota Statutes, section
118.4 171.13, subdivision 10, and include:

118.5 (1) a comprehensive analysis on the new written portion of the driver's knowledge
118.6 examination compared to its offerings in languages other than English;

118.7 (2) a report on the committee's consideration, adoption, and implementation of plain
118.8 language standards;

118.9 (3) whether the Division of Driver and Vehicle Services anticipates hiring and staffing
118.10 issues related to the implementation of plain language standards for future written
118.11 examinations;

118.12 (4) total expenditures on implementation of plain language standards;

118.13 (5) any recommended additions or modifications to the plain language standards to
118.14 improve reader comprehension; and

118.15 (6) feedback from driver's education programs, employees who administer written
118.16 examinations, the public, and English as a second language professionals.

118.17 Sec. 134. **SPECIAL LICENSE PLATE REVIEW COMMITTEE STUDY.**

118.18 (a) By February 15, 2025, the commissioner of public safety must conduct a
118.19 comprehensive study on the establishment of a standing committee in the Division of Driver
118.20 and Vehicle Services to review and approve proposals for special license plates in Minnesota.
118.21 The study must also evaluate potential improvements to the current statutory and legislative
118.22 process for approving specialty license plates, including removal and delegation of legislative
118.23 authority in the approval of new special license plates.

118.24 (b) The study required in paragraph (a) must:

118.25 (1) evaluate the feasibility and effectiveness of establishing a standing committee tasked
118.26 with reviewing and approving proposals for special license plates;

118.27 (2) propose criteria for a standing committee to evaluate each proposal based on criteria
118.28 such as public interest, community support, relevance to the purpose of special license
118.29 plates, and potential revenue generation;

118.30 (3) assess the current statutory process for approving special license plates, including
118.31 Minnesota Statutes, section 168.1293, and include suggested improvements to the statutory

119.1 language to improve transparency, accountability, and public input in the special license
119.2 plate process;

119.3 (4) analyze the roles and responsibilities of relevant stakeholders, including the legislature,
119.4 the Department of Public Safety, community organizations, or other interested parties
119.5 involved in the current approval, creation, and distribution of special license plates in
119.6 Minnesota;

119.7 (5) examine whether other states have adopted similar review committees for special
119.8 license plates;

119.9 (6) evaluate the potential costs or benefits to removing legislative authority to approve
119.10 special license plates, including a detailed analysis of fiscal considerations;

119.11 (7) evaluate whether the creation of a standing committee for review of special license
119.12 plates would have any impact on rules currently adopted and enforced by the commissioner,
119.13 including Minnesota Rules, part 7403.0500;

119.14 (8) evaluate whether the standing committee should be responsible for monitoring the
119.15 implementation and usage of approved special license plates and recommend any necessary
119.16 modifications or discontinuations;

119.17 (9) assess the required resources, staffing, and administrative support needed to establish
119.18 and maintain the standing committee; and

119.19 (10) provide any other recommendations to the potential improvement to the special
119.20 license plate process, including design, implementation, and public engagement.

119.21 (c) The commissioner must submit the results of the study to the chairs, ranking minority
119.22 members, and staff of the legislative committees having jurisdiction over transportation
119.23 finance and policy.

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

119.25 Sec. 135. **TRAFFIC ENGINEERING STUDIES AND INVESTIGATIONS.**

119.26 (a) Notwithstanding the requirements of the Minnesota Manual on Uniform Traffic
119.27 Control Devices established by the commissioner of transportation under Minnesota Statutes,
119.28 section 169.06, subdivision 2, by July 1, 2024, the commissioner must implement section
119.29 2B.21 of the Manual on Uniform Traffic Control Devices for Streets and Highways, 11th
119.30 Edition, as incorporated by the United States Department of Transportation, pertaining to
119.31 traffic engineering studies and investigations for establishing or reevaluating speed limits
119.32 within speed zones.

120.1 (b) This section expires upon adoption of relevant revisions to the Minnesota Manual
120.2 on Uniform Traffic Control Devices that pertain to traffic engineering studies and
120.3 investigations for speed zones. The commissioner must notify the revisor of statutes, whether
120.4 electronically or in writing, of the expiration.

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

120.6 Sec. 136. **TRAFFIC SAFETY CAMERA SYSTEMS; EVALUATION AND REPORT.**

120.7 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms and the
120.8 terms defined in Minnesota Statutes, section 169.147, subdivision 1, have the meanings
120.9 given.

120.10 (b) "Pilot program" means the work zone speed safety camera pilot program established
120.11 in section 20.

120.12 (c) "Traffic safety camera system" has the meaning given in Minnesota Statutes, section
120.13 169.011, subdivision 85a.

