

1.1 Senator moves to amend S.F. No. 3988 as follows:

1.2 Delete everything after the enacting clause and insert:

1.3 **"ARTICLE 1**
1.4 **TRANSPORTATION FINANCE**

1.5 Section 1. Laws 2023, chapter 68, article 1, section 17, subdivision 17, is amended to
1.6 read:

1.7 Subd. 17. **Progress Parkway; Eveleth.** \$6,000,000 in fiscal year 2024 is appropriated
1.8 from the general fund to the commissioner of transportation for one or more grants to St.
1.9 Louis County for predesign, design, engineering, environmental analysis and mitigation,
1.10 land acquisition, construction, and reconstruction of Progress Parkway to provide for
1.11 intersection improvements and road realignment and extension from marked U.S. Highway
1.12 53 and St. Louis County State-Aid Highway 142 to marked Trunk Highway 37 and Station
1.13 44 Road in the city of Eveleth. This is a onetime appropriation and is available until June
1.14 30, ~~2027~~ 2030.

1.15 Sec. 2. Laws 2024, chapter 127, article 1, section 2, subdivision 5, is amended to read:

1.16 **Subd. 5. Agency Management**

1.17 **(a) Agency Services** -0- 243,000

1.18 This appropriation is from the general fund
1.19 for costs related to complete streets
1.20 implementation training under Minnesota
1.21 Statutes, section 174.75, subdivision 2a.

1.22 **(b) Buildings** -0- 32,650,000

1.23 \$20,100,000 in fiscal year 2025 is for the
1.24 transportation facilities capital improvement
1.25 program under Minnesota Statutes, section
1.26 174.595. This is a onetime appropriation and
1.27 is available until June 30, 2028.

1.28 \$7,750,000 in fiscal year 2025 is for land
1.29 acquisition, predesign, design, and
1.30 construction of expanded truck parking at Big
1.31 Spunk in Avon and Enfield Rest Areas and

2.1 for the rehabilitation or replacement of truck
 2.2 parking information management system
 2.3 equipment at Department of
 2.4 Transportation-owned parking rest area
 2.5 locations. This is a onetime appropriation and
 2.6 is available until June 30, 2028.

2.7 \$4,800,000 in fiscal year 2025 is for predesign,
 2.8 design, engineering, environmental analysis
 2.9 and remediation, acquisition of land or
 2.10 permanent easements, and construction of one
 2.11 or more truck parking safety projects for the
 2.12 trunk highway system. Each truck parking
 2.13 safety project must expand truck parking
 2.14 availability in proximity to a trunk highway
 2.15 and be located in the Department of
 2.16 Transportation metropolitan district. In
 2.17 developing each project, the commissioner
 2.18 must seek partnerships with local units of
 2.19 government, established truck stop businesses,
 2.20 or a combination. Partnership activities may
 2.21 include but are not limited to parking site
 2.22 identification and review, financial assistance,
 2.23 donation of land, and project development
 2.24 activities. This appropriation is available for
 2.25 the truck parking improvement program under
 2.26 Minnesota Statutes, section 174.68, for trunk
 2.27 highway projects that are located in the
 2.28 Department of Transportation metropolitan
 2.29 district. This is a onetime appropriation and
 2.30 is available until June 30, ~~2027~~ 2029.

2.31 Sec. 3. Laws 2025, First Special Session chapter 8, article 1, section 4, subdivision 3, is
 2.32 amended to read:

2.33 **Subd. 3. State Patrol**

2.34 **(a) Patrolling Highways** 147,013,000 148,960,000

3.1	Appropriations by Fund		
3.2		2026	2027
3.3	General	37,000	37,000
3.4	H.U.T.D.	92,000	92,000
3.5	Trunk Highway	146,884,000	148,831,000

3.6 \$1,045,000 in each year is from the trunk
 3.7 highway fund for recruitment and hiring
 3.8 initiatives. Of the base from the trunk highway
 3.9 fund, \$10,365,000 in each of fiscal years 2028
 3.10 and 2029 is for this purpose, which includes
 3.11 funding to conduct an additional annual
 3.12 trooper academy.

3.13 The base from the trunk highway fund is
 3.14 \$158,151,000 in each of fiscal years 2028 and
 3.15 2029.

3.16	(b) Commercial Vehicle Enforcement	18,861,000	18,861,000
3.17		<u>19,243,000</u>	<u>19,243,000</u>
3.18	(c) Capitol Security	<u>23,968,000</u>	<u>39,427,000</u>

3.19 This appropriation is from the general fund.
 3.20 \$210,000 in fiscal year 2026 and \$10,624,000
 3.21 in fiscal year 2027 are for security
 3.22 enhancements on the Capitol complex,
 3.23 including but not limited to equipment,
 3.24 staffing, and operations. The base for this
 3.25 purpose is \$2,709,000 in each of fiscal years
 3.26 2028 and 2029.

3.27 \$2,595,000 in fiscal year 2026 and \$9,560,000
 3.28 in fiscal year 2027 are for screening of
 3.29 individuals entering the State Capitol building.
 3.30 Of the amount in fiscal year 2027, \$2,433,000
 3.31 is available until June 30, 2030. The base for
 3.32 this purpose is \$7,775,000 in fiscal year 2028
 3.33 and \$5,684,000 in fiscal year 2029.

4.1 The base for the appropriation under this
 4.2 paragraph is \$29,727,000 in fiscal year 2028
 4.3 and \$27,636,000 in fiscal year 2029.

4.4 The commissioner must not:

4.5 (1) spend any money from the trunk highway
 4.6 fund for capitol security; or

4.7 (2) permanently transfer any state trooper from
 4.8 the patrolling highways activity to capitol
 4.9 security.

4.10 The commissioner must not transfer any
 4.11 money appropriated to the commissioner under
 4.12 this section:

4.13 (1) to capitol security; or

4.14 (2) from capitol security.

4.15 **(d) Vehicle Crimes Unit** 1,290,000 1,303,000

4.16 This appropriation is from the highway user
 4.17 tax distribution fund to investigate:

4.18 (1) registration tax and motor vehicle sales tax
 4.19 liabilities from individuals and businesses that
 4.20 currently do not pay all taxes owed; and

4.21 (2) illegal or improper activity related to the
 4.22 sale, transfer, titling, and registration of motor
 4.23 vehicles.

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

4.25 Sec. 4. Laws 2025, First Special Session chapter 8, article 1, section 4, subdivision 4, is
 4.26 amended to read:

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

4.28 **(a) Driver Services** 47,132,000
 4.29 47,665,000 47,259,000

5.1 This appropriation is from the driver and
 5.2 vehicle services operating account under
 5.3 Minnesota Statutes, section 299A.705.

5.4 \$317,000 in fiscal year 2026 is for rulemaking
 5.5 costs for the ignition interlock device program
 5.6 under Minnesota Statutes, section 171.306.

5.7 \$218,000 in fiscal year 2026 is for costs of
 5.8 adding work zone safety information into the
 5.9 driver's manual and written examination and
 5.10 related rulemaking.

5.11 \$141,000 in fiscal year 2027 is for costs of
 5.12 including an optional speech condition
 5.13 identifier on drivers' licenses and Minnesota
 5.14 identification cards. This is a onetime
 5.15 appropriation.

5.16 \$138,000 in fiscal year 2027 is for rulemaking
 5.17 costs related to requiring persons under 21 to
 5.18 complete a driver education course before
 5.19 obtaining a driver's license. This is a onetime
 5.20 appropriation and is available until June 30,
 5.21 2028.

5.22 \$3,000 in fiscal year 2027 is for updates to the
 5.23 driver's manual related to driver education age
 5.24 requirements. This is a onetime appropriation.

5.25 The base for this appropriation is \$46,977,000
 5.26 in each of fiscal years 2028 and 2029.

5.27		<u>32,179,000</u>	<u>32,179,000</u>
5.28	(b) Vehicle Services	<u>32,101,000</u>	<u>32,101,000</u>

5.29 This appropriation is from the driver and
 5.30 vehicle services operating account under
 5.31 Minnesota Statutes, section 299A.705.

5.32 \$2,500,000 in each year is for payments to
 5.33 deputy registrars under Minnesota Statutes,

6.1 section 168.33, subdivision 7a, and to driver's
6.2 license agents under Minnesota Statutes,
6.3 section 171.061, subdivision 4a.

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

6.5 **Sec. 5. ALLOCATION; METROPOLITAN COUNCIL; I-494 CORRIDOR**
6.6 **COMMISSION.**

6.7 Of the money allocated to the Metropolitan Council under Minnesota Statutes, section
6.8 473.4465, subdivision 2, paragraph (a), clause (2), the Metropolitan Council must provide
6.9 a grant of \$300,000 in fiscal year 2027 to the I-494 Corridor Commission. This section
6.10 applies notwithstanding provisions on the use of funds under Minnesota Statutes, section
6.11 473.4465, subdivision 2. Grant funds under this section are available for programming and
6.12 service expansion to assist companies and commuters with carpool, vanpool, bicycle
6.13 commuting, telework, and transit.

6.14 **Sec. 6. APPROPRIATION; ATTORNEY GENERAL.**

6.15 \$142,000 in fiscal year 2027 is appropriated from the general fund to the attorney general
6.16 to enforce the requirements of Minnesota Statutes, section 169.981.

6.17 **Sec. 7. APPROPRIATIONS; DEPARTMENT OF PUBLIC SAFETY.**

6.18 (a) \$..... in fiscal year 2027 is appropriated from the active transportation account in
6.19 the special revenue fund to the commissioner of public safety for the costs of the motorized
6.20 bicycle safety coordinator under Minnesota Statutes, section 169.2231.

6.21 (b) \$200,000 in fiscal year 2027 is appropriated from the active transportation account
6.22 in the special revenue fund to the commissioner of public safety for the public education
6.23 campaign on electric-assisted and motorized bicycle safety under article 2, section This
6.24 is a onetime appropriation.

6.25 (c) \$10,000 in fiscal year 2027 is appropriated from the driver and vehicle services
6.26 operating account in the special revenue fund to the commissioner of public safety for a
6.27 media campaign relating to the requirement for persons under 21 years of age to complete
6.28 a driver education course before obtaining a driver's license. This is a onetime appropriation.

7.1 Sec. 8. **APPROPRIATION; DEPARTMENT OF TRANSPORTATION; PASSENGER**
7.2 **RAIL.**

7.3 Subdivision 1. **Appropriation.** (a) \$250,000 in fiscal year 2027 is appropriated from
7.4 the rail service improvement account in the special revenue fund to the commissioner of
7.5 transportation for the following:

7.6 (1) intercity passenger rail projects in the Phase I corridors level identified in the 2015
7.7 update to the state rail plan under Minnesota Statutes, section 174.03, subdivision 1b;

7.8 (2) providing state matching funds for obtaining federal grants to complete the Step 2
7.9 service development plan under the Federal Railroad Administration's Corridor Identification
7.10 and Development Program;

7.11 (3) planning, development, and staffing costs for the required application in subdivision
7.12 2, paragraph (a), and completion of the Step 1 scoping requirements under subdivision 2,
7.13 paragraph (b); and

7.14 (4) grants to political subdivisions for planning and service development activities
7.15 consistent with the passenger rail implementation and policy established in the state rail
7.16 plan under Minnesota Statutes, section 174.03, subdivision 1b, including:

7.17 (i) project cost estimates;

7.18 (ii) alternatives analysis;

7.19 (iii) preliminary engineering;

7.20 (iv) environmental analysis;

7.21 (v) benefit cost; or

7.22 (vi) economic impact analysis.

7.23 (b) This is a onetime appropriation and is available until June 30, 2028. The appropriation
7.24 is only available for the Minnesota share of project costs.

7.25 Subd. 2. **Corridors; identification and development required.** (a) The commissioner
7.26 of transportation must apply to the Federal Railroad Administration's Corridor Identification
7.27 and Development Program established by the Infrastructure Investment and Jobs Act under
7.28 United States Code, title 49, section 25101(a), for planning and development of two intercity
7.29 passenger rail corridors with service originating in and extending beyond Minnesota. The
7.30 two routes include:

7.31 (1) extension of passenger rail service from St. Paul to Fargo, North Dakota; and

8.1 (2) establishment of new passenger rail service from St. Paul to Kansas City, Missouri,
8.2 that includes service to Northfield, Albert Lea, and Des Moines, Iowa.

8.3 (b) Upon successful application and award of development funds from the Federal
8.4 Railroad Administration for the routes developed in paragraph (a), the commissioner must
8.5 execute and complete all Step 1 scoping requirements under the Corridor Identification and
8.6 Development Program for both routes in paragraph (a).

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

8.8 Sec. 9. **TRANSFER.**

8.9 \$550,000 in fiscal year 2027 is transferred from the aircraft capital account under
8.10 Minnesota Statutes, section 360.024, subdivision 2, paragraph (b), to the air transportation
8.11 services account under Minnesota Statutes, section 360.024, subdivision 2, paragraph (a).
8.12 This is a onetime transfer.

8.13 **ARTICLE 2**

8.14 **TRANSPORTATION FINANCE AND POLICY**

8.15 Section 1. Minnesota Statutes 2024, section 161.14, is amended by adding a subdivision
8.16 to read:

8.17 Subd. 111. **Officer / Firefighter Gary L. Schroeder, Jr. Memorial Highway.** That
8.18 segment of marked Trunk Highway 58 within the city of Zumbrota is designated as "Officer
8.19 / Firefighter Gary L. Schroeder, Jr. Memorial Highway." Subject to section 161.139, the
8.20 commissioner must adopt a suitable design to mark this highway and erect appropriate signs.

8.21 Sec. 2. Minnesota Statutes 2024, section 165.01, subdivision 3, is amended to read:

8.22 Subd. 3. **Bridge.** "Bridge" is defined as a structure, including supports erected over a
8.23 depression or an obstruction, such as water, a highway, or a railway, having a track or
8.24 passageway for carrying traffic or other moving loads, and having an opening measured
8.25 horizontally along the center of the roadway of ten feet or more between undercopings of
8.26 abutments, between the spring line of arches, or between the extreme ends of openings for
8.27 multiple boxes. Bridge also includes multiple pipes where the clear distance between
8.28 openings is less than one-half of the smaller contiguous opening. This definition of a bridge
8.29 includes ~~only those railroad and pedestrian bridges over~~ structures carrying vehicular traffic
8.30 on a public highway or street. Structures carrying railroad, all-terrain vehicle, snowmobile,

9.1 or pedestrian traffic are included in this definition only if the structures cross over a public
9.2 highway or street.

