

McKin

PA

Agenda #1

1 Senator moves to amend S.F. No. 1980 as follows:

2 Page 97, after line 13 insert:

3 "Section 1. [CONSTITUTIONAL AMENDMENT PROPOSED.]

4 An amendment to the Minnesota Constitution is proposed to
5 the people. If the amendment is adopted, a section must be
6 added to article XIV, to read:

7 Sec. 12. The proceeds of a tax imposed by the state on the
8 sale of new and used motor vehicles must be appropriated
9 exclusively for surface transportation purposes as defined by
10 law.

11 Sec. 2. [SUBMISSION TO VOTERS.]

12 The constitutional amendment proposed in section 1 must be
13 submitted to the people at the 2006 general election. If
14 approved, motor vehicle sales tax proceeds will be used
15 exclusively for surface transportation purposes as of July 1,
16 2010. The question submitted must be:

17 "Shall the Minnesota Constitution be amended to use the
18 revenue from the state motor vehicle sales tax exclusively for
19 surface transportation purposes, beginning July 1, 2010?

20 Yes

21 No"

22 Sec. 3. [CONSTITUTIONAL AMENDMENT PROPOSED.]

23 An amendment to the Minnesota Constitution, article XIV,
24 section 10, is proposed to the people. If the amendment is
25 adopted, the section will read:

26 Sec. 10. The legislature may levy an excise tax on any
27 means or substance used for propelling vehicles on the public
28 highways of this state or on the business of selling it. The
29 proceeds of the tax shall be paid into the highway user tax
30 distribution fund.

31 The rate of tax under this section on gasoline and special
32 fuel, other than alternative fuels as defined by law, may not be
33 less than 27 cents per gallon.

34 Sec. 4. [SUBMISSION TO VOTERS.]

35 The constitutional amendment proposed in section 3 must be
36 presented to the people at the 2006 general election. The

1 question submitted must be:

2 "Shall the Minnesota Constitution be amended to increase
3 the state tax on gasoline and special fuel, other than
4 alternative fuels, from 20 to 27 cents per gallon ?

5 Yes

6 No"

7 Renumber the sections in sequence and correct the internal
8 references

9 Amend the title accordingly

ROLL CALL VOTE

Date: 5/11/05

Senator Johnson requested a Roll Call Vote on:

1. ___ adoption of _____ amendment
2. X passage of S.F. No. 1980 AS AMENDMENT BE REE TO PASS
3. ___ adoption of _____ motion _____

SENATOR	YES	NO	PASS	ABSENT
Pogemiller		X		
Bakk	X			
Belanger	X			
Betzold		X		
Johnson	X			
Limmer		X		
Marty		X		
McGinn	X			
Moua		X		
Ortman	X		<i>OR</i>	
Skoe	X			
Tomassoni	X			
TOTALS				

There being 7 Yes votes and 5 No votes the Motion:

Prevailed X

Did Not Prevail _____

ROLL CALL VOTE

Date: 5/10/05

Senator Tomassoni requested a Roll Call Vote on:

1. adoption of A49 amendment GAS TAX - CONST. Amend.
2. passage of F. No.
3. adoption of motion

SENATOR	YES	NO	PASS	ABSENT
Pogemiller		X		
Bakk		X		
Belanger	X			
Betzold		X		
Johnson	X			
Limmer	X			
Marty		X		
McGinn	X			
Moua		X		
Ortman	X			
Skoe		X		
Tomassoni		X		
TOTALS				

There being 5 Yes votes and 7 No votes the Motion:

Prevailed

Did Not Prevail

MEMORANDUM

TO: Senator Larry Pogemiller
Senate Tax Committee Members

FR: Kirk Pederson

RE: Deputy Registrar Costs for Hennepin County

Date: May 10, 2005

During yesterday's Tax Committee hearing regarding the Omnibus Transportation Finance bill, you asked if Hennepin County makes or losses money on its deputy registrar offices. This memorandum provides a more detailed response to your question.

Hennepin County currently operates six licensing centers. Due to varying locations and operating structures for these various offices, costs and profit margins differ between centers. For example, well-established license centers that are located in facilities owned by the County roughly break even or show small operating profits. On the other hand, newer service centers located in rented space or facilities that have higher overhead are supported with property tax dollars. But as a whole, Hennepin County loses money on their deputy registrar offices.

