

Senator Dibble from the Committee on Transportation, to which was referred

**S.F. No. 5284:** A bill for an act relating to transportation; authorizing a Tribal worksite training program; establishing a transportation facilities capital program; authorizing collection of passenger rail user fees and revenue; modifying previous appropriations; appropriating money for driver's license testing; amending Minnesota Statutes 2022, section 174.02, by adding a subdivision; Minnesota Statutes 2023 Supplement, section 174.634, subdivision 2, by adding a subdivision; Laws 2021, First Special Session chapter 5, article 2, section 3; Laws 2023, chapter 68, article 2, sections 2, subdivisions 3, 4, 5, 7, 9; 3; proposing coding for new law in Minnesota Statutes, chapter 174.

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

Delete everything after the enacting clause and insert:

ARTICLE 1  
TRANSPORTATION APPROPRIATIONS

Section 1. TRANSPORTATION APPROPRIATIONS.

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

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

Sec. 2. DEPARTMENT OF  
TRANSPORTATION

<u>Subdivision 1. Total Appropriation</u>	<u>\$</u>	<u>-0-</u>	<u>\$</u>	<u>66,450,000</u>
<u>Appropriations by Fund</u>				
	<u>2024</u>		<u>2025</u>	
<u>General</u>	<u>-0-</u>		<u>1,695,000</u>	
<u>Trunk Highway</u>	<u>-0-</u>		<u>64,755,000</u>	
<u>The appropriations in this section are to the</u>				
<u>commissioner of transportation.</u>				

2.1	<u>The amounts that may be spent for each</u>		
2.2	<u>purpose are specified in the following</u>		
2.3	<u>subdivisions.</u>		
2.4	<u>Subd. 2. <b>Multimodal Systems</b></u>		
2.5	<u>(a) <b>Transit</b></u>	<u>-0-</u>	<u>100,000</u>
2.6	<u>This appropriation is from the general fund</u>		
2.7	<u>for the zero-emission transit bus transition</u>		
2.8	<u>plan under Minnesota Statutes, section</u>		
2.9	<u>174.249. This is a onetime appropriation.</u>		
2.10	<u>(b) <b>Freight</b></u>	<u>-0-</u>	<u>250,000</u>
2.11	<u>This appropriation is from the general fund</u>		
2.12	<u>for the commercial driver workforce study</u>		
2.13	<u>established in article 2, section 136. With the</u>		
2.14	<u>approval of the commissioner of</u>		
2.15	<u>transportation, any portion of this</u>		
2.16	<u>appropriation is available to the commissioner</u>		
2.17	<u>of public safety. This is a onetime</u>		
2.18	<u>appropriation and is available until June 30,</u>		
2.19	<u>2026.</u>		
2.20	<u>Subd. 3. <b>State Road Construction</b></u>		
2.21	<u>(a) <b>Operations and Maintenance</b></u>	<u>-0-</u>	<u>1,205,000</u>
2.22	<u>\$1,000,000 is from the general fund for the</u>		
2.23	<u>traffic safety camera pilot program under</u>		
2.24	<u>Minnesota Statutes, section 169.147, and the</u>		
2.25	<u>evaluation and legislative report under article</u>		
2.26	<u>2, section 149. With the approval of the</u>		
2.27	<u>commissioner of transportation, any portion</u>		
2.28	<u>of this appropriation is available to the</u>		
2.29	<u>commissioner of public safety. This is a</u>		
2.30	<u>onetime appropriation and is available until</u>		
2.31	<u>June 30, 2029.</u>		
2.32	<u>\$105,000 in fiscal year 2025 is for the cost of</u>		
2.33	<u>staff time to coordinate with the Public</u>		

3.1 Utilities Commission relating to placement of  
3.2 high voltage transmission lines along trunk  
3.3 highways.

3.4 \$100,000 in fiscal year 2025 is from the  
3.5 general fund for the purchase of autonomous  
3.6 mowing equipment for industrial use. This is  
3.7 a onetime appropriation.

3.8 **(b) State Road Construction** -0- 37,750,000

3.9 \$7,750,000 in fiscal year 2025 is for land  
3.10 acquisition, predesign, design, and  
3.11 construction of expanded truck parking at Big  
3.12 Spunk in Avon and Enfield Rest Areas and  
3.13 for the rehabilitation or replacement of truck  
3.14 parking information management system  
3.15 equipment at Department of  
3.16 Transportation-owned parking rest area  
3.17 locations. This is a onetime appropriation and  
3.18 is available until June 30, 2028.

3.19 \$20,000,000 in fiscal year 2025 is for the  
3.20 actual construction, reconstruction, and  
3.21 improvement of trunk highways, including  
3.22 design-build contracts, internal department  
3.23 costs associated with delivering the  
3.24 construction program, consultant usage to  
3.25 support these activities, and the cost of actual  
3.26 payments to landowners for lands acquired  
3.27 for highway rights-of-way, payment to lessees,  
3.28 interest subsidies, and relocation expenses.  
3.29 The base for this appropriation is \$10,000,000  
3.30 in each of fiscal years 2026 and 2027, and \$0  
3.31 thereafter.

3.32 \$10,000,000 in fiscal year 2025 is for the  
3.33 acquisition, environmental analysis, predesign,  
3.34 design, engineering, construction,

4.1 reconstruction, and improvement of trunk  
4.2 highway bridges, including design-build  
4.3 contracts, program delivery, consultant usage  
4.4 to support these activities, and the cost of  
4.5 payments to landowners for lands acquired  
4.6 for highway right-of-way. Projects to  
4.7 construct, reconstruct, or improve trunk  
4.8 highway bridges from this appropriation must  
4.9 follow eligible investment priorities identified  
4.10 in the State Highway Investment Plan. The  
4.11 commissioner may use up to 17 percent of this  
4.12 appropriation for program delivery. This is a  
4.13 onetime appropriation and is available until  
4.14 June 30, 2028.

4.15 **(c) Corridors of Commerce** -0- 5,450,000

4.16 This appropriation is for the corridors of  
4.17 commerce program under Minnesota Statutes,  
4.18 section 161.088. The commissioner may use  
4.19 up to 17 percent of the amount in each year  
4.20 for program delivery. The base for this  
4.21 appropriation is \$10,000,000 in fiscal year  
4.22 2026 and \$60,000,000 in fiscal year 2027.

4.23 Subd. 4. **Agency Management**

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

4.25 This appropriation is from the general fund  
4.26 for costs related to complete streets  
4.27 implementation training under Minnesota  
4.28 Statutes, section 174.75, subdivision 2a.

4.29 **(b) Buildings** -0- 21,450,000

4.30 \$20,100,000 in fiscal year 2025 is for the  
4.31 transportation facilities capital improvement  
4.32 program under Minnesota Statutes, section  
4.33 174.595. This is a onetime appropriation and  
4.34 is available until June 30, 2028.

5.1     \$1,350,000 in fiscal year 2025 is for design,  
5.2     construction, and equipment required to  
5.3     upgrade the physical security elements and  
5.4     systems for the Department of Transportation  
5.5     building, attached tunnel systems, surrounding  
5.6     grounds, and parking facilities as identified in  
5.7     the 2017 Minnesota State Capitol complex  
5.8     physical security predesign and the updated  
5.9     assessment completed in 2022. This is a  
5.10    onetime appropriation and is available until  
5.11    June 30, 2028.