9.3 Sec. 3. Minnesota Statutes 2024, section 165.01, is amended by adding a subdivision to
9.4 read:

9.5 Subd. 3a. **Bridge and Structure Inspection Program Manual (BSIPM).** "BSIPM"
9.6 means the Bridge and Structure Inspection Program Manual developed by the Department
9.7 of Transportation Bridge Office to outline inspection and inventory procedures for bridges
9.8 and tunnels in Minnesota.

9.9 Sec. 4. Minnesota Statutes 2024, section 165.01, is amended by adding a subdivision to
9.10 read:

9.11 Subd. 5. **National Tunnel Inspection Standards (NTIS).** "NTIS" means standards
9.12 established by the Federal Highway Administration in Code of Federal Regulations, title
9.13 23, part 650, subpart E, incorporated here by reference.

9.14 Sec. 5. Minnesota Statutes 2024, section 165.03, is amended to read:

9.15 **165.03 STRENGTH OF BRIDGE; INSPECTION AND LOAD RATING.**

9.16 ~~Subdivision 1. **Standards generally.** Each bridge, including a privately owned bridge,~~
9.17 ~~must conform to the strength, width, clearance, and safety standards imposed by the~~
9.18 ~~commissioner for the connecting highway or street. This subdivision applies to a bridge~~
9.19 ~~that is constructed after August 1, 1989, on any public highway or street. The bridge must~~
9.20 ~~have sufficient strength to support with safety the maximum vehicle weights allowed under~~
9.21 ~~sections 169.822 to 169.829 and must have the minimum width specified in section 165.04,~~
9.22 ~~subdivision 3.~~

9.23 Subd. 1a. **Inspection.** ~~(a) Each bridge must be inspected annually, unless a longer interval~~
9.24 ~~not to exceed 24 months for bridges or 48 months for bridges classified as culverts is~~
9.25 ~~authorized by the commissioner. The commissioner's authorization must be based on factors~~
9.26 ~~including, but not limited to, the age and condition of the bridge, the rate of deterioration~~
9.27 ~~of the bridge, the type of structure, the susceptibility of the bridge to failure, and the~~
9.28 ~~characteristics of traffic on the bridge. The commissioner may require interim inspections~~
9.29 ~~at intervals of less than one year on bridges that are posted, bridges subjected to extreme~~
9.30 ~~scour conditions, bridges subject to significant substructure movement or settlement, and~~
9.31 ~~for other reasons as specified or inferred in the AASHTO manual.~~

9.32 ~~(b) Additional requirements apply to structures meeting the NBIS definition of a bridge:~~

10.1 ~~(1) Underwater structural elements must be inspected at regular intervals not to exceed~~
10.2 ~~60 months. The commissioner may require inspections at intervals of less than 60 months~~
10.3 ~~on certain underwater structural elements based on factors including, but not limited to,~~
10.4 ~~construction material, environment, age, scour characteristics, the condition ratings from~~
10.5 ~~past inspections, and any known deficiencies.~~

10.6 ~~(2) Fracture critical members, or FCMs, must receive a hands-on fracture critical~~
10.7 ~~inspection at intervals not to exceed 24 months. The commissioner may require inspections~~
10.8 ~~at intervals of less than 24 months on certain FCMs based on factors including, but not~~
10.9 ~~limited to, age, traffic characteristics, and any known deficiencies.~~

10.10 ~~(3) The commissioner may establish criteria to determine the level and frequency of~~
10.11 ~~these inspections. If warranted by special circumstances, the commissioner retains the~~
10.12 ~~authority to determine the inspection type and required inspection frequency for any bridge~~
10.13 ~~on the state inventory.~~

10.14 (a) Each bridge meeting the definition of a bridge in section 650.305 of the National
10.15 Bridge Inspection Standards (NBIS) must be inspected at intervals based on the requirements
10.16 in section 650.311 of the NBIS. The commissioner may require inspections at intervals less
10.17 than those required by the NBIS based on factors including but not limited to the age and
10.18 condition of the bridge, the rate of deterioration of the bridge, the type of structure, the
10.19 susceptibility of the bridge to failure, and the characteristics of traffic on the bridge.

10.20 (b) Each bridge meeting the definition of a bridge under section 165.01, subdivision 3,
10.21 but not meeting the definition of a bridge in section 650.305 of the NBIS must be inspected
10.22 at intervals determined by the commissioner based on factors including but not limited to
10.23 the age and condition of the bridge, the rate of deterioration of the bridge, the type of
10.24 structure, the susceptibility of the bridge to failure, and the characteristics of traffic on the
10.25 bridge.

10.26 (c) The interval tolerances outlined in section 650.311, paragraph (e), of the NBIS apply
10.27 to all bridge inspection types.

10.28 ~~(e) (d) The thoroughness of each inspection depends on such factors as including age,~~
10.29 ~~traffic characteristics, state of maintenance, and known deficiencies. The evaluation of these~~
10.30 ~~factors is the responsibility of the engineer assigned the responsibility for inspection as~~
10.31 ~~defined by the commissioner of transportation.~~

10.32 (e) For railroad, all-terrain vehicle, snowmobile, or pedestrian bridges, only those spans
10.33 passing over a public highway or street are required to be inspected.

11.1 Subd. 2. **Inspection and inventory responsibilities; rules; forms.** (a) The commissioner
11.2 ~~of transportation will~~ must adopt the National Bridge Inspection Standards (NBIS) established
11.3 by the Federal Highway Administration in Code of Federal Regulations, title 23, part 650,
11.4 subpart C, or its successor documents, for structures meeting the NBIS definition of a bridge.
11.5 The commissioner ~~shall~~ must establish inspection and inventory standards for structures
11.6 defined as bridges by section 165.01, subdivision 3.

11.7 (b) The commissioner ~~of transportation shall~~ must adopt official inventory and bridge
11.8 inspection report forms for use in making bridge inspections by the owners or highway
11.9 authorities specified by this subdivision. Inspections must be made at regular intervals, not
11.10 to exceed the intervals outlined in subdivision 1a, by the following owner or official:

11.11 (1) the commissioner ~~of transportation~~ for all bridges located wholly or partially within
11.12 or over the right-of-way of a state trunk highway;

11.13 (2) the county highway engineer for all bridges located wholly or partially within or
11.14 over the right-of-way of any county or town road, or any street within a municipality that
11.15 does not have a city engineer regularly employed;

11.16 (3) the city engineer for all bridges located wholly or partially within or over the
11.17 right-of-way of any street located within or along municipal limits;

11.18 (4) the commissioner ~~of transportation~~ in case of a toll bridge that is used by the general
11.19 public and that is not inspected and certified under subdivision 6₂, provided, that the
11.20 commissioner ~~of transportation~~ may assess the owner for the costs of the inspection;

11.21 (5) the owner of a bridge over a public highway or street or that carries a roadway
11.22 designated for public use by a public authority; if not required to be inventoried and inspected
11.23 under clause (1), (2), (3), or (4);

11.24 (6) the owner of a private vehicular bridge that is open to the public and is immediately
11.25 connected to a public road on both ends of the bridge, as described in section 650.303 of
11.26 the NBIS; and

11.27 (7) the agency operating the rail transit system for any rail transit bridge crossing over
11.28 a public highway or street, regardless of the bridge location in the right-of-way.

11.29 (c) The commissioner ~~of transportation shall~~ must prescribe the inspection and inventory
11.30 procedures required to administer the bridge inspection program in Minnesota and has the
11.31 authority to establish and publish standards that describe the inspection and inventory
11.32 requirements to ensure compliance with paragraph (a). The owner or highway authority

12.1 ~~shall~~ must inspect and inventory in accordance with these standards and furnish the
12.2 commissioner with ~~such~~ the data as ~~may~~ be necessary to maintain a central inventory.

12.3 Subd. 3. **County inventory and inspection records and reports.** The county engineer
12.4 ~~shall~~ must maintain a complete inventory record of all bridges as set forth in subdivision 2,
12.5 paragraph (b), clause (2), ~~with~~ including the inspection reports ~~thereof~~, and ~~shall~~ must certify
12.6 annually to the commissioner, as prescribed by the commissioner, that inspections have
12.7 been made at regular intervals, not to exceed the intervals outlined in subdivision 1a. A
12.8 report of the inspections must be filed annually, ~~on or before February 15 of each year~~, with
12.9 the county auditor or town clerk, or the governing body of the municipality. The report must
12.10 identify any deficiency requiring action, including the legal posting of load limits or the
12.11 need to have a load rating analysis performed, on any bridge or structure that is found to be
12.12 understrength or unsafe. The report may also contain other recommendations for improving
12.13 the safety of understrength or unsafe bridges.

12.14 Subd. 4. **Municipal inventory and inspection records and reports.** The city engineer
12.15 ~~shall~~ must maintain a complete inventory record of all bridges as set forth in subdivision 2,
12.16 paragraph (b), clause (3), ~~with~~ including the inspection reports ~~thereof~~, and ~~shall~~ must certify
12.17 annually to the commissioner, as prescribed by the commissioner, that inspections have
12.18 been made at regular intervals, not to exceed the intervals outlined in subdivision 1a. A
12.19 report of the inspections must be filed annually, ~~on or before February 15 of each year~~, with
12.20 the governing body of the municipality. The report must contain recommendations for the
12.21 correction of or legal posting of load limits on any bridge or structure that is found to be
12.22 understrength or unsafe.

12.23 Subd. 5. **Agreement.** Agreements may be made among the various units of governments,
12.24 or between governmental units and qualified engineering personnel to carry out the
12.25 responsibilities for the bridge inspections and reports, as established by subdivision 2.

12.26 Subd. 6. **Other bridges.** The owner of a toll bridge and the owner of a bridge described
12.27 in subdivision 2, paragraph (b), clause (5), ~~shall~~ must certify to the commissioner, as
12.28 prescribed by the commissioner, that inspections of the bridge or culvert have been made
12.29 at regular intervals, not to exceed the intervals outlined in subdivision 1a. The certification
12.30 must be accompanied by a report of the inspection. The report must contain recommendations
12.31 for the correction of or legal posting of load limitations if the bridge is found to be
12.32 understrength or unsafe.

12.33 Subd. 6a. **Bridge load rating and posting.** (a) The term "posting" means the placement
12.34 of regulatory signs at a bridge indicating the safe load carrying capacity of the bridge.

13.1 (b) Each structure required to be inspected under subdivision 2, paragraph (a), that carries
 13.2 roadway vehicular traffic must be load rated to determine its safe load carrying capacity,
 13.3 and this rating must be reported on a structure inventory sheet form provided by the
 13.4 commissioner ~~of transportation~~. A structure must be rerated when it is determined that a
 13.5 significant change has occurred in the condition of the structure or due to additional dead
 13.6 load placed on the structure since the last load rating. Load ratings must be reviewed and
 13.7 the structure rerated if necessary when the allowable legal load using the structure is
 13.8 increased. Changes in the load rating of a bridge must be indicated on the structure inventory
 13.9 sheet form.

13.10 (c) If it is determined that the maximum legal load under state law exceeds the load
 13.11 permitted on the structure under the operating rating stress level assigned, the bridge must
 13.12 be posted. Posting signs adopted by the commissioner ~~shall~~ must be used for the posting.
 13.13 The owner or highway authority ~~shall~~ must post the bridge in accordance with the posted
 13.14 load assigned by the commissioner.

13.15 Subd. 7. **Department of Natural Resources bridge.** (a) Notwithstanding subdivision
 13.16 2, the commissioners of transportation and natural resources ~~shall~~ must negotiate a
 13.17 memorandum of understanding that governs the inspection of bridges owned, operated, or
 13.18 maintained by the commissioner of natural resources.

13.19 (b) The memorandum of understanding must provide for:

13.20 (1) the inspection and inventory of bridges subject to federal law or regulations;

13.21 (2) the frequency of inspection of bridges described in subdivision 1a; and

13.22 (3) who may perform inspections required under the memorandum of understanding.

13.23 ~~Subd. 8. **Biennial report on bridge inspection quality assurance.** By February 1 of~~
 13.24 ~~each odd-numbered year, the commissioner shall submit a report electronically to the~~
 13.25 ~~members of the senate and house of representatives committees with jurisdiction over~~
 13.26 ~~transportation policy and finance concerning quality assurance for bridge inspections. At a~~
 13.27 ~~minimum, the report must:~~

13.28 ~~(1) summarize the bridge inspection quality assurance and quality control procedures~~
 13.29 ~~used in Minnesota;~~

13.30 ~~(2) identify any substantive changes to quality assurance and quality control procedures~~
 13.31 ~~made in the previous two years;~~

13.32 ~~(3) summarize and provide a briefing on findings from bridge inspection quality reviews~~
 13.33 ~~performed in the previous two years;~~

14.1 ~~(4) identify actions taken and planned in response to findings from bridge inspection~~
14.2 ~~quality reviews performed in the previous two years;~~

14.3 ~~(5) summarize the results of any bridge inspection compliance review by the Federal~~
14.4 ~~Highway Administration; and~~

14.5 ~~(6) identify actions in response to the Federal Highway Administration compliance~~
14.6 ~~review taken by the department in order to reach full compliance.~~

14.7 **Sec. 6. [165.16] BRIDGE STRENGTH.**

14.8 Each bridge, including a privately owned bridge, must conform to the strength, width,
14.9 clearance, and safety standards imposed by the commissioner for the connecting highway
14.10 or street. Any bridge on a public highway or street constructed after August 1, 1989, must
14.11 have sufficient strength to support with safety the maximum vehicle weights allowed under
14.12 sections 169.822 to 169.829 and must have the minimum width specified in section 165.04,
14.13 subdivision 3.

14.14 **Sec. 7. [165.17] TUNNEL INSPECTIONS.**

14.15 Each tunnel meeting the definition of a tunnel in section 650.505 of the National Tunnel
14.16 Inspection Standards (NTIS) must be inspected at intervals based on the requirements in
14.17 section 650.511, paragraph (b), of the NTIS. The commissioner may require inspections at
14.18 intervals less than those required by the NTIS based on factors including but not limited to
14.19 the age and condition of the tunnel, the rate of deterioration of the tunnel, the type of
14.20 structure, the susceptibility of the tunnel to failure, and traffic characteristics.