The County's total budget for its deputy registrar offices for 2005 is \$7.75 million, of which over \$1.6 million is supported by property tax. According to County staff, if the increased fee legislation should pass, we will be able to decrease property tax support by half to a little less than a million dollars. But this is only considering only direct costs and does not include overhead.

I hope this answers your questions. If you need further information regarding this matter, please do not hesitate to contact me.

	SFY 2004	SFY 2005	SFY 2006	SFY 2007
	Estimated	Estimate	Estimate	Estimate
Revenues				
MVST	126.5	128.6	117.7	120.2
State Gen Fund	54.9	57.4	57.7	58.6
Fares	75.2	78.2	82.0	83.4
Federal	23.9	27.0	28.4	25.9
Other	3.7	6.2	6.4	7.7
Total Revenues	284.2	297.4	292.2	295.8
Expenditures				
Metro Transit Bus	203.0	209.4	216.6	226.2
Metro Transit Rail	6.9	14.7	18.9	20.3
Metro Mobility	29.2	31.3	33.0	34.4
Community Based	4.1	4.2	4.1	4.2
Contracted Reg Rte	10.2	10.9	11.8	12.1
Opt Outs	27.3	28.1	29.9	30.8
Transit Planning	3.1	3.1	2.9	3.0
Total Expenditures	283.8	301.7	317.2	331.0
Difference	0.4	(4.3)	(25.0)	(35.2)

Handout #3

REGISTRATION TAX PAYMENTS

Senate Proposal Vs. Current Payment Vs. Prior to FY01

Vehicle Type/ Tax Proposal	New Vehicle	2nd Yr	3rd Yr	4th Yr	5th Yr	6th Yr	7th Yr	8th Yr	9th Yr	10th Yr	10+Yrs. Old
Chevrolet Cavalier --	Base Value =	\$12,000									
	Tax prior to FY01	\$160.00	\$160.00	\$145.00	\$145.00	\$122.50	\$122.50	\$100.00	\$70.00	\$55.00	\$35.00
	Current Law	\$160.00	\$160.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$70.00	\$55.00	\$35.00
	Senate 05 Proposal	\$160.00	\$130.00	\$115.00	\$100.00	\$85.00	\$70.00	\$62.50	\$55.00	\$40.00	\$35.00
Ford Taurus --	Base Value =	\$18,000									
	Tax prior to FY01	\$235.00	\$235.00	\$212.50	\$212.50	\$178.75	\$178.75	\$145.00	\$100.00	\$77.50	\$35.00
	Current Law	\$235.00	\$189.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$77.50	\$35.00
	Senate 05 Proposal	\$235.00	\$190.00	\$167.50	\$145.00	\$122.50	\$100.00	\$88.75	\$77.50	\$55.00	\$35.00
Toyota Camry --	Base Value =	\$24,000									
	Tax prior to FY01	\$310.00	\$310.00	\$280.00	\$280.00	\$235.00	\$235.00	\$190.00	\$130.00	\$100.00	\$40.00
	Current Law	\$310.00	\$189.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$40.00
	Senate 05 Proposal	\$310.00	\$250.00	\$220.00	\$190.00	\$160.00	\$130.00	\$115.00	\$100.00	\$70.00	\$40.00
Ford Expedition --	Base Value =	\$30,000									
	Tax prior to FY01	\$385.00	\$385.00	\$347.50	\$347.50	\$291.25	\$291.25	\$235.00	\$160.00	\$122.50	\$47.50
	Current Law	\$385.00	\$189.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$47.50
	Senate 05 Proposal	\$385.00	\$310.00	\$272.50	\$235.00	\$197.50	\$160.00	\$141.25	\$122.50	\$85.00	\$47.50
Grand Cherokee --	Base Value =	\$35,000									
	Tax prior to FY01	\$447.50	\$447.50	\$403.75	\$403.75	\$338.13	\$338.13	\$272.50	\$185.00	\$141.25	\$53.75
	Current Law	\$447.50	\$189.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$53.75
	Senate 05 Proposal	\$447.50	\$360.00	\$316.25	\$272.50	\$228.75	\$185.00	\$163.13	\$141.25	\$97.50	\$53.75
Cadillac Deville --	Base Value =	\$40,000									
	Tax prior to FY01	\$510.00	\$510.00	\$460.00	\$460.00	\$385.00	\$385.00	\$310.00	\$210.00	\$160.00	\$60.00
	Current Law	\$510.00	\$189.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$99.00	\$60.00
	Senate 05 Proposal	\$510.00	\$410.00	\$360.00	\$310.00	\$260.00	\$210.00	\$185.00	\$160.00	\$110.00	\$60.00