120.14 Subd. 2. **Independent evaluation.** (a) The commissioner must arrange for an independent
120.15 evaluation of traffic safety camera systems that includes analysis of (1) the pilot program,
120.16 and (2) any other traffic safety camera system implementation under Minnesota Statutes,
120.17 section 169.147.

120.18 (b) The evaluation must be performed outside the Departments of Transportation and
120.19 Public Safety by an entity with qualifying experience in traffic safety research. The evaluation
120.20 must include monitoring sites, including any sites established by an implementing authority,
120.21 as determined by the commissioner.

120.22 (c) The commissioner must establish an evaluation methodology that provides
120.23 standardized metrics and evaluation measures and enables valid statistical comparison across
120.24 monitoring sites.

120.25 (d) Each implementing authority under the pilot program and under Minnesota Statutes,
120.26 section 169.147, must follow the methodology established under paragraph (c) and must
120.27 provide information as necessary for the evaluation.

120.28 (e) At a minimum, the evaluation must:

120.29 (1) analyze the effectiveness of traffic safety camera systems in lowering travel speeds,
120.30 reducing speed differentials, reducing violations of traffic-control signals, and meeting any
120.31 other measures identified in the evaluation methodology;

121.1 (2) perform statistical analyses of traffic speeds, crashes, injuries, fatalities, and other
 121.2 measurable traffic incidents; and

121.3 (3) identify any changes in traffic congestion attributable to traffic safety camera systems.

121.4 (f) The commissioner must submit a copy of a preliminary evaluation by January 15,
 121.5 2029, and the final evaluation by December 31, 2029, to the chairs and ranking minority
 121.6 members of the legislative committees with jurisdiction over transportation policy and
 121.7 finance.

121.8 Subd. 3. **Legislative report.** By January 15, 2030, the commissioners must submit a
 121.9 report on traffic safety camera systems to the members of the legislative committees with
 121.10 jurisdiction over transportation policy and finance. At a minimum, the report must:

121.11 (1) provide a review of the pilot program;

121.12 (2) provide data on citations issued under the pilot program and under Minnesota Statutes,
 121.13 section 169.14, with breakouts by year and location;

121.14 (3) summarize the final results of the independent evaluation under subdivision 2;

121.15 (4) evaluate any disparities in impacts under the pilot program, including by income, by
 121.16 race, and in communities that are historically underrepresented in transportation planning;

121.17 (5) identify fiscal impacts of implementation of traffic safety camera systems; and

121.18 (6) make any recommendations regarding traffic safety camera implementation, including
 121.19 but not limited to any draft legislative proposal.

121.20 Sec. 137. **WORK ZONE SPEED SAFETY CAMERA PILOT PROGRAM.**

121.21 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms and the
 121.22 terms defined in Minnesota Statutes, section 169.147, subdivision 1, have the meanings
 121.23 given.

121.24 (b) "Pilot program" means the work zone speed safety camera pilot program established
 121.25 in this section.

121.26 (c) "Speed safety camera system" has the meaning given in Minnesota Statutes, section
 121.27 169.011, subdivision 77a.

121.28 Subd. 2. **Establishment.** The commissioner of transportation, in coordination with the
 121.29 commissioner of public safety, must implement a speed safety camera pilot program that
 121.30 provides for education and enforcement of speeding violations in conjunction with use of
 121.31 speed safety camera systems.

122.1 Subd. 3. **Requirements.** (a) The pilot program must meet the requirements under
122.2 Minnesota Statutes, section 169.147.

122.3 (b) The commissioner must establish monitoring sites on at least two trunk highway
122.4 work zone segments.

122.5 Subd. 4. **Schedule.** The commissioners must create an implementation schedule that
122.6 includes commencement by June 1, 2025, of the pilot program and camera-based speed
122.7 enforcement in trunk highway work zones.

122.8 Subd. 5. **Expiration.** This section expires June 30, 2030.

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

122.10 Sec. 138. **REVISOR INSTRUCTION.**

122.11 (a) The revisor of statutes must recodify Minnesota Statutes, section 169.21, subdivision
122.12 6, as Minnesota Statutes, section 171.0701, subdivision 1b. The revisor must correct any
122.13 cross-references made necessary by this recodification.

122.14 (b) The revisor of statutes must recodify Minnesota Statutes, section 473.3927,
122.15 subdivision 1, as Minnesota Statutes, section 473.3927, subdivision 1b. The revisor must
122.16 correct any cross-references made necessary by this recodification.

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

122.18 Sec. 139. **REPEALER.**

122.19 Minnesota Statutes 2022, section 430.01, subdivision 4, is repealed."

122.20 Amend the title accordingly