14.21 **Sec. 8. [165.18] SUICIDE PREVENTION.**

14.22 Subdivision 1. **Data collection.** The commissioner of transportation, in collaboration
14.23 with the commissioner of health, must identify bridges in Minnesota with a history of
14.24 suicide-related deaths. The commissioner of transportation must:

14.25 (1) annually request and receive data from the commissioner of health regarding known
14.26 suicide deaths from bridges in the state of Minnesota as obtained from the state's vital
14.27 statistics records; and

14.28 (2) maintain a record of the data to support the identification of bridges for which suicide
14.29 reduction measures may be appropriate.

14.30 Subd. 2. **Best practices.** The commissioner of transportation, in collaboration with the
14.31 commissioner of health, must develop a methodology for determining when and where

15.1 suicide reduction measures should be incorporated into bridge projects. The commissioner
 15.2 must:

15.3 (1) develop best practices for determining when suicide reduction measures should be
 15.4 considered on a project;

15.5 (2) identify potential suicide reduction measures and develop best practices for their
 15.6 appropriate and feasible use; and

15.7 (3) develop suicide reduction railing design criteria.

15.8 Subd. 3. **Railing implementation.** Suicide reduction railings must be implemented when
 15.9 determined appropriate and feasible using the methodology developed under subdivision
 15.10 2. This requirement applies to bridge projects undertaken by the commissioner of
 15.11 transportation and by local road authorities when the project scope includes railing
 15.12 replacement, alteration, or addition, consistent with the design criteria developed under
 15.13 subdivision 2, clause (3).

15.14 Subd. 4. **Short title.** This section is the "Kayla's HOPE Act."

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

15.16 Sec. 9. Minnesota Statutes 2024, section 168.101, subdivision 2a, is amended to read:

15.17 Subd. 2a. **Failure to send to registrar ~~within ten days~~.** Any person who fails to mail
 15.18 in the application for registration or transfer with appropriate taxes and fees to the registrar
 15.19 of motor vehicles or otherwise fails to submit ~~said~~ the forms and remittance to the registrar
 15.20 within ~~ten~~ 20 calendar days following the date of sale ~~shall be~~ is guilty of a misdemeanor.

15.21 Sec. 10. Minnesota Statutes 2024, section 168.1285, subdivision 1, is amended to read:

15.22 Subdivision 1. **Issuance of plates.** The commissioner must issue Minnesota agriculture
 15.23 special plates or a single motorcycle plate to an applicant who:

15.24 (1) is a registered owner of a passenger automobile, ~~noncommercial~~ one-ton pickup
 15.25 truck, motorcycle, farm truck, or recreational vehicle;

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

15.28 (3) pays the registration tax as required under section 168.013 or 168.018;

15.29 (4) contributes a minimum of \$20 annually to the Minnesota agriculture account; and

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

16.3 Sec. 11. Minnesota Statutes 2025 Supplement, section 168.1289, subdivision 1, is amended
16.4 to read:

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

16.7 (b) "Auto rental company" means a corporation, partnership, individual, or other person
16.8 that is engaged primarily in the renting of at least 50 rental motor vehicles at per diem rates.

16.9 (c) "Rental motor vehicle" means a passenger automobile, ~~noncommercial~~ one-ton pickup
16.10 truck, motorcycle, motorized bicycle, or recreational vehicle made available for rental by
16.11 an auto rental company.

16.12 Sec. 12. Minnesota Statutes 2024, section 168.15, subdivision 1, is amended to read:

16.13 Subdivision 1. **Transfer of ownership.** (a) Upon the transfer of ownership, destruction,
16.14 theft, dismantling, or permanent removal by the owner from this state of any vehicle
16.15 registered in accordance with this chapter, the right of the owner of the vehicle to use the
16.16 registration certificate and plates assigned to the vehicle expires.

16.17 (b) When the ownership of a vehicle is transferred to another person required to register
16.18 the vehicle in this state, the transferor ~~shall~~ must assign the registration tax paid to the credit
16.19 of the transferee unless the registration stickers are surrendered to the commissioner before
16.20 the first day of the new registration period.

16.21 (c) When seeking to become the owner by gift, trade, or purchase of any vehicle for
16.22 which a registration certificate has been issued under this chapter, a person ~~shall~~ must join
16.23 with the registered owner in transmitting with the application for transfer of ownership, the
16.24 registration certificate, with the assignment and notice of sale duly executed.

16.25 (d) In case of loss of the title or certificate of registration of a vehicle not subject to
16.26 section 325E.15, the person ~~shall make~~ must submit an application to the commissioner
16.27 with proof of loss of the title as specified in section 168A.09 and assign a notice of sale of
16.28 the vehicle on the application for title as specified in section 168A.04.

16.29 (e) Upon the transfer of any vehicle by a manufacturer or dealer, for use within the state,
16.30 whether by sale, lease, or otherwise, the transferor ~~shall~~ must, within ~~ten~~ 20 calendar days
16.31 after the transfer, file with the commissioner: (1) a notice containing the date of transfer, a
16.32 description of the vehicle, and the transferee's name and residence address in the state or if

17.1 not a natural person then the transferee's business and mailing address; and (2) the
17.2 transferee's application for registration.

17.3 Sec. 13. Minnesota Statutes 2024, section 168.27, subdivision 9, is amended to read:

17.4 Subd. 9. **Application.** (a) All license applications under this section and all license
17.5 renewals must be made to the registrar of motor vehicles commissioner and duly verified
17.6 by oath. The applicant shall must submit such the information as required by the registrar
17.7 may require commissioner to administer this section in a manner and format prescribed by
17.8 the registrar commissioner.

17.9 (b) Except as provided in paragraphs (c) to (f), a motor vehicle dealer must complete a
17.10 title and registration application and must submit the application along with the excise and
17.11 registration taxes and all applicable fees to the commissioner within 20 calendar days of
17.12 the sale of a vehicle. The dealer must have on file an itemized receipt issued by the
17.13 department showing a breakdown of the taxes and fees paid. The receipt must be maintained
17.14 and made available for the commissioner's inspection for three years after the sale of the
17.15 vehicle.

17.16 (c) If the purchaser is not a Minnesota customer, the dealer is not required to complete
17.17 an application or submit the application, taxes, and fees.

17.18 (d) If the purchaser is eligible to pay a prorated tax and provides a prorate account number
17.19 to the dealer, the dealer must complete and file a title application, but the dealer is not
17.20 required to collect and submit either the excise tax or registration tax.

17.21 (e) If the vehicle is currently registered in Minnesota, the dealer is not required to collect
17.22 and submit the registration tax.

17.23 (f) If the vehicle must have an emissions inspection before registration, the dealer is not
17.24 required to collect and submit the registration tax.

17.25 Sec. 14. Minnesota Statutes 2024, section 168.301, subdivision 2, is amended to read:

17.26 Subd. 2. ~~Ten days to file~~ **Filing period.** The transferee's rights to the transferred vehicle's
17.27 registration plates and credit for taxes paid on the vehicle expire ~~after ten days have elapsed~~
17.28 ~~from the date of transfer~~ unless: (1) the transfer has been filed as provided under section
17.29 168A.10; or (2) the transferee is a dealer licensed under section 168.27, and is complying
17.30 with section 168A.11.

18.1 Sec. 15. Minnesota Statutes 2024, section 168A.04, subdivision 2, is amended to read:

18.2 Subd. 2. **Secured party.** If the application refers to a vehicle purchased from a dealer
18.3 ~~it shall, the application must~~ contain the name and address of any secured party holding a
18.4 security interest created or reserved at the time of the sale and the date of the security
18.5 agreement and be signed by the dealer ~~as well as~~ and the owner, ~~and~~. The dealer ~~shall within~~
18.6 ~~ten days~~ must mail or deliver the application and appropriate taxes to the department within
18.7 20 calendar days.

18.8 Sec. 16. Minnesota Statutes 2024, section 168A.151, subdivision 1, is amended to read:

18.9 Subdivision 1. **Salvage and prior salvage brands.** (a) When an insurer, licensed to
18.10 conduct business in Minnesota, acquires ownership of a vehicle, excluding a recovered
18.11 intact vehicle, through payment of damages, the insurer must:

18.12 (1) for a late-model or high-value vehicle, immediately apply for a certificate of title
18.13 that bears a "salvage" brand or stamp the existing certificate of title with "salvage" in a
18.14 manner prescribed by the department; or

18.15 (2) for a vehicle that is not subject to clause (1), immediately apply for a certificate of
18.16 title that bears a "prior salvage" brand or stamp the existing certificate of title with "prior
18.17 salvage" in a manner prescribed by the department.

18.18 (b) Notwithstanding any other law to the contrary, supporting documents used to transfer
18.19 ownership of a vehicle to an insurer after payment of damages do not require a notarized
18.20 signature and may be signed electronically. For purposes of this paragraph, supporting
18.21 documents include but are not limited to power of attorney forms. The insurer shall indemnify
18.22 and hold harmless the department for any claims resulting from issuing a certificate of title,
18.23 salvage title, or junking certificate pursuant to this section.

18.24 (c) Within ~~ten~~ 20 calendar days of obtaining the title of a vehicle through payment of
18.25 damages, an insurer must notify the department in a manner prescribed by the department.

18.26 (d) Except as provided in section 168A.11, subdivision 1, a person must immediately
18.27 apply for a certificate of title that bears a "salvage" brand if the person acquires a damaged
18.28 late-model or high-value vehicle that:

18.29 (1) was acquired by an insurer through payment of damages;

18.30 (2) will incur a cost of repairs that exceeds the value of the damaged vehicle;

18.31 (3) has an out-of-state salvage certificate of title as proof of ownership; or

19.1 (4) bears the brand "damaged," "repairable," "salvage," or any similar term on the
19.2 certificate of title.

19.3 (e) Except as provided in section 168A.11, subdivision 1, a person must immediately
19.4 apply for a certificate of title that bears a "prior salvage" brand if the person acquires a
19.5 damaged vehicle and:

19.6 (1) a "salvage" brand is not required under paragraph (d); and

19.7 (2) the vehicle:

19.8 (i) bears the brand "damaged," "repairable," "salvage," "rebuilt," "reconditioned," or
19.9 any similar term on the certificate of title; or

19.10 (ii) had a salvage certificate of title or brand issued at any time in the vehicle's history
19.11 by any other jurisdiction.

19.12 (f) A self-insured owner of a vehicle that sustains damage by collision or other occurrence
19.13 which exceeds 80 percent of its actual cash value must:

19.14 (1) for a late-model or high-value vehicle, immediately apply for a certificate of title
19.15 that bears a "salvage" brand; or

19.16 (2) for a vehicle that is not subject to clause (1), immediately apply for a certificate of
19.17 title that bears a "prior salvage" brand.

19.18 Sec. 17. Minnesota Statutes 2024, section 168A.154, is amended to read:

19.19 **168A.154 SALVAGE VEHICLE TAKEN OUT OF STATE.**

19.20 A dealer who sells a salvage vehicle to a buyer who intends to remove the vehicle from
19.21 the state ~~shall~~ must report the sale within ~~ten~~ 20 calendar days to the department in a format
19.22 prescribed by the department.

19.23 Sec. 18. Minnesota Statutes 2024, section 168B.16, is amended to read:

19.24 **168B.16 FLASHING LIGHT AND VARIABLE MESSAGE SIGN ON TOW**
19.25 **TRUCK.**

19.26 (a) A tow truck or towing vehicle must be equipped with flashing or intermittent red
19.27 and amber lights of a type approved by the commissioner of public safety. The lights must
19.28 be placed on the dome of the vehicle at the highest practicable point visible from a distance
19.29 of 500 feet. The flashing red light must be displayed only when the tow truck or towing
19.30 vehicle is engaged in emergency service on or near the traveled portion of a highway. The

20.1 flashing amber light may be displayed when the tow truck or towing vehicle is moving a
20.2 disabled vehicle.

20.3 (b) A tow truck or towing vehicle may display a portable variable message sign mounted
20.4 on the tow truck while performing emergency service on or near the traveled portion of a
20.5 highway. The portable variable message sign must conform to the standards established in
20.6 the Minnesota Manual on Uniform Traffic Control Devices.

20.7 Sec. 19. Minnesota Statutes 2024, section 169.011, subdivision 40b, is amended to read:

20.8 Subd. 40b. **Micromobility device.** (a) "Micromobility device" means a vehicle that:

20.9 (1) is capable of: (i) being propelled solely by human power; (ii) being powered solely
20.10 by an electric motor drawing current from rechargeable storage batteries, fuel cells, or other
20.11 portable sources of electrical current; or (iii) both (i) and (ii);

20.12 (2) when solely powered by an electric motor, is not capable of propelling the vehicle
20.13 at a speed greater than ~~30~~ 20 miles per hour on a paved level surface; and

20.14 (3) has an unloaded weight of up to ~~500~~ 100 pounds.

20.15 (b) Micromobility device includes a bicycle, a motorized foot scooter, and an electric
20.16 personal assistive mobility device. ~~Micromobility device includes a motorized bicycle that~~
20.17 ~~meets the requirements under paragraph (a).~~

20.18 Sec. 20. Minnesota Statutes 2024, section 169.011, subdivision 44, is amended to read:

20.19 Subd. 44. **Motorcycle.** (a) "Motorcycle" means every motor vehicle ~~having~~ that:

20.20 (1) has a seat or saddle for the use of the rider ~~and~~;

20.21 (2) is designed to travel on not more than three wheels in contact with the ground,
20.22 ~~including~~; and

20.23 (3) is propelled by an electric or liquid fuel motor.

20.24 (b) Motorcycle includes but is not limited to:

20.25 (1) a vehicle under paragraph (a) or a bicycle that has an electric motor of at least 1,500
20.26 watts or that is capable of being propelled by an electric or liquid fuel motor at speeds in
20.27 excess of 30 miles per hour on a flat surface with not more than one percent grade in any
20.28 direction;

20.29 (2) motor scooters; and

20.30 (3) autocycles.

21.1 (c) A vehicle is not a motorcycle ~~does not include~~ if it meets the requirements of:

21.2 (1) a motorized ~~bicycles~~ bicycle as defined in subdivision 45;

21.3 (2) an electric-assisted ~~bicycles~~ bicycle as defined in subdivision 27;

21.4 (3) a motorized foot scooter;

21.5 (4) a tractor; or

21.6 ~~(4)~~ (5) a roadable aircraft.