Transportation Needs and Funding

Mode	(millions)		SF 1980		SF 1980		SF 1980 - Yr 10	
	Est. Annual Need	% of Total	1st Year	% of Total	10th Year	% of Total	w/Bonds & Fed.	% of Total
Local Bridges	25.0	1.4%	0	0.0%	0.0	0.0%	0.0	0.0%
County Highways	195.0	10.8%	25.0	17.5%	107.5	15.0%	107.5	12.9%
Municipal Streets	141.0	7.8%	8.18	5.7%	33.9	4.7%	33.9	4.1%
Trunk Highways	1090.0	60.6%	57.3	40.0%	266.9	37.1%	379.8	45.5%
Gr. MN Transit	37.0	2.1%	5.1	3.6%	12.3	1.7%	5.1	0.6%
Metro Transit	300.0	16.7%	45.5	31.8%	167.8	23.3%	177.8	21.3%
Rail	6.0	0.3%	0	0.0%	0.0	0.0%	0.0	0.0%
Ports	4.0	0.2%	0	0.0%	0.0	0.0%	0.0	0.0%
Township Roads			2.2	1.5%	8.0	1.1%	8.0	1.0%
50% of Multimodal			0	0.0%	122.5	17.0%	122.5	14.7%
TOTAL	1798.0	100.0%	143.3	100.0%	718.9	100.0%	834.7	100.0%

Senate Committee on Taxes

Tuesday, May 10, 2005

1:00 pm

Room 15 Capitol

AGENDA

SF 1980 (MURPHY) Omnibus Transportation Funding Bill.

SF 1703 (MARKO) Metro area sales tax with proceeds
dedicated to transit/transportation.

Senator Lawrence J. Pogemiller
Chair

Hue Nguyen
Legislative Assistant

Handout #15

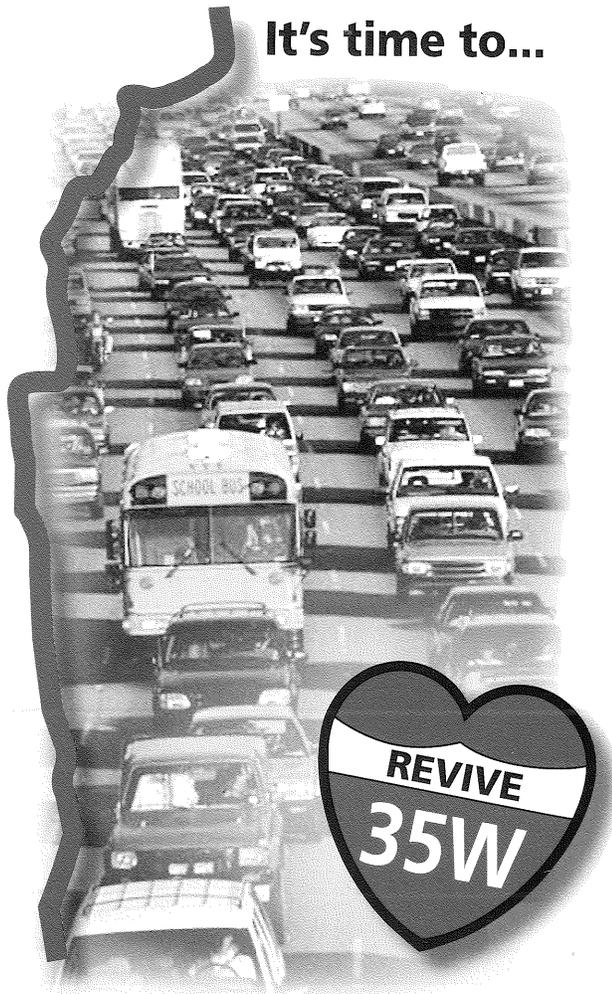
METRO AREA TRANSIT NEEDS 2005 to 2020 - State share of unmet needs (in millions)

To double transit ridership by increasing bus service and completing transitways by 2020