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

5.13    The appropriation in this section is from the  
5.14    general fund to the Metropolitan Council.  
  
5.15    This appropriation is for a grant to Hennepin  
5.16    County to administer the Blue Line light rail  
5.17    transit extension antidisplacement community  
5.18    prosperity program under article 2, sections  
5.19    133 and 135 This is a onetime appropriation  
5.20    and is available until June 30, 2027.  
5.21    Notwithstanding Minnesota Statutes, section  
5.22    16B.98, subdivision 14, the council must not  
5.23    use any amount of this appropriation for  
5.24    administrative costs.

5.25    Sec. 4. DEPARTMENT OF PUBLIC SAFETY

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

5.27	<u>Appropriations by Fund</u>		
5.28		<u>2024</u>	<u>2025</u>
5.29	<u>General</u>	<u>-0-</u>	<u>500,000</u>
5.30	<u>Special Revenue</u>	<u>-0-</u>	<u>2,551,000</u>

5.31    The appropriations in this section are to the  
5.32    commissioner of public safety.

6.1 The amounts that may be spent for each  
6.2 purpose are specified in the following  
6.3 subdivisions.

6.4 Subd. 2. **Driver and Vehicle Services** -0- 2,351,000

6.5 \$2,039,000 in fiscal year 2025 is from the  
6.6 driver and vehicle services operating account  
6.7 in the special revenue fund for additional staff  
6.8 and related operating costs to support testing  
6.9 at driver's license examination stations.

6.10 \$100,000 in fiscal year 2025 is from the driver  
6.11 and vehicle services operating account in the  
6.12 special revenue fund for costs related to the  
6.13 special license plate review committee study  
6.14 and report under article 2, section 147. This  
6.15 is a onetime appropriation and is available  
6.16 until June 30, 2026.

6.17 \$212,000 in fiscal year 2025 is from the driver  
6.18 and vehicle services operating account in the  
6.19 special revenue fund for costs related to (1)  
6.20 rewriting the driver's manual and the written  
6.21 portion of the driver's knowledge examination  
6.22 with the plain language standards required  
6.23 under Minnesota Statutes, section 171.13,  
6.24 subdivision 10, including translations into  
6.25 other languages as determined by the  
6.26 commissioner; and (2) the report under article  
6.27 2, section 138. This is a onetime appropriation.

6.28 Subd. 3. **Traffic Safety** -0- 700,000

6.29 \$500,000 in fiscal year 2025 is from the  
6.30 general fund for the Lights On grant program  
6.31 under Minnesota Statutes, section 169.515.  
6.32 The commissioner must contract with the  
6.33 Lights On! microgrant program to administer  
6.34 and operate the grant program.

7.1 Notwithstanding Minnesota Statutes, section  
7.2 16B.98, subdivision 14, the commissioner may  
7.3 use up to two percent of this appropriation for  
7.4 administrative costs. This is a onetime  
7.5 appropriation.

7.6 \$200,000 in fiscal year 2025 is appropriated  
7.7 from the motorcycle safety account in the  
7.8 special revenue fund for the public education  
7.9 campaign on motorcycle operation under  
7.10 article 2, section 141. This is a onetime  
7.11 appropriation.

7.12 Sec. 5. **APPROPRIATION; DEPARTMENT OF COMMERCE.**

7.13 \$46,000 in fiscal year 2025 is appropriated from the general fund to the commissioner  
7.14 of commerce for an environmental review conducted by the Department of Commerce  
7.15 Energy Environmental Review and Analysis unit, relating to the placement of high voltage  
7.16 transmission lines along trunk highway rights-of-way.

7.17 Sec. 6. **APPROPRIATION; DEPARTMENT OF TRANSPORTATION.**

7.18 \$15,560,000 in fiscal year 2024 is appropriated from the general fund to the commissioner  
7.19 of transportation for trunk highway and local road projects, which may include but are not  
7.20 limited to feasibility and corridor studies, project development, predesign, preliminary and  
7.21 final design, engineering, environmental analysis and mitigation, right-of-way acquisition,  
7.22 construction, and associated infrastructure improvements. This appropriation is available  
7.23 for grants to local units of government. The commissioner may establish that a grant under  
7.24 this section does not require a nonstate contribution. This is a onetime appropriation and is  
7.25 available until June 30, 2029.

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

7.27 Sec. 7. **APPROPRIATION CANCELLATIONS; DEPARTMENT OF**  
7.28 **TRANSPORTATION.**

7.29 (a) \$24,800,000 of the appropriation in fiscal year 2024 from the general fund for  
7.30 Infrastructure Investment and Jobs Act (IIJA) discretionary matches under Laws 2023,  
7.31 chapter 68, article 1, section 2, subdivision 5, paragraph (a), is canceled to the general fund.

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

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

Sec. 8. **APPROPRIATION; DYNAMIC TRANSPORTATION OPTIONS STUDY.**

\$300,000 in fiscal year 2025 is appropriated from the general fund to the commissioner of transportation to conduct the dynamic transportation options study specified in article 2, section 139. This is a onetime appropriation and is available until June 30, 2026.

Sec. 9. **APPROPRIATIONS; INTRA-AGENCY TRANSFER.**

(a) The commissioner of management and budget must consult with the commissioner of transportation and the chair of the Metropolitan Council to identify the amounts of existing appropriations to the Metropolitan Council from the general fund and other state sources for the purposes of article 2, sections 86 and 117 to 124.

(b) The commissioner of management and budget must transfer the amounts identified under paragraph (a) from the chair to the commissioner of transportation for the same purposes.

(c) Within ten days of any transfers under paragraph (b), the commissioner of management and budget must report the amounts to chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

Sec. 10. **APPROPRIATION; OTHER ROADWAY SYSTEM.**

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

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



9.1       Sec. 11. **APPROPRIATION; TRUNK HIGHWAY 7 TRANSPORTATION**  
9.2 **MANAGEMENT ORGANIZATION.**

9.3       \$200,000 in fiscal year 2025 is appropriated from the general fund to the commissioner  
9.4 of transportation for a grant to the city of Shorewood to develop a transportation management  
9.5 organization along the marked Trunk Highway 7 corridor from the western border of  
9.6 Hennepin County to Interstate Highway 494. Money under this section is available for  
9.7 developing a comprehensive study and financial plan for a transportation management  
9.8 organization in the cities and school districts along this corridor and connecting roadways.  
9.9 The study must assess how the transportation management organization can develop resources  
9.10 to meet the corridor's growing and changing transportation needs and prioritize  
9.11 transportation-related challenges that affect vehicle, pedestrian, and bicycle safety; the  
9.12 region's workforce; access to health care and schools; and quality of life. This is a onetime  
9.13 appropriation. Notwithstanding Minnesota Statutes, section 16B.98, subdivision 14, the  
9.14 commissioner must not use any amount of this appropriation for administrative costs.

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

9.16       \$2,000,000 in fiscal year 2025 is appropriated from the trunk highway fund to the  
9.17 commissioner of transportation for an updated environmental impact statement relating to  
9.18 the reconstruction of marked Trunk Highway 55 from Hennepin County State-Aid Highway  
9.19 19, north of the city of Loretto to Hennepin County Road 118 near the city of Medina. This  
9.20 is a onetime appropriation and is available until June 30, 2026.

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

9.22       \$350,000 in fiscal year 2025 is appropriated from the general fund to the Board of  
9.23 Regents of the University of Minnesota for the Center for Transportation Studies to conduct  
9.24 the study and produce the report on a clean transportation standard in Minnesota, as required  
9.25 under article 2, section 144. This is a onetime appropriation and is available until June 30,  
9.26 2026.