21.7 Sec. 21. Minnesota Statutes 2024, section 169.011, subdivision 45, is amended to read:

21.8 Subd. 45. **Motorized bicycle.** (a) "Motorized bicycle" means a bicycle or other vehicle
 21.9 that has a seat for the use of the rider and is designed to travel on not more than two wheels
 21.10 in contact with the ground, that is:

21.11 (1) propelled by an electric motor of more than 750 watts but less than 1,500 watts or a
 21.12 liquid fuel motor of a piston displacement capacity of 50 cubic centimeters or less, and a
 21.13 maximum of two brake horsepower, ~~which is;~~ and

21.14 (2) capable of a maximum speed of not more than 30 miles per hour on a flat surface
 21.15 with not more than one percent grade in any direction when the motor is engaged.

21.16 (b) Motorized bicycle does not include an electric-assisted bicycle as defined in
 21.17 subdivision 27.

21.18 Sec. 22. Minnesota Statutes 2024, section 169.011, subdivision 71, is amended to read:

21.19 Subd. 71. **School bus.** (a) "School bus" means a motor vehicle used to transport pupils
 21.20 to or from a school defined in section 120A.22, or to or from school-related activities, by
 21.21 the school or a school district, or by someone under an agreement with the school or a school
 21.22 district, or to provide training on the operation of the vehicle to employees of the school,
 21.23 school district, or a person under an agreement with the school or school district. A school
 21.24 bus does not include a motor vehicle transporting children to or from school for which
 21.25 parents or guardians receive direct compensation from a school district, a motor coach
 21.26 operating under charter carrier authority, a transit bus providing services as defined in section
 21.27 174.22, subdivision 7, or a vehicle otherwise qualifying as a type III vehicle under paragraph
 21.28 (h), when the vehicle is properly registered and insured and being driven by an employee
 21.29 or agent of a school district for nonscheduled or nonregular transportation.

21.30 (b) A school bus may be type A, type B, type C, or type D, multifunction school activity
 21.31 bus, or type III as provided in paragraphs (c) to (h).

22.1 (c) A "type A school bus" is a van conversion or bus constructed utilizing a cutaway
22.2 front section vehicle with a left-side driver's door. This definition includes two classifications:
22.3 type A-I, with a gross vehicle weight rating (GVWR) less than or equal to 14,500 pounds;
22.4 and type A-II, with a GVWR greater than 14,500 pounds and less than or equal to 21,500
22.5 pounds.

22.6 (d) A "type B school bus" is constructed utilizing a stripped chassis. The entrance door
22.7 is behind the front wheels. This definition includes two classifications: type B-I, with a
22.8 GVWR less than or equal to 10,000 pounds; and type B-II, with a GVWR greater than
22.9 10,000 pounds.

22.10 (e) A "type C school bus" is constructed utilizing a chassis with a hood and front fender
22.11 assembly. The entrance door is behind the front wheels. A "type C school bus" also includes
22.12 a cutaway truck chassis or truck chassis with cab, with or without a left side door, and with
22.13 a GVWR greater than 21,500 pounds.

22.14 (f) A "type D school bus" is constructed utilizing a stripped chassis. The entrance door
22.15 is ahead of the front wheels.

22.16 (g) A "multifunction school activity bus" is a school bus that meets the definition of a
22.17 multifunction school activity bus in Code of Federal Regulations, title 49, section 571.3. A
22.18 vehicle that meets the definition of a type III vehicle is not a multifunction school activity
22.19 bus.

22.20 (h) A "type III vehicle" is restricted to passenger vehicles and buses having a maximum
22.21 manufacturer's rated seating capacity of ten or fewer people, including the driver, and a
22.22 gross vehicle weight rating of 10,000 pounds or less. A "type III vehicle" must not be
22.23 outwardly equipped and identified as a type A, B, C, or D school bus or type A, B, C, or D
22.24 Head Start bus. A van or bus converted to a seating capacity of ten or fewer and placed in
22.25 service on or after August 1, 1999, must have been originally manufactured to comply with
22.26 the passenger safety standards.

22.27 (i) In this subdivision, "gross vehicle weight rating" means the value specified by the
22.28 manufacturer as the loaded weight of a single vehicle.

22.29 Sec. 23. Minnesota Statutes 2024, section 169.02, subdivision 1, is amended to read:

22.30 Subdivision 1. **Application to persons, places, and vehicles.** (a) The provisions of this
22.31 chapter relating to the operation of vehicles refer exclusively to the operation of vehicles
22.32 upon highways, and upon highways, streets, private roads, and roadways situated on property

23.1 owned, leased, or occupied by the regents of the University of Minnesota, or the University
23.2 of Minnesota, except:

23.3 (1) where a different place is specifically referred to in a given section;

23.4 (2) the provisions of sections 169.09 to 169.13 apply to any person who drives, operates,
23.5 or is in physical control of a motor vehicle within this state or upon the ice of any boundary
23.6 water of this state, and to any person who drives, operates, or is in physical control of a
23.7 snowmobile on a snowmobile trail within this state.

23.8 (b) A person must not operate a vehicle upon the highways of Minnesota unless, at the
23.9 time of operation, the vehicle satisfies the specifications of a type of vehicle that is defined
23.10 in section 169.011. For the purposes of this paragraph, it is not sufficient for the vehicle to
23.11 only meet the definition of vehicle, as that term is defined in section 169.011, subdivision
23.12 92.

23.13 Sec. 24. Minnesota Statutes 2024, section 169.09, subdivision 8, is amended to read:

23.14 Subd. 8. **Officer to report accident to commissioner.** (a) A peace officer who
23.15 investigates in the regular course of duty an accident that is required to be reported under
23.16 this section must submit an electronic or written report of the accident to the commissioner
23.17 of public safety within ten days after the date of the accident. Within two business days
23.18 after identification of a fatality that resulted from an accident, the reporting agency must
23.19 notify the commissioner of the basic circumstances of the accident. A report or notification
23.20 under this subdivision must be in the format as prescribed in subdivision 9.

23.21 (b) Accidents on streets, highways, roadways, sidewalks, shoulders, shared use paths,
23.22 or any other portion of a public right-of-way must be reported under the requirements of
23.23 this section if the accident results in:

23.24 (1) a fatality;

23.25 (2) bodily injury to a person who, because of the injury, immediately receives medical
23.26 treatment away from or at the scene of the accident;

23.27 (3) one or more of the motor vehicles incurring disabling damage that requires a vehicle
23.28 to be transported away from the scene of the accident by tow truck or other vehicle; or

23.29 (4) damage to fixtures, infrastructure, or any other property alongside or on a highway.

23.30 (c) An accident involving a school bus, as defined in section 169.011, subdivision 71,
23.31 must be reported under the requirements of this section and section 169.4511.

24.1 (d) An accident involving a commercial motor vehicle, as defined in section 169.781,
24.2 subdivision 1, paragraph (a), must be reported under the requirements of this section and
24.3 section 169.783.

24.4 (e) Accidents occurring on public lands or trail systems that result in the circumstances
24.5 specified in paragraph (b) must be reported under the requirements of this section.

24.6 (f) An accident involving an electric-assisted or a motorized bicycle, as defined in section
24.7 169.011, subdivisions 27 and 45, that results in the circumstances specified in paragraph
24.8 (b) must be reported under the requirements of this section.

24.9 Sec. 25. Minnesota Statutes 2024, section 169.222, subdivision 1, is amended to read:

24.10 Subdivision 1. **Traffic laws apply.** (a) Every person operating a bicycle has all of the
24.11 rights and duties applicable to the driver of any other vehicle by this chapter, except in
24.12 respect to those provisions in this chapter relating expressly to bicycles and in respect to
24.13 those provisions of this chapter which by their nature cannot reasonably be applied to
24.14 bicycles. This ~~subdivision~~ paragraph applies to a bicycle operating on the roadway or the
24.15 shoulder of a roadway.

24.16 (b) A person lawfully operating a bicycle (1) on a sidewalk, or (2) across a roadway or
24.17 shoulder while using a crosswalk has all the rights and duties applicable to a pedestrian
24.18 under the same circumstances.

24.19 Sec. 26. Minnesota Statutes 2024, section 169.222, subdivision 6a, is amended to read:

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

24.24 (b) A person may operate a class 1 or class 2 electric-assisted bicycle with the motor
24.25 engaged on a bicycle path, bicycle trail, or shared use path unless prohibited under section
24.26 85.015, subdivision 1d; 85.018, subdivision 2, paragraph (d); or 160.263, subdivision 2,
24.27 paragraph (b), as applicable.

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

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

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

25.6 (f) A person under the age of 18 must wear protective headgear that meets the standards
25.7 under Code of Federal Regulations, title 16, part 1203, or successor requirements while
25.8 operating an electric-assisted bicycle.

25.9 Sec. 27. Minnesota Statutes 2024, section 169.222, subdivision 6b, is amended to read:

25.10 Subd. 6b. **Electric-assisted bicycle; equipment.** (a) The manufacturer or distributor of
25.11 an electric-assisted bicycle must apply a label to the bicycle that is permanently affixed in
25.12 a prominent location. The label must contain the class number, top assisted speed, and motor
25.13 wattage of the electric-assisted bicycle, and must be printed in a legible font with at least
25.14 9-point type. A multiple mode electric-assisted bicycle must have labeling that identifies
25.15 the highest class or each of the electric-assisted bicycle classes in which it is capable of
25.16 operating.

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

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

25.21 (2) for a vehicle that no longer meets the requirements for any electric-assisted bicycle
25.22 class, the person removes the labeling as an electric-assisted bicycle and replaces it with
25.23 labeling that conforms with the requirements of section 169.223, subdivision 6.

25.24 (c) An electric-assisted bicycle must operate in a manner so that the electric motor is
25.25 disengaged or ceases to function: (1) when the brakes are applied; or (2) except for a class
25.26 2 electric-assisted bicycle or a multiple mode electric-assisted bicycle operating in class 2
25.27 mode, when the rider stops pedaling.

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

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

26.4 Sec. 28. Minnesota Statutes 2024, section 169.223, is amended to read:

26.5 **169.223 MOTORIZED BICYCLE.**

26.6 Subdivision 1. ~~Safety equipment; parking~~ **Rules for motorcycles apply;**
 26.7 **exceptions.** Section 169.974 relating to motorcycles is applicable to motorized bicycles,
 26.8 except as otherwise provided in this section and except that:

26.9 (1) protective headgear includes headgear that meets the standards under Code of Federal
 26.10 Regulations, title 16, part 1203, or successor requirements and is only required for operators
 26.11 under 18 years of age; and

26.12 ~~(2) a motorized bicycle equipped with a headlight and taillight meeting the requirements~~
 26.13 ~~of lighting for motorcycles may be operated during nighttime hours;~~

26.14 ~~(3) protective headgear is not required for operators 18 years of age or older; and~~

26.15 ~~(4)~~ (2) the provisions of section 169.222, subdivision 9, governing the parking of bicycles
 26.16 apply to motorized bicycles.

26.17 Subd. 2. **License or permit.** (a) A motorized bicycle may be operated under either a
 26.18 driver's license or a motorized bicycle permit issued under section 171.02, subdivision 3.

26.19 (b) A person under the age of 16 operating a motorized bicycle under a motorized bicycle
 26.20 permit is subject to the restrictions imposed by section 169.974, subdivision 2, on operation
 26.21 of a motorcycle under a two-wheel instruction permit, except that:

26.22 ~~(1)~~ a parent or guardian of an operator under the age of 16 may also ride on the motorized
 26.23 bicycle as a passenger or operator if the motorized bicycle is equipped with a seat and
 26.24 footrests for a second passenger;

26.25 ~~(2) a motorized bicycle equipped with a headlight and taillight meeting the requirements~~
 26.26 ~~of lighting for motorcycles may be operated during nighttime hours;~~

26.27 ~~(3) protective headgear includes headgear described in subdivision 1; and~~

26.28 ~~(4) protective headgear is required only until the operator reaches the age of 18 years.~~

26.29 Subd. 3. **Sidewalk, path, and passenger prohibitions.** ~~No person shall~~ (a) A person
 26.30 must not operate a motorized bicycle upon a sidewalk at any time, except when such

27.1 operation is necessary for the most direct access to a roadway from a driveway, alley or
27.2 building. ~~No person shall~~

27.3 (b) A person must not operate a motorized bicycle on a bicycle path or shared use path
27.4 at any time.

27.5 (c) A person must not operate a motorized bicycle that is carrying any person other than
27.6 the operator, except as allowed under subdivision 2.

27.7 Subd. 4. **Headlight requirement.** The provisions of section 169.974, subdivision 5,
27.8 paragraph ~~(k)~~ (l), apply to motorized bicycles ~~that are equipped with headlights. A new~~
27.9 ~~motorized bicycle sold or offered for sale in Minnesota must be equipped with a headlight.~~

27.10 Subd. 5. **Other operation requirements and prohibitions.** (a) A person operating a
27.11 motorized bicycle on a roadway shall ride as close as practicable to the right-hand curb or
27.12 edge of the roadway except in one of the following situations:

27.13 (1) when overtaking and passing another vehicle proceeding in the same direction;

27.14 (2) when preparing for a left turn at an intersection or into a private road or driveway;

27.15 or

27.16 (3) when reasonably necessary to avoid conditions, including fixed or moving objects,
27.17 vehicles, pedestrians, animals, surface hazards, or narrow width lanes, that make it unsafe
27.18 to continue along the right-hand curb or edge.

27.19 (b) Persons operating motorized bicycles on a roadway may not ride more than two
27.20 abreast and may not impede the normal and reasonable movement of traffic. On a laned
27.21 roadway, a person operating a motorized bicycle shall ride within a single lane.

27.22 ~~(c) This section does not permit the operation of~~ A motorized bicycle must not be operated
27.23 on a bicycle path or bicycle lane that is reserved for the exclusive use of nonmotorized
27.24 traffic.

27.25 Subd. 6. **Labeling.** The manufacturer or distributor of a motorized bicycle must apply
27.26 a label to the motorized bicycle that is permanently affixed in a prominent location. The
27.27 label must contain the top assisted speed and the motor wattage of the motorized bicycle,
27.28 and must be printed in a legible font with at least 9-point type.

27.29 Subd. 7. **Electrical safety standards.** No person may sell a motorized bicycle powered
27.30 by an electric motor unless the motorized bicycle:

28.1 (1) has been certified by an independent third-party ISO-17065 certified laboratory for
28.2 compliance with ANSI/CAN/UL Standard 2272 and bears the certification mark of the
28.3 laboratory; or

28.4 (2) has been certified by the vehicle manufacturer for compliance with SAE International
28.5 standard J2929 or a similar applicable electrical safety standard approved by the
28.6 commissioner of public safety.