\$2005 constant \$		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Total 2005-20	Avg Annual \$ Needed	
BUS-CAPITAL NEEDS -2004\$																				
Increase system by 80% by 2020 (1)			65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	65.0	975.6	
Debt service maintenance on regional bonding (2)								20	20.1	20.1	20.1	19.6							100.0	
BUS-OPERATING NEEDS-2004\$																				
Maintain current system (3.85% incr./yr (4))		187.0	187.0	187.0	187.0	187.0	187.0	187.0	187.0	187.0	187.0	187.0	187.0	187.0	187.0	187.0	187.0	187.0	2992.0	
Percentage increase of bus system by year(/100)			6.7	13.3	20.0	26.7	33.4	40.1	46.8	53.5	60.2	66.9	73.6	80.3	87.0	93.7	100.4			
Increase system by 80% by 2020 (3)			11.1	22.1	33.3	44.4	55.5	66.6	77.7	88.9	100.0	111.1	122.2	133.4	144.5	155.6	166.0		1332.4	
BUS OP/CAP NEEDS TOTAL			76.2	87.2	98.3	109.4	120.5	151.8	162.9	174.0	185.1	195.7	187.3	198.4	209.5	220.6	231.0	2408.0	160.5	
TRANSITWAYS-CAPITAL NEEDS (4)		Project Cost-total																		
Hiawatha LRT	715																		0.0	
Northstar CR '07\$ (5)	265	37.5	50.8																88.3	
NW Bswy '02\$ (6)	92	2.2	33.1																35.3	
Central LRT '07\$ (7)	840	5.0	21.3	59.7	57.8	59.7	55.9	58.8											318.4	
Cedar Bswy '03\$ (8)	119	10.5		21.0	3.8	19.3	8.4												63.0	
Red Rock CR '01\$ (9)	262	1.1				41.4	41.4	11.9	15.7	4.2									115.7	
Rush Line CR '00\$ (10)	191	1.1											21.5	21.5	21.3	21.3			86.7	
Southwest LRT '10\$ (11)	805	0.4	0.9						19.8	55.7	91.1	97.9	72.6						338.3	
Midtown Gwny Streetcar '05\$ (12)	53									2	2	10.5	11.0	9.0	9.0	4.0	4.8		39.8	
Union Depot '03\$ (13)	189	2.6							2.6	11.2	11.2	10.5	10.5	6.8	6.8	8.3	8.3		78.9	
High Speed Rail '02\$ (14)	500									32.3	32.3	32.3	10.8						107.7	
Subtotal Transitways Capital	4031	60.5	106.1	80.7	61.6	120.5	70	70	38.1	103.4	136.6	140.7	126.3	37.3	37.1	33.6	13.0		1272.0	84.8
Total Federal New Starts \$ assumed by year (15)		32.5	48.0	100.0	89.1	105.3	104.0	100.5	100	24.25	100	100	100						1003.4	66.9
Total other Fed \$ assumed by year (15)		17.5	7.3	20.4	3.6	23.0		8.0	0.8	113.3	113.3	117.7	136.3	41.8	33.5	33.3	9.8		679.5	45.3
TRANSITWAYS-OPER. NEEDS(16)																				
Hiawatha LRT '04\$		12.3	12.3	12.3	12.3	12.3	12.3	12.3	12.3	12.3	12.3	12.3	12.3	12.3	12.3	12.3	12.3	12.3	196.8	
Northstar CR '07\$					7.6	7.6	7.6	7.6	7.6	7.6	7.6	7.6	7.6	7.6	7.6	7.6	7.6	7.6	99.0	
Northwest Bswy '04\$ (17)				5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	71.8	
Central LRT '08\$									3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	33.2	
Cedar Bswy '03\$ (18)				0.9	0.9	0.9	0.9	0.9	4.0	4.0	4.0	4.0	4.0	7.4	7.4	7.4	7.4	7.4	54.1	
Red Rock CR '01\$ (19)											8.8	8.8	8.8	8.8	8.8	8.8	8.8	8.8	61.8	
Rush Line CR '00\$																		8.8	8.8	
SW LRT '10\$ (20)														14.4	14.4	14.4	14.4	14.4	57.8	
Mt Gwny '05\$																		1.9	1.9	
Union Depot '03\$																				
High Speed Rail '02\$														29.1	29.1	29.1	29.1	29.1		
Subtotal Transitways Operating		12.3	12.3	18.3	25.9	25.9	25.9	25.9	32.8	32.8	41.6	41.6	41.6	102.4	102.4	102.4	113.1		757.2	50.5
TRANSITWAYS OP/CAP NEEDS			72.8	118.4	99.1	87.5	146.4	131.7	96.6	70.9	136.1	178.2	182.3	167.9	139.7	139.5	135.9	126.1	2029.2	135.3
BUS TRANSITWAYS OP/CAP TOTAL			72.8	194.6	186.2	185.8	255.8	252.2	248.4	233.7	310.1	363.3	378.0	355.2	338.1	349.0	356.6	357.2	4437.1	\$295.81
+10% local transit /bike/walk (21)		80.1	214.0	204.9	204.4	281.4	277.4	273.2	257.1	341.2	399.7	415.8	390.7	371.9	383.9	392.2	392.9	4880.8	\$325.39	

COMING TOGETHER

It's time to...



restore the primary artery.