9.27       Sec. 14. **TRANSFERS.**

9.28       \$20,000,000 in fiscal year 2025 is transferred from the general fund to the small cities  
9.29 assistance account under Minnesota Statutes, section 162.145, subdivision 2. This is a  
9.30 onetime transfer. The amount transferred under this section must be allocated and distributed  
9.31 pursuant to Minnesota Statutes, section 162.145, in the July 2024 payment.

10.1       Sec. 15. Laws 2021, First Special Session chapter 5, article 2, section 3, is amended to  
10.2 read:

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

10.4       (a) This appropriation is to the commissioner  
10.5 of management and budget for bond sale  
10.6 expenses under Minnesota Statutes, sections  
10.7 16A.641, subdivision 8, and 167.50,  
10.8 subdivision 4.

10.9       (b) This appropriation is available in the  
10.10 amounts of:

- 10.11       (1) \$213,000 in fiscal year 2022;  
10.12       (2) \$100,000 in fiscal year 2024; and  
10.13       (3) \$100,000 in fiscal year 2025.

10.14       (c) The appropriation in this section cancels  
10.15 pursuant to Minnesota Statutes, section  
10.16 16A.642, except that the commissioner of  
10.17 management and budget must count the start  
10.18 of authorization for issuance of state bonds as  
10.19 the first day of the fiscal year during which  
10.20 the bonds are available to be issued as  
10.21 specified under paragraph (b), and not as the  
10.22 date of enactment of this section.

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

10.24       Sec. 16. Laws 2023, chapter 68, article 1, section 2, subdivision 4, is amended to read:

10.25       Subd. 4. **Local Roads**

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

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

11.1 If the commissioner of transportation

11.2 determines that a balance remains in the

11.3 county state-aid highway fund following the

11.4 appropriations and transfers made in this

11.5 paragraph and that the appropriations made

11.6 are insufficient for advancing county state-aid

11.7 highway projects, an amount necessary to

11.8 advance the projects, not to exceed the balance

11.9 in the county state-aid highway fund, is

11.10 appropriated in each year to the commissioner.

11.11 Within two weeks of a determination under

11.12 this contingent appropriation, the

11.13 commissioner of transportation must notify

11.14 the commissioner of management and budget

11.15 and the chairs, ranking minority members, and

11.16 staff of the legislative committees with

11.17 jurisdiction over transportation finance

11.18 concerning funds appropriated. The governor

11.19 must identify in the next budget submission

11.20 to the legislature under Minnesota Statutes,

11.21 section 16A.11, any amount that is

11.22 appropriated under this paragraph.

11.23 (b) **Municipal State-Aid Streets**236,360,000251,748,000

11.24 This appropriation is from the municipal

11.25 state-aid street fund under Minnesota Statutes,

11.26 chapter 162, and is available until June 30,

11.27 2033.

11.28 If the commissioner of transportation

11.29 determines that a balance remains in the

11.30 municipal state-aid street fund following the

11.31 appropriations and transfers made in this

11.32 paragraph and that the appropriations made

11.33 are insufficient for advancing municipal

11.34 state-aid street projects, an amount necessary

11.35 to advance the projects, not to exceed the

12.1 balance in the municipal state-aid street fund,

12.2 is appropriated in each year to the

12.3 commissioner. Within two weeks of a

12.4 determination under this contingent

12.5 appropriation, the commissioner of

12.6 transportation must notify the commissioner

12.7 of management and budget and the chairs,

12.8 ranking minority members, and staff of the

12.9 legislative committees with jurisdiction over

12.10 transportation finance concerning funds

12.11 appropriated. The governor must identify in

12.12 the next budget submission to the legislature

12.13 under Minnesota Statutes, section 16A.11, any

12.14 amount that is appropriated under this

12.15 paragraph.

12.16 (c) **Other Local Roads**

12.17 (1) **Local Bridges**

18,013,000-0-

12.18 This appropriation is from the general fund to

12.19 replace or rehabilitate local deficient bridges

12.20 under Minnesota Statutes, section 174.50. This

12.21 is a onetime appropriation and is available

12.22 until June 30, 2027.

12.23 (2) **Local Road Improvement**

18,013,000-0-

12.24 This appropriation is from the general fund

12.25 for construction and reconstruction of local

12.26 roads under Minnesota Statutes, section

12.27 174.52. This is a onetime appropriation and

12.28 is available until June 30, 2027.

12.29 (3) **Local Transportation Disaster Support**

4,300,0001,000,000

12.30 This appropriation is from the general fund to

12.31 provide:

12.32 (i) a cost-share for federal assistance from the

12.33 Federal Highway Administration for the

13.1 emergency relief program under United States  
13.2 Code, title 23, section 125-; and  
13.3 (ii) assistance for roadway damage on the  
13.4 state-aid or federal-aid system associated with  
13.5 state or federally declared disasters ineligible  
13.6 for assistance from existing state and federal  
13.7 disaster programs.

13.8 Of the appropriation in fiscal year 2024,  
13.9 \$3,300,000 is onetime and is available until  
13.10 June 30, 2027.

13.11	<b>(4) Metropolitan Counties</b>	20,000,000	-0-
-------	----------------------------------	------------	-----

13.12 This appropriation is from the general fund  
13.13 for distribution to metropolitan counties as  
13.14 provided under Minnesota Statutes, section  
13.15 174.49, subdivision 5, for use in conformance  
13.16 with the requirements under Minnesota  
13.17 Statutes, section 174.49, subdivision 6.

13.18 Sec. 17. Laws 2023, chapter 68, article 1, section 3, subdivision 2, is amended to read:

13.19		<del>85,654,000</del>	
13.20	<b>Subd. 2. Transit System Operations</b>	<u>75,654,000</u>	32,654,000

13.21 This appropriation is for transit system  
13.22 operations under Minnesota Statutes, sections  
13.23 473.371 to 473.449.

13.24 ~~\$50,000,000~~ \$40,000,000 in fiscal year 2024  
13.25 is for a grant to Hennepin County for the Blue  
13.26 Line light rail transit extension project,  
13.27 including but not limited to predesign, design,  
13.28 engineering, environmental analysis and  
13.29 mitigation, right-of-way acquisition,  
13.30 construction, and acquisition of rolling stock.  
13.31 Of this amount, ~~\$40,000,000~~ \$30,000,000 is  
13.32 available only upon entering a full funding  
13.33 grant agreement with the Federal Transit

14.1 Administration by June 30, 2027. This is a  
14.2 onetime appropriation and is available until  
14.3 June 30, 2030.  
14.4 \$3,000,000 in fiscal year 2024 is for highway  
14.5 bus rapid transit project development in the  
14.6 marked U.S. Highway 169 and marked Trunk  
14.7 Highway 55 corridors, including but not  
14.8 limited to feasibility study, predesign, design,  
14.9 engineering, environmental analysis and  
14.10 remediation, and right-of-way acquisition.

14.11 Sec. 18. Laws 2023, chapter 68, article 1, section 17, subdivision 7, is amended to read:

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

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

14.20 Sec. 19. Laws 2023, chapter 68, article 1, section 17, subdivision 18, is amended to read:

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

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

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

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

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

15.2 Sec. 20. **TRANSFERS.**

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

15.7 (b) \$19,500,000 in fiscal year 2024 and ~~\$19,500,000~~ \$19,255,000 in fiscal year 2025  
15.8 are transferred from the general fund to the active transportation account under Minnesota  
15.9 Statutes, section 174.38. The base for this transfer is ~~\$8,875,000~~ \$8,630,000 in fiscal year  
15.10 2026 and ~~\$9,000,000~~ \$8,755,000 in fiscal year 2027.