28.7 **Sec. 29. [169.2231] MOTORIZED BICYCLE SAFETY COORDINATOR.**

28.8 Subdivision 1. **Motorized bicycle safety coordinator.** There is established a position
28.9 of motorized bicycle safety coordinator in the Department of Public Safety, within the
28.10 Division of State Patrol. The commissioner of public safety shall designate the coordinator.

28.11 Subd. 2. **Duties.** The duties of the coordinator include:

28.12 (1) educating state and local law enforcement and the public about the laws governing
28.13 electric-assisted bicycles, motorized bicycles, motorized foot scooters, other micromobility
28.14 devices, and motorcycles;

28.15 (2) assisting state and local law enforcement in identifying and categorizing the vehicles
28.16 described in clause (1);

28.17 (3) creating and maintaining a database of manufacturers of the vehicles in clause (1)
28.18 that classifies their products under state law;

28.19 (4) providing timely support to law enforcement to assist in identifying vehicles and
28.20 applicable state law and rules; and

28.21 (5) providing technical assistance and advice related to the investigation and enforcement
28.22 of sections 169.222, 169.223, and 325F.661.

28.23 Subd. 3. **Requirements.** The motorized bicycle safety coordinator must consult with
28.24 the active transportation advisory committee regarding educational materials, vehicle
28.25 classifications, and any policy recommendations provided under subdivision 2.

28.26 **Sec. 30. Minnesota Statutes 2024, section 169.448, subdivision 1, is amended to read:**

28.27 **Subdivision 1. **Restrictions on appearance; misdemeanor.**** (a) A bus that is not used
28.28 as a school bus must not be operated on a street or highway unless it is painted a color
28.29 significantly different than national school bus glossy yellow.

28.30 (b) A bus that is not used as a school bus or Head Start bus may not be operated if it is
28.31 equipped with school bus or Head Start bus-related equipment and printing.

29.1 (c) A violation of this subdivision is a misdemeanor.

29.2 (d) This subdivision does not apply to a school bus owned by or under contract to a
29.3 school district operated as a charter or leased bus.

29.4 (e) This subdivision does not apply to a school bus operated by a licensed child care
29.5 provider if:

29.6 (1) the stop-signal arm is removed;

29.7 (2) the lighting systems for prewarning flashing amber signals, flashing red signals, and
29.8 supplemental warnings under section 169.4503, subdivision 31, are deactivated;

29.9 (3) the school bus is identified as a "child care bus" in letters at least eight inches high
29.10 on the front and rear top of the bus;

29.11 (4) the name, address, and telephone number of the owner or operator of the bus is
29.12 identified on each front door of the bus in letters not less than three inches high; and

29.13 (5) the conditions under section 171.02, subdivision 2a, paragraphs (a) to (j) and (l),
29.14 have been met.

29.15 (f) This subdivision does not apply to a bus operated by a licensed commercial driver
29.16 training school under sections 171.33 to 171.41. The bus's stop-signal arm, and lighting
29.17 systems for prewarning flashing amber signals, flashing red signals, and supplemental
29.18 warnings under section 169.4503, subdivision 31, must not be used on a public street or
29.19 highway.

29.20 Sec. 31. Minnesota Statutes 2024, section 169.449, is amended by adding a subdivision
29.21 to read:

29.22 Subd. 3. **USDOT number.** Any person, district, or operator providing school
29.23 transportation using a school bus, as defined in section 169.011, subdivision 71, must apply
29.24 for a USDOT number to be used for tracking inspections conducted pursuant to section
29.25 169.451.

29.26 Sec. 32. Minnesota Statutes 2024, section 169.454, subdivision 5, is amended to read:

29.27 Subd. 5. ~~First aid kit and Body fluids cleanup kit.~~ A ~~minimum of a ten-unit first aid~~
29.28 ~~kit, and a~~ body fluids cleanup kit is required. ~~They~~ The kit must be contained in a removable,
29.29 moisture- and dust-proof ~~containers~~ container mounted in an accessible place within the
29.30 driver's compartment and must be marked to indicate ~~their~~ the kit's identity ~~and location.~~

30.1 Sec. 33. Minnesota Statutes 2024, section 169.454, is amended by adding a subdivision
30.2 to read:

30.3 Subd. 5a. **First aid kit.** A first aid kit meeting the requirements as defined in the current
30.4 version of the National School Transportation Specifications and Procedures (NSTSP) must
30.5 be provided in vehicles model year 2027 and newer. All other vehicles may contain a
30.6 minimum of a ten-unit first aid kit, as specified in Minnesota Rules 1993, part 3520.5120,
30.7 or a first aid kit meeting the requirements of the NSTSP. After January 1, 2030, all type III
30.8 vehicles must be equipped with a first aid kit meeting the requirements of the NSTSP.

30.9 Sec. 34. Minnesota Statutes 2024, section 169.974, is amended by adding a subdivision
30.10 to read:

30.11 Subd. 8. **Electrical safety standards.** No person may sell a motorcycle powered by an
30.12 electric motor unless the motorcycle has been certified by the vehicle manufacturer for
30.13 compliance with:

30.14 (1) the latest revision of SAE International standard J2929; or

30.15 (2) a similar applicable standard from SAE International, International Organization for
30.16 Standardization (ISO), United Nations Economic Commission for Europe (UNECE), or
30.17 International Electrotechnical Commission (IEC), or another electrical safety standard.

30.18 A standard under clause (2) must be approved by the commissioner of public safety.

30.19 Sec. 35. **[169.981] SALE OR TRANSFER OF PUBLIC SAFETY VEHICLE.**

30.20 Subdivision 1. **Definition.** For purposes of this section, "Public safety vehicle" has the
30.21 same meaning as "authorized emergency vehicle" in section 169.011, subdivision 3.

30.22 Subd. 2. **Prohibition.** A person may not sell or transfer a public safety vehicle to the
30.23 public unless the person first removes any equipment or insignia that could mislead a
30.24 reasonable person to believe that the vehicle is a public safety vehicle, including any
30.25 emergency light, siren, amber warning light, spotlight, grill light, antenna, emblem, outline
30.26 of an emblem, or emergency vehicle equipment.

30.27 Subd. 3. **Certificate of compliance.** (a) Public safety agencies, before consummating
30.28 the sale or transfer of a public safety vehicle, must provide a certificate of compliance to
30.29 the transferee confirming that the vehicle has had the public safety markings removed.

31.1 (b) Sellers and auction houses, before consummating the sale or transfer of a public
31.2 safety vehicle, must provide a certificate of compliance to the transferee confirming that
31.3 the vehicle has had the public safety markings removed.

31.4 (c) The commissioner of public safety must design a standard certificate of compliance
31.5 form and make the form publicly available without fee on the agency's publicly accessible
31.6 website using existing appropriations.

31.7 Subd. 4. **Violations.** (a) A person who sells or transfers a public safety vehicle to the
31.8 public in violation of this section is liable for:

31.9 (1) damages proximately caused by the use of that vehicle during the commission of a
31.10 crime; and

31.11 (2) a civil penalty of \$2,500.

31.12 (b) Civil penalties collected under this subdivision must be deposited in the Minnesota
31.13 victims of crime account created in section 299A.708.

31.14 Subd. 5. **Enforcement.** The attorney general may bring an action to recover the civil
31.15 penalty established under subdivision 4.

31.16 Subd. 6. **Exemption.** Sales or transfers of public safety vehicles to members of the public
31.17 for purpose of collection or display are exempt from the requirements of this section if the
31.18 vehicle is owned and operated solely as a collector's item and not for general transportation
31.19 purposes and is registered under section 168.10, subdivision 1a, 1b, 1c, 1d, 1g, or 1h.

31.20 Sec. 36. Minnesota Statutes 2024, section 171.04, subdivision 1, is amended to read:

31.21 Subdivision 1. **Persons not eligible.** The department shall not issue a driver's license:

31.22 (1) to any person under 18 years unless:

31.23 (i) the applicant is 16 or 17 years of age and has a previously issued valid license from
31.24 another state or country or the applicant has, for the 12 consecutive months preceding
31.25 application, held a provisional license and during that time has incurred (A) no conviction
31.26 for a violation of section 169A.20, 169A.33, 169A.35, sections 169A.50 to 169A.53, or
31.27 section 171.177, (B) no conviction for a crash-related moving violation, and (C) not more
31.28 than one conviction for a moving violation that is not crash related. "Moving violation"
31.29 means a violation of a traffic regulation but does not include a parking violation, vehicle
31.30 equipment violation, or warning citation;

31.31 (ii) the application for a license is approved by (A) either parent when both reside in the
31.32 same household as the minor applicant or, if otherwise, then (B) the parent or spouse of the

32.1 parent having custody or, in the event there is no court order for custody, then (C) the parent
32.2 or spouse of the parent with whom the minor is living or, if subitems (A) to (C) do not apply,
32.3 then (D) the guardian having custody of the minor, (E) the foster parent or director of the
32.4 transitional living program in which the child resides or, in the event a person under the age
32.5 of 18 has no living father, mother, or guardian, or is married or otherwise legally
32.6 emancipated, then (F) the minor's adult spouse, adult close family member, or adult employer;
32.7 provided, that the approval required by this item contains a verification of the age of the
32.8 applicant and the identity of the parent, guardian, adult spouse, adult close family member,
32.9 or adult employer; and

32.10 (iii) the applicant presents a certification by the person who approves the application
32.11 under item (ii), stating that the applicant has driven a motor vehicle accompanied by and
32.12 under supervision of a licensed driver at least 21 years of age for at least ten hours during
32.13 the period of provisional licensure;

32.14 (2) to any person who is 18 years of age or younger, unless the person has applied for,
32.15 been issued, and possessed the appropriate instruction permit for a minimum of six months,
32.16 and, with respect to a person under 18 years of age, a provisional license for a minimum of
32.17 12 months;

32.18 (3) to any person who is 19 years of age or older, unless that person has applied for,
32.19 been issued, and possessed the appropriate instruction permit for a minimum of three months;

32.20 (4) to any person whose license has been suspended during the period of suspension
32.21 except that a suspended license may be reinstated during the period of suspension upon the
32.22 licensee furnishing proof of financial responsibility in the same manner as provided in the
32.23 Minnesota No-Fault Automobile Insurance Act;

32.24 (5) to any person whose license has been revoked except upon furnishing proof of
32.25 financial responsibility in the same manner as provided in the Minnesota No-Fault
32.26 Automobile Insurance Act and if otherwise qualified;

32.27 (6) to any drug-dependent person, as defined in section 254A.02, subdivision 5;

32.28 (7) to any person who has been adjudged legally incompetent by reason of mental illness,
32.29 mental deficiency, or inebriation, and has not been restored to capacity, unless the department
32.30 is satisfied that the person is competent to operate a motor vehicle with safety to persons
32.31 or property;

32.32 (8) to any person who is required by this chapter to take a vision, knowledge, or road
32.33 examination, unless the person has successfully passed the examination. An applicant who

33.1 fails four road tests must complete a minimum of six hours of behind-the-wheel instruction
33.2 with an approved instructor before taking the road test again;

33.3 (9) to any person who is required under the Minnesota No-Fault Automobile Insurance
33.4 Act to deposit proof of financial responsibility and who has not deposited the proof;

33.5 (10) to any person when the commissioner has good cause to believe that the operation
33.6 of a motor vehicle on the highways by the person would be inimical to public safety or
33.7 welfare;

33.8 (11) to any person when, in the opinion of the commissioner, the person is afflicted with
33.9 or suffering from a physical or mental disability or disease that will affect the person in a
33.10 manner as to prevent the person from exercising reasonable and ordinary control over a
33.11 motor vehicle while operating it upon the highways;

33.12 (12) to a person who is unable to read and understand official signs regulating, warning,
33.13 and directing traffic;

33.14 (13) to a child for whom a court has ordered denial of driving privileges under section
33.15 260C.201, subdivision 1, or 260B.235, subdivision 5, until the period of denial is completed;
33.16 ~~or~~

33.17 (14) to any person whose license has been canceled, during the period of cancellation;
33.18 or

33.19 (15) to any person 20 years of age or under who has not completed a driver education
33.20 program that includes both classroom instruction and behind-the-wheel training.

33.21 **EFFECTIVE DATE.** This section is effective on July 1, 2028.

33.22 Sec. 37. Minnesota Statutes 2024, section 171.07, is amended by adding a subdivision to
33.23 read:

33.24 Subd. 6c. **Speech condition identifier.** (a) Upon the written request of the applicant,
33.25 the commissioner must issue a driver's license or Minnesota identification card bearing a
33.26 graphic or written identifier for a speech condition or disorder, including but not limited to
33.27 stuttering. The commissioner must not include any specific medical information on the
33.28 driver's license or Minnesota identification card.

33.29 (b) On request of the applicant and payment of the required fee, the department must
33.30 issue a replacement or renewal license or identification card without the designation.

34.1 Sec. 38. Minnesota Statutes 2024, section 171.12, subdivision 1a, is amended to read:

34.2 Subd. 1a. **Driver and vehicle services information system; security and auditing.** (a)

34.3 The commissioner must establish written procedures to ensure that only individuals
34.4 authorized by law may enter, update, or access not public data collected, created, or
34.5 maintained by the driver and vehicle services information system. An authorized individual's
34.6 ability to enter, update, or access data in the system must correspond to the official duties
34.7 or training level of the individual and to the statutory authorization granting access for that
34.8 purpose. All queries and responses, and all actions in which data are entered, updated,
34.9 accessed, shared, or disseminated, must be recorded in a data audit trail. Data contained in
34.10 the audit trail are public to the extent the data are not otherwise classified by law.

34.11 (b) If the commissioner determines that an individual willfully entered, updated, accessed,
34.12 shared, or disseminated data in violation of state or federal law, the commissioner must
34.13 impose disciplinary action. If an individual willfully gained access to data without
34.14 authorization by law, the commissioner must forward the matter to the appropriate
34.15 prosecuting authority for prosecution. The commissioner must not impose disciplinary
34.16 action against an individual who properly accessed data to complete an authorized transaction
34.17 or to resolve an issue that did not result in a completed authorized transaction.

34.18 (c) The commissioner must establish a process that allows an individual who was subject
34.19 to disciplinary action to appeal the action. If the commissioner imposes disciplinary action,
34.20 the commissioner must notify the individual in writing of the action, explain the reason for
34.21 the action, and explain how to appeal the action. The commissioner must transmit the
34.22 notification within five calendar days of the action.