MOVING BETTER

RESTORING TRAFFIC FLOW

Any doctor will tell you arterial health is vital to your overall well-being – neglect it, and serious health issues will arise. That’s why it’s so important to act now to improve the primary artery of the Twin Cities.

Like an aging artery, there’s no question that I-35W – with its many blockages – can no longer keep up with the demands of traffic flow. From Minneapolis to Lakeville, I-35W carries more than 265,000 vehicles each day and also the highest percentage of trips into Minneapolis of any roadway. As population increases, so does traffic.

The truth is, the critical state of I-35W is now adversely affecting the overall health of our community. The diagnosis is clear – it just makes sense to improve the vitality of this critical artery in the Twin Cities.

CRASHES

- + Crashes are the primary cause of delay.
- + I-35W – Four of the top five highest crash rate locations in the metro include I-494, Hwy 62, and I-94 interchanges.
- + I-35W/I-494 interchange has the highest crash rate of any interchange on the I-494/694 beltway.
- + I-35W/Hwy 62 Interchange (Crosstown) has higher than average crash and severity of crash rates.

CONGESTION

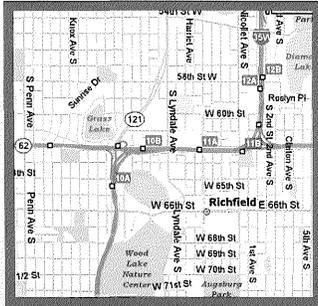
- + I-35W from I-494 north is among the most congested metro freeway segments.
- + I-35W is a high priority interregional and national corridor.
- + I-35W from Lakeville to I-494 currently operates below target levels of service.
- + Rush hour conditions 10 hours per day.

COMMERCE

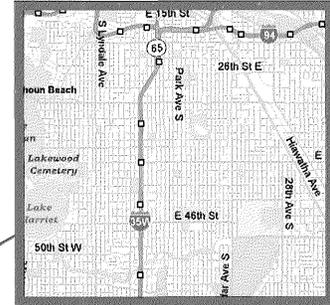
- + Hwy 13 between Hwy 169 and I-35W is the only non-freeway carrying a significant percentage of heavy commercial freight vehicles.
- + The volume of truck freight access to a barge loading facility is significant; therefore, TH 13 must operate efficiently.
- + I-35W carries the highest number and percentage of transit trips on the metro freeway system.
- + I-35W and Cedar Avenue produce over 15,000 transit trips per day.

ACT NOW

- + Ask your elected officials to support the I-35W priority projects identified by the Alliance. Visit www.revive35.org to learn how to get in touch with your representatives.

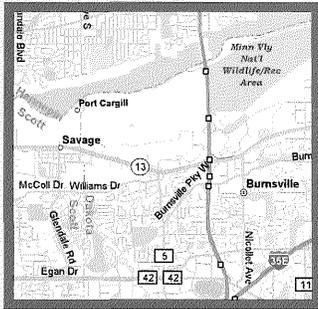


T I-35W Bus Rapid Transit lanes, stations and parking implemented jointly with road improvements



I-35W/Hwy 62 (Crosstown): Among the top five crash rate interchanges in the metro system. Improving this bottleneck is a key priority to enhancing safety, capacity, and reliability.
 Cost: \$240 million Date: 2006

I-35W Bus Rapid Transit: One of the highest ridership corridors in the metro area. Adding a Bus Rapid Transit lane north of 46th Street would benefit I-35W and Cedar express buses and carpools. Coupled with access improvements to Lake Street and other arterials, overall mobility is optimized.
 Cost: \$309 million Date: 2024-2030



Bloomington

Hwy169

Hwy13

Burnsville

Cedar

I-35W and Hwy 13: Hwy 13 is a primary corridor for goods moving between greater Minnesota and port facilities. Maintaining reliable, safe, and efficient flow along Hwy 13 to I-35W is important to Minnesota's economy.
 Cost: \$128 million Date: Post 2030