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

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

15.19 Sec. 21. Laws 2023, chapter 68, article 2, section 2, subdivision 3, is amended to read:

15.20 Subd. 3. **Transportation Facilities Capital**  
15.21 **Improvements**

87,440,000

15.22 This appropriation is for ~~capital improvements~~  
15.23 ~~to Department of Transportation facilities. The~~  
15.24 ~~improvements must: (1) support the~~  
15.25 ~~programmatic mission of the department; (2)~~  
15.26 ~~extend the useful life of existing buildings; or~~  
15.27 ~~(3) renovate or construct facilities to meet the~~  
15.28 ~~department's current and future operational~~  
15.29 ~~needs~~ the transportation facilities capital  
15.30 program under Minnesota Statutes, section  
15.31 174.595.

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

16.1 Sec. 22. Laws 2023, chapter 68, article 2, section 2, subdivision 4, is amended to read:

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

16.3 This appropriation is for ~~one or more grants~~  
16.4 ~~to the city of Blaine, Anoka County, or both~~  
16.5 ~~for the~~ predesign, right-of-way acquisition,  
16.6 design, engineering, and construction of  
16.7 intersection improvements along Trunk  
16.8 Highway 65 at 99th Avenue Northeast; 105th  
16.9 Avenue Northeast; Anoka County State-Aid  
16.10 Highway 12; 109th Avenue Northeast; 117th  
16.11 Avenue Northeast; and the associated frontage  
16.12 roads and backage roads within the trunk  
16.13 highway system.

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

16.15 Sec. 23. Laws 2023, chapter 68, article 2, section 2, subdivision 5, is amended to read:

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

16.17 This appropriation is for ~~a grant to Anoka~~  
16.18 ~~County for~~ preliminary engineering,  
16.19 environmental analysis, final design,  
16.20 right-of-way acquisition, construction, and  
16.21 construction administration of a third travel  
16.22 lane in each direction of marked U.S. Highway  
16.23 10 from east of the interchange with Hanson  
16.24 Boulevard to Round Lake Boulevard in the  
16.25 city of Coon Rapids.

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

16.27 Sec. 24. Laws 2023, chapter 68, article 2, section 2, subdivision 7, is amended to read:

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

16.30 This appropriation is for ~~a grant to Scott~~  
16.31 ~~County~~ to design and construct trunk highway  
16.32 improvements associated with an interchange



17.1 at U.S. Highway 169, marked Trunk Highway  
17.2 282, and Scott County State-Aid Highway 9  
17.3 in the city of Jordan, including  
17.4 accommodations for bicycles and pedestrians  
17.5 and for bridge and road construction.

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

17.7 Sec. 25. Laws 2023, chapter 68, article 2, section 2, subdivision 9, is amended to read:

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

17.9 This appropriation is for ~~a grant to Chisago~~  
17.10 ~~County for~~ predesign, design, engineering,  
17.11 and reconstruction of marked U.S. Highway  
17.12 8 from Karmel Avenue in Chisago City to  
17.13 marked Interstate Highway 35, including  
17.14 pedestrian and bike trails along and crossings  
17.15 of this segment of marked U.S. Highway 8.

17.16 The reconstruction project may include  
17.17 expanding segments of marked U.S. Highway  
17.18 8 to four lanes, constructing or reconstructing  
17.19 frontage roads and backage roads, and  
17.20 realigning local roads to consolidate, remove,  
17.21 and relocate access onto and off of U.S.  
17.22 Highway 8. This appropriation is for the  
17.23 portion of the project that is eligible for use  
17.24 of proceeds of trunk highway bonds. ~~This~~  
17.25 ~~appropriation is not available until the~~  
17.26 ~~commissioner of management and budget~~  
17.27 ~~determines that sufficient resources have been~~  
17.28 ~~committed from nonstate sources to complete~~  
17.29 ~~the project.~~

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

17.31 Sec. 26. Laws 2023, chapter 68, article 2, section 3, is amended to read:

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

18.1 (a) This appropriation is to the commissioner  
18.2 of management and budget for bond sale  
18.3 expenses under Minnesota Statutes, sections  
18.4 16A.641, subdivision 8, and 167.50,  
18.5 subdivision 4.

18.6 (b) This appropriation is available in the  
18.7 amounts of:

18.8 (1) \$330,000 in fiscal year 2024;

18.9 (2) \$140,000 in fiscal year 2025; and

18.10 (3) \$140,000 in fiscal year 2026.

18.11 (c) The appropriation in this section cancels  
18.12 pursuant to Minnesota Statutes, section  
18.13 16A.642, except that the commissioner of  
18.14 management and budget must count the start  
18.15 of authorization for issuance of state bonds as  
18.16 the first day of the fiscal year during which  
18.17 the bonds are available to be issued as  
18.18 specified under paragraph (b), and not as the  
18.19 date of enactment of this section.

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

## 18.21 **ARTICLE 2**

### 18.22 **TRANSPORTATION FINANCE POLICY**

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

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

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

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

19.3 Subd. 37. **Traffic safety camera data.** Data related to traffic safety cameras are governed  
19.4 by section 169.147, subdivisions 14 to 16.

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

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

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

19.16 (c) "Traffic safety camera system" has the meaning given in section 169.011, subdivision  
19.17 85a.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

20.24 Subd. 3. **Petty misdemeanor cases and criminal convictions; fee assessment.** (a) The  
20.25 judge of district court may, upon the recommendation of the board of trustees and by standing  
20.26 order, include in the costs or disbursements assessed against a defendant convicted in the  
20.27 district court of the violation of any statute or municipal ordinance, in all petty misdemeanor  
20.28 cases and criminal prosecutions in which, upon conviction, the defendant may be subject  
20.29 to the payment of the costs or disbursements in addition to a fine or other penalty a county  
20.30 law library fee. When a defendant is convicted of more than one offense in a case, the county  
20.31 law library fee shall be imposed only once in that case. The item of costs or disbursements

21.1 may not be assessed for any offense committed prior to the establishment of the county law  
21.2 library.

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

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

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

21.7 **161.178 TRANSPORTATION GREENHOUSE GAS EMISSIONS IMPACT**  
21.8 **ASSESSMENT.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

22.23 (i) consults with metropolitan planning organizations;

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

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

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

23.1 Subd. 3. **Assessment requirements.** (a) The commissioner must establish a process to  
 23.2 ~~perform capacity expansion impact assessments. An assessment must provide for the~~  
 23.3 ~~determination under subdivision 2.~~ implement the requirements under this section that  
 23.4 includes:

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

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

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

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

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

23.15 (1) greenhouse gas emissions over a period of 20 years; ~~and~~

23.16 (2) a net change in vehicle miles traveled for the affected network; and

23.17 (3) impacts to trunk highways and related impacts to local road systems, on a local,  
 23.18 regional, or statewide basis, as appropriate.