34.23 ~~(d) The commissioner must arrange for an independent biennial audit of the driver and~~
34.24 ~~vehicle services information system to determine whether data currently in the system are~~
34.25 ~~classified correctly, how the data are used, and to verify compliance with this subdivision.~~
34.26 ~~The results of the audit are public. No later than 30 days following completion of the audit,~~
34.27 ~~the commissioner must provide a report summarizing the audit results to the commissioner~~
34.28 ~~of administration; the chairs and ranking minority members of the committees of the house~~
34.29 ~~of representatives and the senate with jurisdiction over transportation policy and finance,~~
34.30 ~~public safety, and data practices; and the Legislative Commission on Data Practices and~~
34.31 ~~Personal Data Privacy. The report must be submitted as required under section 3.195, except~~
34.32 ~~that printed copies are not required.~~

35.1 (e) (d) For purposes of this subdivision, "disciplinary action" means a formal or informal
35.2 disciplinary measure, including but not limited to requiring corrective action or suspending
35.3 or revoking the individual's access to the driver and vehicle information system.

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

35.5 Sec. 39. Minnesota Statutes 2024, section 171.12, subdivision 7b, is amended to read:

35.6 Subd. 7b. **Data privacy; noncompliant license or identification card.** (a) With respect
35.7 to noncompliant licenses or identification cards, the commissioner is prohibited from:

35.8 (1) electronically disseminating outside the state data that is not disseminated as of May
35.9 19, 2017; or

35.10 (2) utilizing any electronic validation or verification system accessible from or maintained
35.11 outside the state that is not in use as of May 19, 2017.

35.12 (b) The limitations in paragraph (a) do not apply to the extent necessary to:

35.13 (1) maintain compliance with the driver's license compact under section 171.50 and
35.14 applicable federal law governing commercial driver's licenses;

35.15 (2) perform identity verification as part of an application for a replacement Social Security
35.16 card issued by the Social Security Administration; ~~and~~

35.17 (3) perform identity verification for a program participant in the Transportation Security
35.18 Administration's Registered Traveler program who has voluntarily provided their Minnesota
35.19 driver's license or identification card to confirm their identity to a private entity operating
35.20 under the Registered Traveler program; and

35.21 (4) validate or verify a United States passport, certificate of citizenship, or certificate of
35.22 naturalization submitted with an application for a noncompliant license or identification
35.23 card.

35.24 (c) For purposes of paragraph (b), clause (3), the information provided for identity
35.25 verification is limited to name, date of birth, the license or identification card's identification
35.26 number, issuance date, expiration date, and credential security features which does not
35.27 include facial recognition.

35.28 (d) For purposes of this subdivision, "outside the state" includes federal agencies, states
35.29 other than Minnesota, organizations operating under agreement among the states, and private
35.30 entities.

36.1 (e) Prior to disclosing to a data requester, other than the data subject, any data on
36.2 individuals relating to a noncompliant driver's license or identification card, the commissioner
36.3 or a driver's license agent must require the data requester to certify that the data requester
36.4 must not use the data for civil immigration enforcement purposes or disclose the data to a
36.5 state or federal government entity that primarily enforces immigration law or to any employee
36.6 or agent of any such government entity. A data requester who violates the certification
36.7 required in this paragraph may be liable in a civil action brought under section 13.08, may
36.8 be subject to criminal penalties under section 13.09, may have subsequent requests for
36.9 noncompliant driver's license or identification card data be denied by the commissioner,
36.10 and may lose access to the driver records subscription service under section 168.327. A
36.11 certification form used by the commissioner or a driver's license agent under this paragraph
36.12 must include information about penalties that apply for violations.

36.13 **EFFECTIVE DATE.** This section is effective October 1, 2026, for noncompliant license
36.14 and identification card applications submitted on or after that date.

36.15 Sec. 40. Minnesota Statutes 2024, section 171.187, subdivision 1, is amended to read:

36.16 Subdivision 1. **Suspension required.** The commissioner shall suspend the driver's license
36.17 of a person:

36.18 (1) for whom a peace officer has made the certification described in section 629.344
36.19 that probable cause exists to believe that the person violated section 609.2112, subdivision
36.20 1, paragraph (a), ~~clause (2), (3), (4), (5), or (6)~~; 609.2113, subdivision 1, ~~clause (2), (3), (4),~~
36.21 ~~(5), or (6)~~; subdivision 2, ~~clause (2), (3), (4), (5), or (6)~~; or subdivision 3, ~~clause (2), (3),~~
36.22 ~~(4), (5), or (6)~~; or 609.2114, subdivision 1, ~~paragraph (a), clause (2), (3), (4), (5), or (6)~~, or
36.23 ~~subdivision 2, clause (2), (3), (4), (5), or (6)~~; or

36.24 (2) who has been formally charged with a violation of section 609.20, 609.205, 609.2112,
36.25 609.2113, or 609.2114, resulting from the operation of a motor vehicle.

36.26 **EFFECTIVE DATE.** This section is effective August 1, 2026, and applies to
36.27 certifications made on or after that date.

36.28 Sec. 41. Minnesota Statutes 2025 Supplement, section 171.187, subdivision 3, is amended
36.29 to read:

36.30 Subd. 3. **Credit.** If a person whose driver's license was suspended under subdivision 1
36.31 is later convicted of the underlying offense that resulted in the suspension and the
36.32 commissioner revokes the person's license, the commissioner shall credit the time accrued

37.1 under the suspension period toward the revocation period imposed under section 171.178,
37.2 subdivision 6, or for violations of section:

37.3 (1) 609.20;

37.4 (2) 609.205;

37.5 (3) 609.2112, subdivision 1, paragraph (a), ~~clause (1), (7), or (8);~~

37.6 (4) 609.2113, subdivision 1, ~~clause (1), (7), or (8); subdivision 2, clause (1), (7), or (8);~~
37.7 ~~or subdivision 3, clause (1), (7), or (8); or~~

37.8 (5) 609.2114, subdivision 1, ~~paragraph (a), clause (1), (7), or (8), or subdivision 2, clause~~
37.9 ~~(1), (7), or (8).~~

37.10 **EFFECTIVE DATE.** This section is effective August 1, 2026.

37.11 Sec. 42. **[174.205] RESILIENT PAVEMENT PROGRAM.**

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

37.14 (b) "Baseline project" means a trunk highway project without revision to pavement
37.15 design life.

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

37.17 (d) "Modified project" means a project that is revised or under a revision analysis to
37.18 contain a modified pavement design life using funds provided under the program.

37.19 (e) "Pavement cost" means the estimated total cost of pavement items, including pavement
37.20 foundation, for the project, in conformance with standard specifications for construction
37.21 established by the commissioner.

37.22 (f) "Program" means the resilient pavement program under this section.

37.23 **Subd. 2. Program established.** Subject to available funds, the commissioner must
37.24 establish a resilient pavement program to provide supplemental funding for revisions to
37.25 pavement design of trunk highway projects on the basis of long-term cost effectiveness.

37.26 **Subd. 3. Administration.** (a) In implementing the program, the commissioner must:

37.27 (1) establish procedures for identification, analysis, and selection of projects that receive
37.28 funding and are accordingly revised in the pavement design; and

37.29 (2) specify a modified pavement design life, whether through pavement material,
37.30 pavement foundation, or a combination, that is at least 50 years for modified projects.

38.1 (b) The commissioner must determine pavement design life using the current standard
38.2 models used by the department for pavement design.

38.3 Subd. 4. **Project eligibility; cost effectiveness.** (a) To be eligible for funds under the
38.4 program, a project must:

38.5 (1) be for trunk highway construction, reconstruction, maintenance, or improvement;

38.6 (2) be included in a prior or the current state transportation improvement program or
38.7 capital highway investment plan with a proposed design life of less than or equal to 20
38.8 years;

38.9 (3) be a modified project with a pavement design life as specified under subdivision 3,
38.10 paragraph (a), clause (2); and

38.11 (4) have a cost-effectiveness ratio, as calculated under paragraph (b), that equals or is
38.12 greater than two.

38.13 (b) The cost-effectiveness ratio is calculated as:

38.14 (1) the pavement cost of the baseline project, divided by the pavement design life of the
38.15 baseline project; divided by

38.16 (2) the pavement cost of the modified project, divided by the modified pavement design
38.17 life.

38.18 Subd. 5. **Use of funds.** (a) For a project selected under the program, the commissioner
38.19 may expend program funds for up to 110 percent of the difference in anticipated pavement
38.20 costs between the modified project and the baseline project.

38.21 (b) The commissioner may expend up to one-third of the funds on projects located wholly
38.22 or substantially inside the Department of Transportation metropolitan district, as calculated
38.23 using total funds under the program over:

38.24 (1) the current fiscal year, and

38.25 (2) the latest prior two years in which funds are allocated.

38.26 (c) The commissioner must not expend funds under the program for program delivery.

38.27 Subd. 6. **Public information.** The commissioner must publish information regarding
38.28 the program on the department's website. The information must include:

38.29 (1) a description of program implementation;

38.30 (2) identification of projects analyzed and selected under the program; and

39.1 (3) for each project selected, an overview that includes a brief project description, the
39.2 pavement design changes, and information on expenditures from program funds.

39.3 Sec. 43. Minnesota Statutes 2024, section 174.38, subdivision 6, is amended to read:

39.4 Subd. 6. **Use of funds.** (a) The commissioner must determine permissible uses of financial
39.5 assistance under this section, which are limited to:

39.6 (1) construction and maintenance of bicycle, trail, and pedestrian infrastructure, including
39.7 but not limited to safe routes to school infrastructure and bicycle facilities and centers; and

39.8 (2) noninfrastructure programming, including activities as specified in section 174.40,
39.9 subdivision 7a, paragraph (b).

39.10 (b) Of the amount made available in each fiscal year, the first ten percent, up to \$500,000,
39.11 is for grants programming to develop, maintain, and implement active transportation safety
39.12 curriculum for youth ages five to 14 years old, and if remaining funds are available, for (1)
39.13 youth ages 15 to 17 years old, (2) adult active transportation safety programs, and (3) adult
39.14 learn-to-ride programs. The curriculum must include resources for teachers and must meet
39.15 the model training materials requirements under section 123B.935, subdivision 4.

39.16 Sec. 44. **[174.68] TRUCK PARKING IMPROVEMENT PROGRAM.**

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

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

39.20 (c) "Program" means the truck parking improvement program established in this section.

39.21 Subd. 2. Program established. A truck parking improvement program is established
39.22 to support improvements related to truck parking access, availability, and safety. Money
39.23 may be appropriated from the trunk highway fund or the general fund for truck parking
39.24 capacity improvements at public, private, or partnership-operated sites.

39.25 Subd. 3. Program administration. (a) The commissioner must establish program
39.26 requirements in conformance with this section, including but not limited to a competitive
39.27 process for project evaluation and discretionary award of financial assistance.

39.28 (b) The commissioner must conduct a solicitation for projects under the program in each
39.29 fiscal year for which money is available. The commissioner must make reasonable efforts
39.30 to publicize each solicitation among all eligible recipients.

40.1 (c) The commissioner may authorize expenditures, provide grants, enter into partnerships
40.2 with local governments or private entities, including truck stops, or provide other financial
40.3 assistance for a truck parking improvement project.

40.4 (d) The commissioner is prohibited from expending more than three percent of available
40.5 money in a fiscal year under this section on program administration.

40.6 (e) No actions taken under this section are to be construed as authorizing the
40.7 commercialization of any public rest area.

40.8 Subd. 4. **Eligibility.** Eligible recipients of financial assistance under this section are:

40.9 (1) the Department of Transportation;

40.10 (2) a county;

40.11 (3) a statutory or home rule charter city that receives aid from the municipal state-aid
40.12 street fund under chapter 162;

40.13 (4) a statutory or home rule charter city or a town in partnership with a political
40.14 subdivision under clause (2) or (3);

40.15 (5) a metropolitan planning organization;

40.16 (6) a public or private port authority;

40.17 (7) an established truck stop business, commercial warehouse site, large retail company,
40.18 or trucking service repair company; and

40.19 (8) an entity operating under a public-private partnership authorized by the commissioner.

40.20 Subd. 5. **Project evaluation.** In developing and maintaining criteria to evaluate
40.21 applications, the commissioner must gather input from the Minnesota Freight Advisory
40.22 Committee and consult with the Statewide Freight Investment Committee.

40.23 Subd. 6. **Use of money.** Financial assistance under the program may be used for:

40.24 (1) predesign, design, engineering, acquisition of land or permanent easements,
40.25 environmental analysis and remediation, construction, reconstruction, and maintenance of
40.26 truck parking facilities;

40.27 (2) construction and maintenance of truck parking information systems;

40.28 (3) construction and maintenance of bathroom facilities that serve truck parking facilities;

40.29 (4) installation and relocation of utilities necessary for additional truck parking capacity;

41.1 (5) local match for federal grants for truck safety, truck parking, and hydrogen or electric
41.2 truck fueling improvements;

41.3 (6) truck parking studies; and

41.4 (7) lighting, fencing, or security systems that are appurtenant to the construction of new
41.5 parking spaces at a public rest area, an established truck stop business, commercial warehouse
41.6 site, large retail company, or trucking service repair company.

41.7 Subd. 7. **Public information.** The commissioner must publish information regarding
41.8 the program on the department's website. The information must include:

41.9 (1) an overview of program requirements and implementation;

41.10 (2) identification of all projects considered in each project selection round; and

41.11 (3) a review of each selected project, with amounts and sources of funding.

41.12 Sec. 45. Minnesota Statutes 2024, section 216D.01, is amended by adding a subdivision
41.13 to read:

41.14 Subd. 2a. **Electronic positive response.** "Electronic positive response" means an
41.15 electronic notification from an operator to the notification center regarding the status of a
41.16 locate in the area of a proposed excavation or boundary survey.

41.17 Sec. 46. Minnesota Statutes 2024, section 216D.03, is amended by adding a subdivision
41.18 to read:

41.19 Subd. 6. **Electronic positive response.** The notification center must make an electronic
41.20 positive response from an operator available to the relevant excavator through electronic
41.21 means.

41.22 Sec. 47. Minnesota Statutes 2024, section 216D.04, subdivision 3, is amended to read:

41.23 Subd. 3. **Locating underground facility; operator.** (a) Prior to the conclusion of the
41.24 locate period, an operator must locate and mark or otherwise provide the approximate
41.25 horizontal location of the underground facilities of the operator and provide readily available
41.26 information regarding the operator's abandoned and out-of-service underground facilities
41.27 as shown on maps, drawings, diagrams, or other records used in the operator's normal course
41.28 of business, without cost to the excavator. Prior to the conclusion of the locate period, an
41.29 operator must provide an electronic positive response through the notification center for
41.30 the notice of excavation. The excavator must determine the precise location of the

42.1 underground facility, without damage, before excavating within two feet of the marked
42.2 location of the underground facility.