I-35W/I-494 Interchange: Highest crash rate of any I-494/I-694 beltway interchange, with 432 crashes in the past three years; highest interchange volume of heavy vehicles in state. Upgrading this interchange will accommodate capacity, improve safety, and reduce congestion.
 Cost: \$230 million Date: 2024-2030

Lakeville

RESTORING VITALITY

T H E
S  **LUTIONS**
A L L I A N C E

Mission

The I-35W Solutions Alliance promotes a cooperative and organized effort to improve I-35W corridor traffic flow and capacity.

Who we are

Dakota, Hennepin, and Scott Counties; Cities of Bloomington, Burnsville, Lakeville, Minneapolis, Richfield, and Savage.

Why revitalize the I-35W primary artery

- + Vital inter-regional corridor.
- + Major freight corridor.
- + Key bottlenecks include Hwy 62, I-494, I-94.
- + Gateway to major employment centers: Downtown Minneapolis the I-494 strip, and the Cty. Rd. 42 strip.
- + Access to Minneapolis-St. Paul International Airport.
- + Access to Mall of America.
- + Highest percentage of transit trips into Minneapolis.

How you can help

Ask your elected officials to support the I-35W priority projects identified by the Alliance. Visit www.revive35.com to learn how to get in touch with your representatives.

www.revive35.org

COMMITTEE REPORT - WITH AMENDMENTS

Committee on TAXES

S.F. No. 1980

Resolution

Re-referred (from another committee)

Amendments:

A-47
A-45
A-50

Committee recommendation:

And when so amended the bill do pass.

And when so amended the bill do pass and be placed on the Consent Calendar.

And when so amended the bill do pass and be re-referred to the Committee on

No recommendation: And when so amended the bill be
 (re-referred to the Committee on _____)

OR (reported to the Senate).

MAY 10, 2005 (date of committee recommendation)

1 Senator Pogemiller from the Committee on Taxes, to which
2 was re-referred

3 S.F. No. 1980: A bill for an act relating to
4 appropriations; appropriating money for transportation,
5 Metropolitan Council, and public safety activities; providing
6 for general contingent accounts and tort claims; authorizing
7 issuance of trunk highway bonds; modifying provision for
8 handling state mail; modifying vehicle registration tax and fee
9 provisions; increasing fees for motor vehicle transfers and
10 driver and vehicle services; establishing and modifying
11 accounts; abolishing statewide bicycle registration program;
12 exempting certain projects from competitive bidding; authorizing
13 issuance of special license plates; providing for road signs;
14 establishing multimodal transportation fund; increasing tax on
15 motor fuels and allocating proceeds of the increase;
16 reapportioning highway state-aid money to counties; changing
17 vehicle registration tax rates; allocating proceeds of sales tax
18 on motor vehicles; requiring studies and reports; making
19 technical and clarifying revisions; amending Minnesota Statutes
20 2004, sections 16B.49; 115A.908, subdivision 1; 160.294,
21 subdivision 1a; 161.081, subdivision 3; 161.14, by adding a
22 subdivision; 162.06, subdivision 2; 162.07, subdivision 1, by
23 adding subdivisions; 168.011, by adding a subdivision; 168.013,
24 subdivisions 1a, 8; 168.09, subdivision 7; 168.105, subdivisions
25 2, 3, 5; 168.12; 168.123; 168.1235; 168.124; 168.125; 168.1255;
26 168.127, subdivision 6; 168.128; 168.129; 168.1291; 168.1293;
27 168.1296; 168.1297; 168.27, subdivision 11; 168.33; 168.345,
28 subdivisions 1, 2; 168.381; 168.54, subdivisions 4, 5; 168A.152,
29 subdivision 2; 168A.29; 168A.31; 169.01, subdivision 78; 169.09,
30 subdivision 13; 169.81, subdivision 3c; 169.8261; 169.851,
31 subdivision 5; 169.86, subdivision 5; 169A.60, subdivision 16;
32 171.06, subdivisions 2, 2a; 171.061, subdivision 4; 171.07,
33 subdivision 11; 171.13, subdivision 6, by adding a subdivision;
34 171.20, subdivision 4; 171.26; 171.29, subdivision 2; 171.36;
35 296A.07, subdivision 3; 296A.08, subdivision 2; 297B.09,
36 subdivision 1; 446A.085, subdivisions 3, 8, by adding a
37 subdivision; 469.015, subdivision 4; proposing coding for new
38 law in Minnesota Statutes, chapters 16A; 160; 161; 168; 169;
39 190; 299A; repealing Minnesota Statutes 2004, sections 168.012,
40 subdivision 12; 168.041, subdivision 11; 168.105, subdivision 6;
41 168.231; 168.345, subdivisions 3, 4; 168C.01; 168C.02; 168C.03;
42 168C.04; 168C.05; 168C.06; 168C.07; 168C.08; 168C.09; 168C.10;
43 168C.11; 168C.12; 168C.13; 170.23; 171.12, subdivision 8;
44 171.185; 473.408, subdivision 1; Minnesota Rules, parts
45 7407.0100; 7407.0200; 7407.0300; 7407.0400; 7407.0500;
46 7407.0600; 7407.0700; 7407.0800; 7407.0900; 7407.1000;
47 7407.1100; 7407.1200; 7407.1300; 7800.0600; 7800.3200, subpart
48 1; 7805.0700; 8850.6900, subpart 20; 8855.0500, subpart 1.