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

23.22 (b) Impact mitigation is sufficient under subdivision 2, paragraph (b), if the ~~capacity~~  
 23.23 ~~expansion project or portfolio~~ is interlinked to ~~mitigation offset~~ actions such that the total  
 23.24 greenhouse gas emissions reduction from the ~~mitigation offset~~ actions, after accounting for  
 23.25 the greenhouse gas emissions otherwise resulting from the ~~capacity expansion project or~~  
 23.26 ~~portfolio~~, is consistent with meeting the targets specified under subdivision 2, paragraph

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

23.28 (c) ~~A mitigation~~ An offset action consists of a project, program, ~~or~~ operations  
 23.29 modification, or mitigation plan in one or more of the following areas:

23.30 (1) transit expansion, including but not limited to regular route bus, arterial bus rapid  
 23.31 transit, highway bus rapid transit, rail transit, and intercity passenger rail;

24.1 (2) transit service improvements, including but not limited to increased service level,  
 24.2 transit fare reduction, and transit priority treatments;

24.3 (3) active transportation infrastructure;

24.4 (4) micromobility infrastructure and service, including but not limited to shared vehicle  
 24.5 services;

24.6 (5) transportation demand management, including but not limited to vanpool and shared  
 24.7 vehicle programs, remote work, and broadband access expansion;

24.8 (6) parking management, including but not limited to parking requirements reduction  
 24.9 or elimination and parking cost adjustments;

24.10 (7) land use, including but not limited to residential and other density increases, mixed-use  
 24.11 development, and transit-oriented development;

24.12 (8) infrastructure improvements related to traffic operations, including but not limited  
 24.13 to roundabouts and reduced conflict intersections; ~~and~~

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

25.25 (6) a summary of the activities of the technical advisory committee under section  
 25.26 161.1782, including but not limited to any findings or recommendations made by the advisory  
 25.27 committee.

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

25.31 Subd. 8. **Transportation impact assessment and mitigation account.** A transportation  
 25.32 impact assessment and mitigation account is established in the special revenue fund. The

26.1 account consists of funds provided by law and any other money donated, allotted, transferred,  
26.2 or otherwise provided to the account. Money in the account is annually appropriated to the  
26.3 commissioner and must only be expended on activities described or required under this  
26.4 section.

26.5 **EFFECTIVE DATE.** This section is effective February 1, 2025, except that subdivision  
26.6 8 is effective July 1, 2024. This section does not apply to a capacity expansion project that  
26.7 was either included in the state transportation improvement program or has been submitted  
26.8 for approval of the geometric layout before February 1, 2025.

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

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

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

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

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

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

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

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

26.24 (3) one member from the Metropolitan Council, appointed by the chair of the  
26.25 Metropolitan Council;

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

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

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

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

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

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

27.17 (b) Members of the advisory committee serve at the pleasure of the appointing authority.  
27.18 Vacancies must be filled by the appointing authority.

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

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

27.23 (2) reviewing and making recommendations on:

27.24 (i) impact assessment requirements;

27.25 (ii) models and tools for impact assessment;

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

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

27.28 (v) reporting and data collection;

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

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

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

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

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

28.9 (c) The advisory committee is subject to the Minnesota Data Practices Act under chapter  
 28.10 13 and to the Minnesota Open Meeting Law under chapter 13D.

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

28.12 Sec. 10. Minnesota Statutes 2022, section 161.3203, subdivision 4, is amended to read:

28.13 Subd. 4. **Reports.** (a) By September 1 of each year, the commissioner ~~shall~~ must provide,  
 28.14 ~~no later than September 1, an annual written~~ a report to the legislature, in compliance with  
 28.15 ~~sections 3.195 and 3.197, and shall submit the report to the chairs and ranking minority~~  
 28.16 ~~members of the senate and house of representatives~~ legislative committees having jurisdiction  
 28.17 over transportation policy and finance on privatization transportation contracts. The report  
 28.18 must list all privatization transportation contracts ~~within the meaning of this section~~ that  
 28.19 were executed or performed, whether wholly or in part, in the previous fiscal year.

28.20 (b) The report must identify, with respect to each contract: the contractor; contract  
 28.21 amount; duration; work, provided or to be provided; the comprehensive estimate derived  
 28.22 under subdivision 3, paragraph (a); the comprehensive estimate derived under subdivision  
 28.23 3, paragraph (b); the actual cost to the agency of the contractor's performance of the contract;  
 28.24 and for contracts of at least \$250,000, a statement containing the commissioner's  
 28.25 determinations under subdivision 3, paragraph (c). The report must collect aggregate data  
 28.26 on each of the department's district offices and bridge office on barriers and challenges to  
 28.27 the reduction of transportation contract privatization, including information on recruitment  
 28.28 and retention of staff, expertise gaps, access to appropriate equipment, and the effects of  
 28.29 geography, demographics, socioeconomic data, or other areas of concern related to  
 28.30 transportation contract privatization.

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

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

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

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

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

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

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

29.21 Subd. 5. **High voltage transmission; coordination required.** Upon written request,  
29.22 the commissioner must engage in coordination activities with a utility or transmission line  
29.23 developer to review requested highway corridors for potential permitted locations for  
29.24 transmission lines. The commissioner must assign a project coordinator within 30 days of  
29.25 receiving the written request. The commissioner must share all known plans with affected  
29.26 utilities or transmission line developers on potential future projects in the highway corridor  
29.27 if the potential highway project impacts the placement or siting of high voltage transmission  
29.28 lines.

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

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

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

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

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

30.19 (d) Notwithstanding the requirements of subdivision 7 and section 161.46, subdivision  
30.20 2, if the commissioner requires the relocation of a transmission line in the interstate highway  
30.21 right-of-way earlier than the agreed upon time frame in paragraph (c) in the constructability  
30.22 report or provides less than a seven-year notice of relocation in the agreed upon  
30.23 constructability report, the commissioner is responsible for 75 percent of the relocation  
30.24 costs.

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

30.26 Sec. 14. Minnesota Statutes 2022, section 161.45, is amended by adding a subdivision to  
30.27 read:

30.28 Subd. 7. **High voltage transmission; relocation reimbursement prohibited.** (a) A  
30.29 high voltage transmission line that receives a route permit under chapter 216E on or after  
30.30 July 1, 2024, is not eligible for relocation reimbursement under section 161.46, subdivision  
30.31 2.

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

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

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

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

Sec. 15. Minnesota Statutes 2022, section 161.46, subdivision 1, is amended to read:

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

(~~1~~) (b) "Utility" means all publicly, privately, and cooperatively owned systems for supplying power, light, gas, telegraph, telephone, water, pipeline, or sewer service if such systems be authorized by law to use public highways for the location of its facilities.

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

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

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

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

Subd. 2. **Relocation of facilities; reimbursement.** (~~a~~) Whenever the commissioner shall ~~determine~~ determines that the relocation of any utility facility is necessitated by the construction of a project on the routes of federally aided state trunk highways, including urban extensions thereof, ~~which routes that~~ that are included within the National System of Interstate Highways, the owner or operator of ~~such~~ the utility facility shall ~~must~~ must relocate the ~~same~~ utility facility in accordance with the order of the commissioner. ~~After the completion of such relocation the cost thereof shall be ascertained and paid by the state out of trunk highway funds; provided, however, the amount to be paid by the state for such reimbursement shall not exceed the amount on which the federal government bases its reimbursement for said interstate system.~~ Except as provided in section 161.45, subdivision 6, paragraph (d), or 7, upon the completion of relocation of a utility facility, the cost of

32.1 relocation must be ascertained and paid out of the trunk highway fund by the commissioner,  
32.2 provided the amount paid by the commissioner for reimbursement to a utility does not  
32.3 exceed the amount on which the federal government bases its reimbursement for the interstate  
32.4 highway system.