42.3 (b) Within 96 hours or the time specified in the notice, whichever is later, after receiving
42.4 a notice for boundary survey from the notification center, excluding Saturdays, Sundays,
42.5 and holidays, unless otherwise agreed to between the land surveyor and operator, an operator
42.6 must locate and mark or otherwise provide the approximate horizontal location of the
42.7 underground facilities of the operator, without cost to the land surveyor. Prior to the
42.8 conclusion of the time period under this paragraph, an operator must provide an electronic
42.9 positive response through the notification center for the notice for boundary survey.

42.10 (c) For the purpose of this section, the approximate horizontal location of the underground
42.11 facilities is a strip of land two feet on either side of the underground facilities.

42.12 (d) Markers used to designate the approximate horizontal location of underground
42.13 facilities are subject to the following requirements:

42.14 (1) markers must be a combination of paint markings and at least one of the following:

42.15 (i) a flag or flags, (ii) a stake or stakes, or (iii) a whisker or whiskers;

42.16 (2) all markers under clause (1) must follow the current color code standard used by the
42.17 American Public Works Association;

42.18 (3) markers must be located within a plus or minus two-foot tolerance; and

42.19 (4) the name of the operator must be indicated on each flag, stake, or whisker.

42.20 If the surface being marked is hard, markers without flags, stakes, or whiskers may be used
42.21 but must comply with the color code standard and tolerance requirement under clauses (2)
42.22 and (3).

42.23 (e) If the operator cannot complete marking of the excavation or boundary survey area
42.24 before the excavation or boundary survey start time stated in the notice, the operator must
42.25 promptly contact the excavator or land surveyor.

42.26 (f) Operators must maintain maps, drawings, diagrams, or other records of any
42.27 underground facility abandoned or out-of-service after December 31, 1998.

42.28 (g) An operator or other person providing information pursuant to this subdivision is
42.29 not responsible to any person, for any costs, claims, or damages for information provided
42.30 in good faith regarding abandoned, out-of-service, or private or customer-owned underground
42.31 facilities.

43.1 (h) An operator must use geospatial location information or an equivalent technology
 43.2 to develop as-built drawings of newly installed or newly abandoned facilities if exposed in
 43.3 the excavation area. The requirements under this paragraph apply (1) on or after January 1,
 43.4 2026, or (2) on or after January 1, 2027, for an operator that provided services to fewer than
 43.5 10,000 customers in calendar year 2025.

43.6 (i) An operator must provide up-to-date contact information to the notification center
 43.7 (1) as the contact changes occur, to the extent practicable, and (2) on at least a quarterly
 43.8 basis following a change in contact information. The contact information must include at
 43.9 least one telephone number designated by the operator to reach a person or persons regarding
 43.10 locates.

43.11 **EFFECTIVE DATE.** This section is effective August 1, 2026, except that paragraph
 43.12 (i) is effective January 1, 2027.

43.13 Sec. 48. Minnesota Statutes 2024, section 219.14, is amended by adding a subdivision to
 43.14 read:

43.15 Subd. 1a. **Crossing bells.** Notwithstanding this section or any other law or rule to the
 43.16 contrary, the commissioner must not order or allow crossing bells to be silenced at any
 43.17 railroad crossing equipped with an active warning system.

43.18 Sec. 49. Minnesota Statutes 2024, section 222.50, is amended to read:

43.19 **222.50 RAIL SERVICE IMPROVEMENT PROGRAM.**

43.20 Subdivision 1. **Creation.** ~~There is created~~ The rail service improvement program is
 43.21 created to provide assistance for improvement of rail service in the state.

43.22 Subd. 2. **Identifying deteriorating rail line.** The commissioner ~~shall~~ must identify those
 43.23 rail lines that have deteriorated or are in danger of deteriorating so as to be unable to carry
 43.24 the speeds and weights necessary to efficiently transport the goods and products moved or
 43.25 sought to be moved on the lines.

43.26 Subd. 3. **Commissioner's powers; rules.** The commissioner ~~shall have~~ has the power
 43.27 to:

43.28 (1) set priorities for the allocation and expenditure of money or in kind contributions
 43.29 authorized under the rail service improvement program and develop criteria for eligibility
 43.30 and approval of projects under the program. The criteria ~~shall~~ must include the anticipated
 43.31 economic and social benefits to the state and to the area being served and the economic
 43.32 viability of the project;

44.1 (2) negotiate and enter into contracts for rail line rehabilitation or other rail service
44.2 improvement;

44.3 (3) disburse state and federal money for rail service improvements; and

44.4 (4) adopt rules necessary to carry out the purposes of sections 222.46 to 222.54.

44.5 Subd. 4. **Contract.** The commissioner may negotiate and enter into contracts for the
44.6 purpose of rail service improvement and may incorporate funds available from the federal
44.7 government. The participants in these contracts ~~shall~~ must be railroads, rail users, and the
44.8 department, and may be political subdivisions of the state and the federal government. ~~In~~
44.9 ~~such contracts~~; Participation by all parties ~~shall~~ in these contracts must be voluntary. The
44.10 commissioner may provide a portion of the money required to carry out the terms of ~~any~~
44.11 ~~such contract~~ these contracts by expenditure from ~~the~~ a rail service improvement account.

44.12 Subd. 5. **Contractual conditions.** In making any contract pursuant to subdivision 4, the
44.13 commissioner may:

44.14 (1) stipulate minimum operating standards for rail lines designed to achieve reasonable
44.15 transportation service for shippers and to achieve best use of funds invested in rail line
44.16 rehabilitation;

44.17 (2) require a portion of the total assistance for improving a rail line to be loaned to the
44.18 railroad by rail users and require the railroad to reimburse rail users for any loan on the
44.19 basis of use of the line and the revenues produced when the line has been improved;

44.20 (3) determine the terms and conditions under which all or any portion of state funds
44.21 allocated ~~shall~~ must be repaid to the department by the railroads. Reimbursement may be
44.22 made as a portion of the increased revenue derived from the improved rail line. Any loan
44.23 reimbursement received by the department pursuant to this clause shall for any project
44.24 financed with state general obligation bond funds must be deposited in the rail service
44.25 improvement account in the bond proceeds fund and shall any loan reimbursement received
44.26 by the department pursuant to this clause for any other projects must be deposited in the
44.27 rail service improvement account in the special revenue fund. Reimbursements received
44.28 under this clause must be appropriated exclusively for rehabilitating other rail lines in the
44.29 state pursuant to subdivision 4; and

44.30 (4) to the extent not prohibited by federal law or regulation, require that when the railroad
44.31 elects to contract for portions of the rehabilitation work or rail service improvement, the
44.32 railroad must select a contractor who is experienced in rail rehabilitation work; and must
44.33 require the contractor to:

- 45.1 (i) recruit any new workers from the area where the work is to be done; and
- 45.2 (ii) pay workers under the contract wages that are equal to or greater than the wages the
- 45.3 railroad pays its own workers for similar work, but not less than twice the state minimum
- 45.4 wage that state-covered employers are required to pay under section 177.24, subdivision 1,
- 45.5 paragraph (a).

45.6 Subd. 6. **Grants.** The commissioner may approve grants from ~~the~~ a rail service

45.7 improvement account for freight rail service improvements that support economic

45.8 development.

45.9 Subd. 7. **Expenditures.** (a) The commissioner may expend money from ~~the~~ a rail service

45.10 improvement account for the following purposes:

45.11 (1) to make transfers as provided under section 222.57 or to pay interest adjustments on

45.12 loans guaranteed under the state rail user and rail carrier loan guarantee program;

45.13 (2) to pay a portion of the costs of capital improvement projects designed to improve

45.14 rail service of a rail user or a rail carrier;

45.15 (3) to pay a portion of the costs of rehabilitation projects designed to improve rail service

45.16 of a rail user or a rail carrier;

45.17 (4) to acquire, maintain, manage, and dispose of railroad right-of-way pursuant to the

45.18 state rail bank program;

45.19 (5) to provide for aerial photography survey of proposed and abandoned railroad tracks

45.20 for the purpose of recording and reestablishing by analytical triangulation the existing

45.21 alignment of the in-place track;

45.22 (6) to pay a portion of the costs of acquiring a rail line by a regional railroad authority

45.23 established pursuant to chapter 398A;

45.24 (7) to pay the state matching portion of federal grants for rail-highway grade crossing

45.25 improvement projects;

45.26 (8) to pay the nonfederal matching portion of federal grants for freight rail projects that

45.27 support economic development;

45.28 (9) to fund rail planning studies; and

45.29 (10) to pay a portion of the costs of capital improvement projects designed to improve

45.30 capacity or safety at rail yards.

46.1 (b) All money derived by the commissioner from the disposition of railroad right-of-way
46.2 or of any other property acquired pursuant to sections 222.46 to 222.62 ~~shall~~ must be
46.3 deposited in the rail service improvement account in the special revenue fund.

46.4 Sec. 50. Minnesota Statutes 2024, section 299A.41, subdivision 3, is amended to read:

46.5 Subd. 3. **Killed in the line of duty.** (a) "Killed in the line of duty" does not include any
46.6 deaths from natural causes, except as expressly provided in this subdivision. In the case of
46.7 a public safety officer, killed in the line of duty includes the death of a public safety officer
46.8 caused by accidental means while the public safety officer is acting in the course and scope
46.9 of duties as a public safety officer. Killed in the line of duty also ~~means~~ includes if a public
46.10 safety officer dies as the direct and proximate result of a heart attack, stroke, or vascular
46.11 rupture, that officer ~~shall be~~ is presumed to have died as the direct and proximate result of
46.12 a personal injury sustained in the line of duty if:

46.13 (1) that officer, while on duty:

46.14 (i) engaged in a situation, and that engagement involved nonroutine stressful or strenuous
46.15 physical activity in law enforcement, fire suppression, rescue, hazardous material response,
46.16 emergency medical services, prison security, disaster relief, or other emergency response
46.17 activity; or

46.18 (ii) participated in a training exercise, and that participation involved nonroutine stressful
46.19 or strenuous physical activity;

46.20 (2) that officer died as a result of a heart attack, stroke, or vascular rupture suffered:

46.21 (i) while engaging or participating under clause (1);

46.22 (ii) while still on duty after engaging or participating under clause (1); or

46.23 (iii) not later than 24 hours after engaging or participating under clause (1); and

46.24 (3) the presumption is not overcome by competent medical evidence to the contrary.

46.25 (b) "Killed in the line of duty" also ~~means~~ includes that the officer died due to suicide:

46.26 (1) secondary to a diagnosis of posttraumatic stress disorder as described in the most
46.27 recent edition of the Diagnostic and Statistical Manual of Mental Disorders published by
46.28 the American Psychiatric Association; or

46.29 (2) within 45 days of the end of exposure, while on duty, to a traumatic event.

46.30 (c) "Killed in the line of duty" also includes that the officer died as a result of
46.31 complications caused by exposure sustained in the line of duty to any of the following

47.1 infectious diseases, viruses, or bacteria, if medical records identify the disease, virus, or
47.2 bacteria as a cause of or contributing factor to the death: COVID-19; influenza; hepatitis
47.3 B; hepatitis C; tuberculosis; HIV/AIDS; meningitis; MRSA; whooping cough; or
47.4 streptococcus pneumoniae.

47.5 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
47.6 final enactment and applies retroactively from February 1, 2020.

47.7 Sec. 51. Minnesota Statutes 2024, section 299A.41, is amended by adding a subdivision
47.8 to read:

47.9 **Subd. 3a. Nonroutine strenuous physical activity.** "Nonroutine strenuous physical
47.10 activity" means line-of-duty activity that:

47.11 (1) is not an action of a clerical, administrative, or nonmanual nature;

47.12 (2) is not performed as a matter of routine; and

47.13 (3) entails an unusually high level of physical exertion.

47.14 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
47.15 final enactment and applies retroactively from February 1, 2020.

47.16 Sec. 52. Minnesota Statutes 2024, section 299A.41, is amended by adding a subdivision
47.17 to read:

47.18 **Subd. 3b. Nonroutine stressful or strenuous physical activity.** "Nonroutine stressful
47.19 or strenuous physical activity" means nonroutine stressful physical activity or nonroutine
47.20 strenuous physical activity.

47.21 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
47.22 final enactment and applies retroactively from February 1, 2020.

47.23 Sec. 53. Minnesota Statutes 2024, section 299A.41, is amended by adding a subdivision
47.24 to read:

47.25 **Subd. 3c. Nonroutine stressful physical activity.** "Nonroutine stressful physical activity"
47.26 means line-of-duty activity that:

47.27 (1) is not an action of a clerical, administrative, or nonmanual nature;

47.28 (2) is not performed as a matter of routine;

47.29 (3) entails nonnegligible physical exertion; and

48.1 (4) occurs:

48.2 (i) with respect to a situation in which a public safety officer is engaged under
48.3 circumstances that objectively and reasonably:

48.4 (A) pose or appear to pose significant dangers, threats, or hazards, or reasonably
48.5 foreseeable risks thereof, not faced by similarly situated members of the public in the
48.6 ordinary course; and

48.7 (B) provoke, cause, or occasion an unusually high level of alarm, fear, or anxiety; or

48.8 (ii) with respect to a training exercise in which a public safety officer participates under
48.9 circumstances that objectively and reasonably:

48.10 (A) simulate in realistic fashion situations that pose significant dangers, threats, or
48.11 hazards; and

48.12 (B) provoke, cause, or occasion an unusually high level of alarm, fear, or anxiety.

48.13 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
48.14 final enactment and applies retroactively from February 1, 2020.