49 Reports the same back with the recommendation that the bill
50 be amended as follows:

51 Page 58, line 27, strike "\$ 9.50" and insert "\$6"

52 Page 59, line 17, delete "registrar" and insert
53 "commissioner"

54 Page 60, line 11, strike everything after "fee" and delete
55 the new language

56 Page 60, line 12, delete the new language and insert "under
57 section 171.06, subdivision 2, paragraph (d)"

58 Page 82, after line 19, insert:

59 "Sec. 15. Minnesota Statutes 2004, section 473.446,

1 subdivision 3, is amended to read:

2 Subd. 3. [CERTIFICATION AND COLLECTION.] Each county
3 treasurer shall collect and make settlement of the taxes levied
4 under subdivisions 1 and 1a and section 473.4461, subdivision 2,
5 with the treasurer of the council. The levy of transit taxes
6 pursuant to this section shall not affect the amount or rate of
7 taxes which may be levied by any county or municipality or by
8 the council for other purposes authorized by law and shall be in
9 addition to any other property tax authorized by law.

10 [EFFECTIVE DATE.] This section is effective for taxes
11 payable in 2006 and thereafter.

12 Sec. 16. Minnesota Statutes 2004, section 473.4461, is
13 amended to read:

14 473.4461 [ADDITIONS TO TRANSIT TAXING DISTRICT.]

15 Subdivision 1. [SERVICE EXPANSION PLAN REQUIRED.]

16 Notwithstanding any provision of section 473.446 or any other
17 law, the Metropolitan Council may not levy a tax under section
18 473.446, subdivision 1, in any city or town not included in the
19 transit taxing district as it existed on January 1, 2001, unless
20 the council and the governing body of that city or town have
21 agreed on a service expansion plan.

22 Subd. 2. [CONTRACTUAL AGREEMENT; PROPERTY TAX LEVY.]

23 Notwithstanding section 473.446, subdivision 2, the Metropolitan
24 Council may enter into an agreement with a city or a town to
25 join the transit taxing district. The agreement shall describe
26 the types and levels of transit services to be provided within
27 the area comprising the city or town. The agreement must
28 provide that the area comprising the city or town shall be
29 subject to the levy under section 473.446, subdivision 1. If a
30 city or town enters into an agreement to join the transit taxing
31 district, a copy of that portion of the agreement must be filed
32 with the auditor or auditors of the county or counties
33 containing the city or town.

34 Subd. 3. [PROPERTY TAX LEVY ALLOWED FOR OPERATIONS.] A tax
35 levied in a city or town pursuant to an agreement under
36 subdivision 2 may be used to fund transit operations or to pay

1 the costs of principal and interest for transit-related bonded
2 debt for a period of time not to exceed four years. After the
3 four-year period, the tax levied in the city or town may be used
4 only as provided under section 473.446, subdivision 1.

5 [EFFECTIVE DATE.] This section is effective the day
6 following final enactment, for taxes payable in 2006 and
7 thereafter."

8 Page 84, after line 30, insert:

9 "Sec. 23. [SUSPENSION OF PROGRAM TO VERIFY INSURANCE
10 COVERAGE THROUGH SAMPLING.]