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

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

32.11 Sec. 17. Minnesota Statutes 2022, section 162.02, is amended by adding a subdivision to  
32.12 read:

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

32.16 Sec. 18. Minnesota Statutes 2022, section 162.081, subdivision 4, is amended to read:

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

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



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

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

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

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

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

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

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

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

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

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

33.20 Sec. 21. Minnesota Statutes 2023 Supplement, section 162.146, is amended by adding a  
33.21 subdivision to read:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

35.1 Sec. 23. Minnesota Statutes 2022, section 168.092, is amended to read:

35.2 **168.092 ~~24-DAY~~ 60-DAY TEMPORARY VEHICLE PERMIT.**

35.3 Subdivision 1. **Resident buyer.** The motor vehicle registrar may issue a permit to a  
35.4 person purchasing a new or used motor vehicle in this state for the purpose of allowing the  
35.5 purchaser a reasonable time to register the vehicle and pay fees and taxes due on the transfer.  
35.6 The permit is valid for a period of ~~24~~ 60 days. The permit must be in a form as the registrar  
35.7 may determine, affixed to the rear of the vehicle where a license plate would normally be  
35.8 affixed, and plainly visible. Each permit is valid only for the vehicle for which issued.

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

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

35.13 Sec. 24. Minnesota Statutes 2022, section 168.12, subdivision 1, is amended to read:

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

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

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

35.26 (d) A one-ton pickup truck that is used for commercial purposes and is subject to section  
35.27 168.185, is eligible to display special plates as authorized and issued under this chapter.

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

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

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

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

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

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

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

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

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

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

Sec. 25. Minnesota Statutes 2022, section 168.127, is amended to read:

**168.127 FLEET VEHICLES; REGISTRATION, FEE.**

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

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

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

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

37.13 (b) A new vehicle may be registered to an existing fleet upon application to a deputy  
37.14 registrar and payment of the fee under section 168.33, subdivision 7.

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

37.17 Subd. 4. **Filing registration applications.** Initial fleet applications for registration and  
37.18 renewals must be filed with the ~~registrar~~ commissioner or authorized deputy registrar.

37.19 Subd. 5. **Renewal of fleet registration.** On the renewal of a fleet registration, the  
37.20 registrant ~~shall~~ must pay full licensing fees for every vehicle registered in the preceding  
37.21 year unless the vehicle has been properly deleted from the fleet. In order to delete a vehicle  
37.22 from a fleet, the fleet registrant must surrender to the commissioner the registration card  
37.23 and license plates. The ~~registrar~~ commissioner may authorize alternative methods of deleting  
37.24 vehicles from a fleet, including destruction of the license plates and registration cards. If  
37.25 the card or license plates are lost or stolen, the fleet registrant ~~shall~~ must submit a sworn  
37.26 statement stating the circumstances for the inability to surrender the card, stickers, and  
37.27 license plates. ~~The commissioner shall assess~~ A fleet registrant who fails to renew the  
37.28 licenses issued under this section or fails to report the removal of vehicles from the fleet  
37.29 within 30 days of the vehicles' removal must pay a penalty of 20 percent of the total tax due  
37.30 on the fleet against the fleet registrant who fails to renew the licenses issued under this  
37.31 section or fails to report the removal of vehicles from the fleet within 30 days. The penalty  
37.32 must be paid within 30 days after it is assessed.

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

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

Sec. 26. Minnesota Statutes 2022, section 168.1282, subdivision 1, is amended to read:

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

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

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

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

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

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

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

Sec. 27. **[168.24] ROADABLE AIRCRAFT REGISTRATION.**

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

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

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

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

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

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

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

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

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

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

39.8 Sec. 28. Minnesota Statutes 2022, section 168.27, is amended by adding a subdivision to  
39.9 read:

39.10 Subd. 17a. **Dealers; duplicate or replacement plates.** (a) For purposes of this  
39.11 subdivision, "motor vehicle dealer" has the meaning given in section 168.002, subdivision  
39.12 6; "duplicate or replacement plates" means replacement plates issued under section 168.29;  
39.13 and "registration" has the meaning given in section 168A.01, subdivision 16c.

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

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

39.22 Sec. 29. Minnesota Statutes 2023 Supplement, section 168.33, subdivision 7, is amended  
39.23 to read:

39.24 Subd. 7. **Filing fees; allocations.** (a) In addition to all other statutory fees and taxes:

39.25 (1) an \$8 filing fee is imposed on every vehicle registration renewal, excluding pro rate  
39.26 transactions; and

39.27 (2) a \$12 filing fee is imposed on every other type of vehicle transaction, including motor  
39.28 carrier fuel licenses under sections 168D.05 and 168D.06, and pro rate transactions.

39.29 (b) Notwithstanding paragraph (a):

39.30 (1) a filing fee may not be charged for a document returned for a refund or for a correction  
39.31 of an error made by the Department of Public Safety, a dealer, or a deputy registrar; and

40.1 (2) no filing fee or other fee may be charged for the permanent surrender of a title for a  
40.2 vehicle.

40.3 (c) The filing fee must be shown as a separate item on all registration renewal notices  
40.4 sent out by the commissioner.

40.5 (d) The statutory fees and taxes, the filing fees imposed under paragraph (a), and the  
40.6 surcharge imposed under paragraph (f) may be paid by credit card or debit card. The deputy  
40.7 registrar may collect a surcharge on the payment made under this paragraph not greater than  
40.8 the cost of processing a credit card or debit card transaction, in accordance with emergency  
40.9 rules established by the commissioner of public safety. The surcharge authorized by this  
40.10 paragraph must be used to pay the cost of processing credit and debit card transactions.

40.11 (e) The fees collected under paragraph (a) by the department must be allocated as follows:

40.12 (1) of the fees collected under paragraph (a), clause (1):

40.13 (i) \$6.50 must be deposited in the driver and vehicle services operating account under  
40.14 section 299A.705, subdivision 1; and

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

40.17 (2) of the fees collected under paragraph (a), clause (2):

40.18 (i) \$3.50 must be deposited in the general fund;

40.19 (ii) \$7 must be deposited in the driver and vehicle services operating account under  
40.20 section 299A.705, subdivision 1; and

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

40.23 (f) In addition to all other statutory fees and taxes, a deputy registrar must assess a \$1  
40.24 surcharge on every transaction for which filing fees are collected under this subdivision.  
40.25 The surcharge authorized by this paragraph must be (1) deposited in the treasury of the  
40.26 place for which the deputy registrar is appointed, or (2) if the deputy registrar is not a public  
40.27 official, retained by the deputy registrar. For purposes of this paragraph, a deputy registrar  
40.28 does not include the commissioner.

40.29 (g) At least quarterly, the commissioner must compile data related to transactions  
40.30 completed by deputy registrars for which no filing fee under this section was collected, and  
40.31 distribute to each deputy registrar an amount calculated as (1) the number of no-fee  
40.32 transactions completed by that deputy registrar, multiplied by (2) \$25. The total amount



41.1 distributed to deputy registrars under this paragraph is appropriated to the commissioner  
41.2 from the driver and vehicle services operating account in the special revenue fund.

41.3 Sec. 30. Minnesota Statutes 2022, section 168.33, is amended by adding a subdivision to  
41.4 read:

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

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

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

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

41.18 Sec. 31. Minnesota Statutes 2023 Supplement, section 168.345, subdivision 2, is amended  
41.19 to read:

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

41.23 (1) the owner of the vehicle;

41.24 (2) the lessee;

41.25 (3) personnel of law enforcement agencies and;

41.26 (4) trade associations performing a member service under section 604.15, subdivision  
41.27 4a, and;

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

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

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

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

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

42.7 Sec. 32. Minnesota Statutes 2022, section 168A.03, subdivision 2, is amended to read:

42.8 Subd. 2. **Dealers.** Except as provided in section 168.27, subdivision 17a, no certificate  
42.9 of title need be obtained for a vehicle owned by a manufacturer or dealer and held for sale,  
42.10 even though incidentally moved on the highway or used pursuant to section 168.27 or  
42.11 168.28, or a vehicle used by a manufacturer solely for testing.