48.15 Sec. 54. Minnesota Statutes 2024, section 299A.41, subdivision 4, is amended to read:

48.16 Subd. 4. **Public safety officer.** "Public safety officer" includes:

48.17 (1) a peace officer defined in section 626.84, subdivision 1, paragraph (c) or (d);

48.18 (2) a correction officer employed at a correctional facility and charged with maintaining
48.19 the safety, security, discipline, and custody of inmates at the facility;

48.20 (3) a corrections staff person working in a public agency and supervising offenders in
48.21 the community as defined in sections 243.05, subdivision 6; 244.19, subdivision 1; and
48.22 401.01, subdivision 2;

48.23 (4) an individual employed on a full-time or part-time basis by the state or by a fire
48.24 department of a governmental subdivision of the state, who is engaged in any of the following
48.25 duties:

48.26 (i) firefighting;

48.27 (ii) emergency motor vehicle operation;

48.28 (iii) investigation into the cause and origin of fires;

48.29 (iv) the provision of emergency medical services; or

48.30 (v) hazardous material responder;

49.1 (5) a legally enrolled member of a volunteer or paid on-call fire department or member
 49.2 of an independent nonprofit firefighting corporation who is engaged in the hazards of
 49.3 firefighting;

49.4 (6) a good samaritan while complying with the request or direction of a public safety
 49.5 officer to assist the officer;

49.6 (7) a reserve police officer or a reserve deputy sheriff while acting under the supervision
 49.7 and authority of a political subdivision;

49.8 (8) a driver or attendant with a licensed basic or advanced life-support transportation
 49.9 service who is engaged in providing emergency care;

49.10 (9) a first responder who is certified by the director of the Office of Emergency Medical
 49.11 Services to perform basic emergency skills before the arrival of a licensed ambulance service
 49.12 and who is a member of an organized service recognized by a local political subdivision to
 49.13 respond to medical emergencies to provide initial medical care before the arrival of an
 49.14 ambulance; ~~and~~

49.15 (10) a person, other than a state trooper, employed by the commissioner of public safety
 49.16 and assigned to the State Patrol, whose primary employment duty is either Capitol security
 49.17 or the enforcement of commercial motor vehicle laws and regulations; and

49.18 (11) a person formerly employed as a public safety officer under clauses (1) to (5) or
 49.19 (7) to (10) if the person separated from service due to a duty disability, as defined in section
 49.20 353.01, subdivision 41.

49.21 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
 49.22 final enactment and applies retroactively from February 1, 2020.

49.23 Sec. 55. **[299A.412] DETERMINING WHAT IS ROUTINE.**

49.24 Neither of the following is dispositive in determining whether an activity or action is
 49.25 understood to have been performed as a matter of routine under section 299A.41:

49.26 (1) being generally described by the public safety agency as routine or ordinary; or

49.27 (2) the frequency with which the activity or action may be performed.

49.28 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
 49.29 final enactment and applies retroactively from February 1, 2020.

50.1 Sec. 56. **[299A.96] EMERGENCY CONTACT INFORMATION FOR ELECTED**
50.2 **OFFICIALS.**

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

50.5 (b) "Commissioner" means the commissioner of public safety.

50.6 (c) "Elected official" means a state executive officer, member of the legislature, justice
50.7 of the supreme court, or member of the state's federal congressional delegation.

50.8 Subd. 2. Submitting contact information to commissioner. (a) For purposes of
50.9 subdivision 4, an elected official must submit and verify annually by January 31 to the
50.10 commissioner in a commissioner-prescribed format the following information:

50.11 (1) primary residential address;

50.12 (2) any secondary address in the state;

50.13 (3) work telephone number;

50.14 (4) home telephone number;

50.15 (5) email address; and

50.16 (6) list and contact information of immediate family members.

50.17 (b) An elected official must notify the commissioner within 30 days after changing any
50.18 information under paragraph (a).

50.19 Subd. 3. Data classification. All information submitted under subdivision 2 is classified
50.20 as private data on individuals under section 13.02, subdivision 12. The data may be accessed
50.21 by only authorized personnel for official public safety purposes when used or disclosed
50.22 under subdivision 4.

50.23 Subd. 4. Using and disclosing information. (a) The commissioner may use or disclose
50.24 information under subdivision 2 only as follows:

50.25 (1) to ensure the safety and security of elected officials or their immediate family
50.26 members; or

50.27 (2) for law enforcement purposes when needed for protecting public safety.

50.28 (b) Use or disclosure of the information under subdivision 2 is subject to the remedies
50.29 and penalties under sections 13.08 and 13.09.

51.1 Sec. 57. Minnesota Statutes 2024, section 299D.03, subdivision 2, is amended to read:

51.2 Subd. 2. **Salary and reimbursement.** (a) Each employee other than the chief supervisor,
51.3 lieutenant colonel, majors, captains, lieutenants, corporals, and sergeants hereinafter
51.4 designated shall be known as patrol troopers.

51.5 (b) There may be appointed one lieutenant colonel; and such majors, captains, lieutenants,
51.6 corporals, sergeants, and troopers as the commissioner deems necessary to carry out the
51.7 duties and functions of the State Patrol. Persons in above-named positions shall be appointed
51.8 by law and have such duties as the commissioner may direct and, except for troopers, shall
51.9 be selected from the patrol troopers, corporals, sergeants, captains, lieutenants, and majors
51.10 who shall have had at least five years' experience as either patrol troopers, corporals,
51.11 sergeants, or supervisors.

51.12 (c) The salary rates for all State Patrol troopers, corporals, and sergeants shall be deemed
51.13 to include \$6 per day reimbursement for shift differential, meal and business expenses
51.14 incurred by State Patrol troopers, corporals, and sergeants in the performance of their
51.15 assigned duties in their patrol areas; business expenses include, but are not limited to:
51.16 uniform costs, home garaging of squad cars, and maintenance of home office.

51.17 Sec. 58. Minnesota Statutes 2024, section 299D.03, subdivision 2a, is amended to read:

51.18 Subd. 2a. **Salary and benefits survey.** (a) By January 1 of 2021, 2024, 2027, and ~~2030~~
51.19 every odd-numbered year thereafter, the legislative auditor must conduct a compensation
51.20 ~~and benefit~~ survey of law enforcement officers in every police department:

51.21 (1) in a city with a population in excess of 25,000, located in a metropolitan county, as
51.22 defined in section 473.121, subdivision 4, that is represented by a union certified by the
51.23 Bureau of Mediation Services; or

51.24 (2) in a city of the first class.

51.25 The State Patrol must also be included in the survey.

51.26 (b) The legislative auditor must base the survey on compensation ~~and benefits~~ for the
51.27 past completed calendar year. The survey must be based on full-time equivalent employees.
51.28 The legislative auditor must calculate compensation using base salary, overtime wages, and
51.29 premium pay. Premium pay is payment that is received by a majority of employees and
51.30 includes but is not limited to education pay and longevity pay. The legislative auditor must
51.31 not include any payments made to officers or troopers for work performed for an entity
51.32 other than the agency that employs the officer or trooper, regardless of who makes the
51.33 payment. ~~The legislative auditor must also include in the survey all benefits, including~~

52.1 ~~insurance, retirement, and pension benefits. The legislative auditor must include contributions~~
 52.2 ~~from both the employee and employer when determining benefits.~~

52.3 (c) The legislative auditor must compile the survey results into a report. The report must
 52.4 show each department separately. For each department, the survey must include:

52.5 (1) an explanation of the salary structure, and include minimum and maximum salaries
 52.6 for each range or step; and

52.7 (2) ~~an explanation of benefits offered, including the options that are offered and the~~
 52.8 ~~employee and employer contribution for each option.~~

52.9 ~~Wherever possible, the report must be designed so that the data for each department is in~~
 52.10 ~~the same table or grid format to facilitate easy comparison.~~

52.11 (d) By January 15 of 2021, 2024, 2027, and ~~2030~~ every odd-numbered year thereafter,
 52.12 the legislative auditor must transmit the survey report to the chairs and ranking minority
 52.13 members of the house of representatives and senate committees with jurisdiction over the
 52.14 State Patrol budget.

52.15 (e) It is the legislature's intent to use the information in this study to compare salaries
 52.16 between the identified police departments and the State Patrol and to make appropriate
 52.17 increases to patrol trooper, captain, and lieutenant salaries. Nothing in this subdivision
 52.18 precludes the collective bargaining of salaries or compensation in excess of salaries or
 52.19 compensation supported by the salary survey. Salary adjustments for supervisory ranks,
 52.20 including corporals, sergeants, lieutenants, and captains, must be proportionate to the salary
 52.21 adjustments made for patrol troopers resulting from the survey. This subdivision does not
 52.22 expand the scope of the salary survey beyond patrol troopers. For purposes of this paragraph,
 52.23 "patrol troopers" has the meaning given in subdivision 2, paragraph (a).

52.24 Sec. 59. **[299D.14] VOLUNTEER CHAPLAINS.**

52.25 Subdivision 1. **Volunteers permitted.** The commissioner or the chief supervisor of the
 52.26 State Patrol may recruit, train, and accept, without regard to personnel laws or rules, the
 52.27 services of individuals without compensation as volunteer chaplains to support members
 52.28 of the Minnesota State Patrol in their roles and responsibilities under this chapter.

52.29 Subd. 2. **Incidental expenses.** The chief supervisor may provide for the incidental
 52.30 expenses of a volunteer chaplain, including transportation, lodging, and subsistence.

52.31 Subd. 3. **Application of law.** Except as otherwise provided in this section, a volunteer
 52.32 chaplain is not a state employee and is not subject to the provisions of law relating to state

53.1 employment, including but not limited to those governing hours of work, rates of
53.2 compensation, leave, unemployment benefits, and state employee benefits.

53.3 Sec. 60. Minnesota Statutes 2024, section 360.021, subdivision 1, is amended to read:

53.4 Subdivision 1. **Authority to establish.** The commissioner is authorized and empowered,
53.5 on behalf of and in the name of this state, within the limitation of available appropriations,
53.6 to acquire, by purchase, gift, devise, lease, condemnation proceedings, or otherwise, property,
53.7 real or personal, for the purpose of establishing and constructing restricted landing areas
53.8 and other air navigation facilities and to acquire in like manner, own, control, establish,
53.9 construct, enlarge, improve, maintain, equip, operate, regulate, and police such restricted
53.10 landing areas and other air navigation facilities, either within or without this state; and to
53.11 make, prior to any such acquisition, investigations, surveys, and plans. The commissioner
53.12 may maintain, equip, operate, regulate, and police airports, either within or without this
53.13 state. The operation and maintenance of airports is an essential public service. The
53.14 commissioner may maintain at such airports facilities for the servicing of aircraft and for
53.15 the comfort and accommodation of air travelers. The commissioner may dispose of any
53.16 such property, airport, restricted landing area, or any other air navigation facility, by sale,
53.17 lease, or otherwise, in accordance with the laws of this state governing the disposition of
53.18 other like property of the state. The commissioner may not acquire or take over any restricted
53.19 landing area, or other air navigation facility without the consent of the owner. The
53.20 commissioner shall not acquire any additional state airports nor establish any additional
53.21 state-owned airports. The commissioner may erect, equip, operate, and maintain on any
53.22 airport buildings and equipment necessary and proper to maintain, and conduct such airport
53.23 and air navigation facilities connected therewith. The commissioner shall not expend money
53.24 for land acquisition, or for the construction, improvement, or maintenance of airports, or
53.25 for air navigation facilities for an airport, unless the municipality, county, or joint airport
53.26 zoning board involved has or is establishing a zoning authority for that airport, and the
53.27 authority has made a good-faith showing that it is in the process of and will complete with
53.28 due diligence, an airport zoning ordinance in accordance with sections 360.061 to 360.074.
53.29 The commissioner may provide funds to support airport safety projects that maintain existing
53.30 infrastructure, regardless of a zoning authority's efforts to complete a zoning regulation.
53.31 The commissioner may withhold funding from only the airport subject to the proposed
53.32 zoning ordinance. ~~Notwithstanding the foregoing prohibition, the commissioner may continue~~
53.33 ~~to maintain the state-owned airport at Pine Creek.~~

54.1 Sec. 61. Minnesota Statutes 2024, section 629.344, is amended to read:

54.2 **629.344 CRIMINAL VEHICULAR OPERATION AND MANSLAUGHTER;**
54.3 **CERTIFICATION OF PROBABLE CAUSE BY PEACE OFFICER.**

54.4 If a peace officer determines that probable cause exists to believe that a person has
54.5 violated section 609.2112, subdivision 1, paragraph (a), ~~clause (2), (3), (4), (5), or (6);~~
54.6 609.2113, subdivision 1, ~~clause (2), (3), (4), (5), or (6); subdivision 2, clause (2), (3), (4),~~
54.7 ~~(5), or (6); or subdivision 3, clause (2), (3), (4), (5), or (6); or 609.2114, subdivision 1;~~
54.8 ~~paragraph (a), clause (2), (3), (4), (5), or (6); or subdivision 2, clause (2), (3), (4), (5), or~~
54.9 ~~(6),~~ the officer shall certify this determination and notify the commissioner of public safety.

54.10 **EFFECTIVE DATE.** This section is effective August 1, 2026, and applies to
54.11 determinations by a peace officer that probable cause exists made on or after that date.

54.12 Sec. 62. Laws 2024, chapter 104, article 1, section 2, the effective date, is amended to
54.13 read:

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

54.17 Sec. 63. **PUBLIC EDUCATION CAMPAIGN; ELECTRIC-ASSISTED AND**
54.18 **MOTORIZED BICYCLE SAFETY.**

54.19 The commissioner of public safety must implement a statewide information campaign
54.20 to educate the public about the safe and lawful operation of electric-assisted and motorized
54.21 bicycles.

54.22 Sec. 64. **PUBLIC SAFETY OFFICER DEATH BENEFIT RETROACTIVE CLAIMS.**

54.23 (a) Notwithstanding Minnesota Statutes, section 299A.47, claims for benefits arising
54.24 out of deaths occurring before July 1, 2026, that are eligible due to the retroactive changes
54.25 made in this act are timely if filed before July 1, 2028. Claims for benefits arising out of
54.26 deaths that occur on or after July 1, 2026, are subject to the limitation period under Minnesota
54.27 Statutes, section 299A.47.

54.28 (b) Notwithstanding Minnesota Statutes, section 299A.47, the commissioner of public
54.29 safety must:

54.30 (1) review previously denied benefit claims for deaths occurring between February 1,
54.31 2020, and the effective date of this act;

55.1 (2) determine whether the applicant is eligible for benefits based on the retroactive
55.2 application of the amendments made in this act; and

55.3 (3) award applicable benefits according to Minnesota Statutes, sections 299A.41 to
55.4 299A.46.

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

55.6 Sec. 65. **REPEALER.**

55.7 (a) Minnesota Statutes 2024, section 161.14, subdivisions 6, 12, 12a, 15, 17, and 50,
55.8 and Minnesota Rules, part 7400.5200, subpart 4, are repealed.

55.9 (b) Laws 2021, First Special Session chapter 5, article 4, section 141, is repealed.

55.10 **EFFECTIVE DATE.** Paragraph (b) is effective the day following final enactment."

55.11 Amend the title accordingly