11 The commissioner of public safety shall take no action
12 under Minnesota Statutes, section 169.796, subdivision 3, and
13 shall discontinue all activities related to the program to
14 verify insurance coverage through sampling, except as provided
15 in sections 24 to 30.

16 Sec. 24. [REINSTATEMENT OF SUSPENDED LICENSES.]

17 The commissioner, without requiring proof of insurance or
18 payment of a reinstatement fee, shall reinstate the driver's
19 license of every vehicle owner whose license is suspended under
20 Minnesota Statutes, section 169.796, subdivision 3, retroactive
21 to the date of the suspension. The commissioner shall promptly
22 refund any such reinstatement fees previously paid.

23 Sec. 25. [DISMISSAL OF CHARGES.]

24 All charges, complaints, and citations issued for a
25 violation of Minnesota Statutes, section 169.796, subdivision 3,
26 or a related violation, including driving after a license
27 suspension imposed for failure to comply with the provisions of
28 Minnesota Statutes, section 169.796, subdivision 3, are void and
29 must be dismissed.

30 Sec. 26. [REMOVAL OF PREVIOUS VIOLATIONS.]

31 The commissioner shall purge from a person's driving record
32 any notation of a violation of Minnesota Statutes, section
33 169.796, subdivision 3, and any notation of a related suspension
34 or violation, including driving after a license suspension
35 imposed for failure to comply with the provisions of Minnesota
36 Statutes, section 169.796, subdivision 3. An insurer may not

1 increase a premium for a policy of vehicle insurance on the
2 basis of a violation described in this section by a named
3 insured if the violation occurred before the effective date of
4 this section, and any such increase previously imposed must be
5 rescinded and any related premium increase promptly refunded.

6 Sec. 27. [REMEDICATION FOR CONVICTIONS.]

7 A court in which a conviction for an offense referred to in
8 section 25 occurred, must vacate the conviction, on its own
9 motion, without cost to the person convicted, and must
10 immediately notify the person that the conviction has been
11 vacated.

12 Sec. 28. [REMEDICATION BY INSURERS.]

13 (a) Insurers that issue or renew motor vehicle insurance in
14 this state shall, within 60 days after the effective date of
15 this section, inform the commissioner of commerce as to whether
16 it has canceled, failed to renew, denied an application for
17 coverage, or imposed a surcharge on any motor vehicle insurance
18 due to a suspension or conviction as a result of Minnesota
19 Statutes, section 169.796, subdivision 3, provide a list of any
20 such persons, and indicate for each person the remediation the
21 insurer intends to provide.

22 (b) Remediation under paragraph (a) must compensate the
23 victim by providing refunds and reinstatements of coverage.

24 (c) Insurers shall provide the remediation without
25 requiring that the person make a request for remediation.

26 (d) The commissioner of commerce shall enforce this section
27 under its general enforcement powers under Minnesota Statutes,
28 chapter 45.

29 Sec. 29. [REPORT.]

30 The commissioner of public safety shall report to the
31 chairs of the house of representatives and senate committees
32 with jurisdiction over transportation policy and finance by
33 March 15, 2006, recommendations for a vehicle insurance
34 verification program that would identify and reduce the number
35 of uninsured motorists.

36 Sec. 30. [PUBLIC SAFETY FUNDING.]

1 The commissioner of public safety shall use unspent funds
 2 appropriated for purposes of administering Minnesota Statutes,
 3 section 169.796, subdivision 3, to carry out the provisions of
 4 sections 24 and 26. Funds remaining at the conclusion of fiscal
 5 year 2005 may be carried over to fiscal year 2006 until
 6 expended, to complete the required provisions of sections 24 and
 7 26, including the payment of refunds of reinstatement fees."

8 Pages 95 to 97, delete section 10

9 Page 105, line 14, delete "19.83" and insert "19.82"

10 Renumber the sections in sequence

11 Amend the title as follows:

12 Page 1, line 12, after the semicolon, insert "authorizing
 13 agreements between the Metropolitan Council and cities to join
 14 the transit taxing district; modifying the insurance
 15 verification program;"

16 Page 1, line 42, after the semicolon, insert "473.446,
 17 subdivision 3; 473.4461;"

18 Page 1, line 44, delete "190;"

19 And when so amended the bill do pass. Amendments adopted.
 20 Report adopted.

Anthony J. Foglia

 (Committee Chair)

21
 22
 23
 24 May 10, 2005.....
 25 (Date of Committee recommendation)