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

42.13 Sec. 33. Minnesota Statutes 2022, section 168A.11, subdivision 1, is amended to read:

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

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

42.30 (c) With respect to motor vehicles subject to the provisions of section 325E.15, the dealer  
42.31 shall also, in the space provided therefor on the certificate of title or secure reassignment,  
42.32 state the true cumulative mileage registered on the odometer or that the exact mileage is

43.1 unknown if the odometer reading is known by the transferor to be different from the true  
43.2 mileage.

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

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

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

43.16 Sec. 34. Minnesota Statutes 2022, section 168A.11, subdivision 2, is amended to read:

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

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

43.26 Sec. 35. Minnesota Statutes 2022, section 168B.035, subdivision 3, is amended to read:

43.27 Subd. 3. **Towing prohibited.** (a) A towing authority may not tow a motor vehicle  
43.28 because:

43.29 (1) the vehicle has expired registration tabs that have been expired for less than 90 days;  
43.30 ~~or~~

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

44.1       (3) the vehicle is identified in conjunction with a citation to the vehicle owner or lessee  
44.2       for (i) a violation under section 169.06, subdivision 10, or (ii) a violation under section  
44.3       169.14, subdivision 13.

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

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

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

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

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

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

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

44.13      (7) the vehicle is parked in an area that has been posted for temporary restricted parking

44.14      (i) at least 12 hours in advance in a home rule charter or statutory city having a population  
44.15      under 50,000, or (ii) at least 24 hours in advance in another political subdivision;

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

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

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

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

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

44.27      (13) a law enforcement official has probable cause to believe that the owner, operator,  
44.28      or person in physical control of the vehicle has failed to respond to five or more citations  
44.29      for parking or traffic offenses;

44.30      (14) the vehicle is unlawfully parked in a zone that is restricted by posted signs to use  
44.31      by taxicabs;

- 45.1 (15) the vehicle is unlawfully parked and prevents egress by a lawfully parked vehicle;
- 45.2 (16) the vehicle is parked, on a school day during prohibited hours, in a school zone on
- 45.3 a public street where official signs prohibit parking; or
- 45.4 (17) the vehicle is a junk, abandoned, or unauthorized vehicle, as defined in section
- 45.5 168B.011, and subject to immediate removal under this chapter.
- 45.6 (c) A violation under section 169.06, subdivision 10, or 169.14, subdivision 13, is not
- 45.7 a traffic offense under paragraph (b), clause (13).
- 45.8 Sec. 36. Minnesota Statutes 2022, section 169.011, subdivision 3a, is amended to read:
- 45.9 Subd. 3a. **Autocycle.** (a) "Autocycle" means a motorcycle that:
- 45.10 (1) has three wheels in contact with the ground;
- 45.11 (2) is designed with seating that does not require operators or any occupants to straddle
- 45.12 or sit astride it;
- 45.13 (3) has a steering wheel;
- 45.14 (4) is equipped with antilock brakes; and
- 45.15 (5) is originally manufactured to meet federal motor vehicle safety standards for
- 45.16 motorcycles in Code of Federal Regulations, title 49, part 571, and successor requirements.
- 45.17 (b) An autocycle does not include a roadable aircraft as defined in subdivision 67a.
- 45.18 Sec. 37. Minnesota Statutes 2023 Supplement, section 169.011, subdivision 27, is amended
- 45.19 to read:
- 45.20 Subd. 27. **Electric-assisted bicycle.** (a) "Electric-assisted bicycle" means a bicycle with
- 45.21 two or three wheels that:
- 45.22 (1) has a saddle and fully operable pedals for human propulsion;
- 45.23 (2) meets the requirements for bicycles under Code of Federal Regulations, title 16, part
- 45.24 1512, or successor requirements;
- 45.25 (3) is equipped with an electric motor that has a power output of not more than 750
- 45.26 watts;
- 45.27 (4) meets the requirements of a class 1, class 2, ~~or~~ class 3, or multiple mode
- 45.28 electric-assisted bicycle; and

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

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

(1) a mechanical switch or button;

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

(3) the use of an application; or

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

Sec. 38. Minnesota Statutes 2022, section 169.011, subdivision 44, is amended to read:

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

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

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

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

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

47.1 Sec. 41. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision  
47.2 to read:

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

47.6 Sec. 42. Minnesota Statutes 2022, section 169.011, is amended by adding a subdivision  
47.7 to read:

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

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

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

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

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

47.22 (1) a pedestrian;

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

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

47.25 (4) on an implement of husbandry; or

47.26 (5) riding an animal.

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

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

48.2 **169.04 LOCAL AUTHORITY.**

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

Subd. 11. **Red light camera; limitations.** (a) An owner or lessee of a motor vehicle is not subject to a fine or conviction under subdivision 10 if any of the conditions under section 169.14, subdivision 14, paragraph (a), clauses (1) to (6), are met.

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

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

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

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

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

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

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

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

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

50.14 (b) Records of tests made of such devices and kept in the regular course of operations  
50.15 of any law enforcement agency are admissible in evidence without further foundation as to  
50.16 the results of the tests. The records shall be available to a defendant upon demand. Nothing  
50.17 in this subdivision shall be construed to preclude or interfere with cross examination or  
50.18 impeachment of evidence of the rate of speed as indicated on the radar or speed-measuring  
50.19 device.

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

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

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

50.28 (1) \$40; or

50.29 (2) \$80, if the violation is for a speed at least 20 miles per hour in excess of the speed  
50.30 limit.

50.31 (b) A person who commits a first offense under paragraph (a) must be given a warning  
50.32 and is not subject to a fine or conviction under paragraph (a). A person who commits a

51.1 second offense under paragraph (a) is eligible for diversion, which must include a traffic  
51.2 safety course established under section 169.147, subdivision 11. A person who enters  
51.3 diversion and completes the traffic safety course is not subject to a fine or conviction under  
51.4 paragraph (a).

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

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

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

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

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

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

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

51.18 (5) another person is convicted, within the meaning under section 171.01, subdivision  
51.19 29, for the same violation; or

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

51.22 (b) The owner or lessee of a motor vehicle may not be issued a citation under subdivision  
51.23 13 and under another subdivision in this section for the same conduct.

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

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

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

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

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

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

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

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

52.9 (f) "Local authority" means a local unit of government authorized under the pilot program  
52.10 as provided under subdivision 2.

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

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

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

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

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

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

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

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

52.28 (3) the city of Mendota Heights;

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

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

53.2 (d) Under the pilot program, the commissioners must, beginning June 1, 2025, commence  
53.3 enforcement of speeding violations in trunk highway work zones as specified under  
53.4 subdivision 6, paragraph (f).

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

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

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

53.13 (2) notify the commissioner; and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

54.10 (b) An implementing authority must:

54.11 (1) implement a general public engagement and information campaign prior to  
54.12 commencing camera-based speed enforcement under the pilot program;

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

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

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

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

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

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

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

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

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

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

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

55.6 (2) identify traffic safety camera system locations; and

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

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

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

55.11 (2) at a location that:

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

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

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

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

55.23 (f) The commissioner must establish monitoring sites on at least two trunk highway  
55.24 work zone segments.

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

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

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

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

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

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

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

(c) A traffic enforcement agent who is not a licensed peace officer has the authority to issue citations under this section only while actually engaged in job duties and otherwise has none of the other powers and privileges reserved to peace officers.

**Subd. 9. Citations; warnings.** (a) A traffic enforcement agent under the pilot program has the exclusive authority to issue a citation to the owner or lessee of a motor vehicle for (1) a violation under section 169.06, subdivision 10, and (2) a violation under section 169.14, subdivision 13.

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

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

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

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

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



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

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

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

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

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

(2) a summary of the circumstances of the citation that includes identification of the motor vehicle involved, the date and time of the violation, and the location where the violation occurred;

(3) copy of the recorded image or primary images used to identify a violation;

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

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

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

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

(8) the total amount of the fine imposed;

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

- 58.1 (10) information on the process and procedures for a person to contest the citation; and
- 58.2 (11) a statement that payment of the fine constitutes a plea of guilty and failure to appear
- 58.3 in court is considered a plea of guilty, as provided under section 169.91.
- 58.4 (c) The commissioner of public safety must make the information required under
- 58.5 paragraph (b) available in languages that are commonly spoken in the state and in each area
- 58.6 in which a local authority has implemented camera-based traffic enforcement.
- 58.7 Subd. 11. **Traffic safety course.** (a) The commissioners must establish a traffic safety
- 58.8 course that provides at least 30 minutes of instruction on speeding, traffic-control signals,
- 58.9 and other traffic safety topics. The curriculum must include safety risks associated with
- 58.10 speed and speeding in school zones and work zones.
- 58.11 (b) The commissioners must not impose a fee for an individual who is authorized to
- 58.12 attend the course under sections 169.06, subdivision 10, and 169.14, subdivision 13.
- 58.13 Subd. 12. **Third-party agreements.** (a) An implementing authority may enter into
- 58.14 agreements with a private entity for operations, services, or equipment under this section.
- 58.15 Payment under a contract with a private entity must not be based on the number of violations,
- 58.16 citations issued, or other similar means.
- 58.17 (b) An implementing authority that enters into a third-party agreement under this
- 58.18 subdivision must perform a data practices audit of the private entity to confirm compliance
- 58.19 with the requirements under subdivisions 14 to 16 and chapter 13. An audit must be
- 58.20 undertaken at least every other year.
- 58.21 Subd. 13. **Use of revenue.** (a) Revenue from citations received by an implementing
- 58.22 authority that is attributable to camera-based traffic enforcement must be allocated as follows:
- 58.23 (1) first as necessary to provide for implementation costs, which may include but is not
- 58.24 limited to procurement and installation of traffic safety camera systems, traffic safety
- 58.25 planning, and public engagement; and
- 58.26 (2) the remainder for traffic safety measures that perform traffic calming.
- 58.27 (b) The amount expended under paragraph (a), clause (2), must supplement and not
- 58.28 supplant existing expenditures for traffic safety.
- 58.29 Subd. 14. **Data practices; general requirements.** (a) All data collected by a traffic
- 58.30 safety camera system are private data on individuals as defined in section 13.02, subdivision
- 58.31 12, or nonpublic data as defined in section 13.02, subdivision 9, unless the data are public

59.1 under section 13.82, subdivision 2, 3, or 6, or are criminal investigative data under section  
59.2 13.82, subdivision 7.

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

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

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

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

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

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

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

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

59.21 (iv) general traffic data:

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

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

59.24 (C) in which individuals or unique vehicles are not identified; and

59.25 (D) from which an individual or unique vehicle is not ascertainable;

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

59.28 (3) may only record or retain the data specified in clause (1), items (i) to (iii), if the  
59.29 traffic safety camera system identifies an appropriate potential violation for review by a  
59.30 traffic enforcement agent.

60.1 Subd. 16. **Data practices; destruction of data.** (a) Notwithstanding section 138.17,  
60.2 and except as otherwise provided in this subdivision, data collected by a traffic safety camera  
60.3 system must be destroyed within 30 days of the date of collection unless the data are criminal  
60.4 investigative data under section 13.82, subdivision 7, related to a violation of a traffic-control  
60.5 signal or a speed limit.

60.6 (b) Upon written request to a law enforcement agency from an individual who is the  
60.7 subject of a pending criminal charge or complaint, along with the case or complaint number  
60.8 and a statement that the data may be used as exculpatory evidence, data otherwise subject  
60.9 to destruction under paragraph (a) must be preserved by the law enforcement agency until  
60.10 the charge or complaint is resolved or dismissed.

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

60.16 (d) Notwithstanding section 138.17, data collected by a traffic safety camera system  
60.17 must be destroyed within three years of the resolution of a citation issued pursuant to this  
60.18 section.

60.19 (e) The destruction requirements under this subdivision do not apply to: (1) general  
60.20 traffic data as provided under subdivision 15, clause (1), item (iv); and (2) data that identifies  
60.21 the number of warnings or citations issued to an individual under this section.

60.22 Subd. 17. **Exempt from rulemaking.** Rules adopted to implement this section are  
60.23 exempt from rulemaking under chapter 14 and are not subject to exempt rulemaking  
60.24 procedures under section 14.386.

60.25 Subd. 18. **Expiration.** This section expires May 31, 2029.

60.26 Sec. 52. Minnesota Statutes 2022, section 169.222, subdivision 2, is amended to read:

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

61.1 Sec. 53. Minnesota Statutes 2022, section 169.222, subdivision 6a, is amended to read:

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

61.6 (b) A person may operate a class 1 or class 2 electric-assisted bicycle with the motor  
61.7 engaged on a bicycle path, bicycle trail, or shared use path unless prohibited under section  
61.8 85.015, subdivision 1d; 85.018, subdivision 2, paragraph (d); or 160.263, subdivision 2,  
61.9 paragraph (b), as applicable.

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

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

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

61.19 Sec. 54. Minnesota Statutes 2022, section 169.222, subdivision 6b, is amended to read:

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

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

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

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

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

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

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

Sec. 55. Minnesota Statutes 2022, section 169.346, subdivision 2, is amended to read:

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

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

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

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

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

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

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

Sec. 56. **[169.515] LIGHTS ON GRANT PROGRAM.**

Subdivision 1. **Grant program established.** The Lights On grant program is established under this section to provide drivers on Minnesota roads with vouchers of up to \$250 to use at participating auto repair shops to repair or replace broken or malfunctioning lighting equipment required under sections 169.49 to 169.51.

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

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

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

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

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

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

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

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

64.1 (h) A voucher that is distributed to a driver must contain the following information:

64.2 (1) the motor vehicle license plate number;

64.3 (2) the date of issuance; and

64.4 (3) the badge number of the officer distributing the voucher.

64.5 Subd. 4. **Grant criteria.** Preference for grant awards must be given to applicants whose  
64.6 proposals provide resources and vouchers to individuals residing in geographic areas that  
64.7 (i) have higher crash rates or higher number of tickets issued for broken or malfunctioning  
64.8 lighting equipment, or (ii) are high poverty areas. For purposes of this section, "high poverty  
64.9 area" means a census tract as reported in the most recently completed decennial census  
64.10 published by the United States Bureau of the Census that has a poverty area rate of at least  
64.11 20 percent or in which the median family income does not exceed 80 percent of the greater  
64.12 of the statewide or metropolitan median family income.

64.13 Subd. 5. **Reporting.** (a) By February 1 each year, grant recipients must submit a report  
64.14 to the commissioner itemizing all expenditures made using grant money during the previous  
64.15 calendar year, the purpose of each expenditure, and the disposition of each contact made  
64.16 with drivers with malfunctioning or broken lighting equipment. The report must be in the  
64.17 form and manner prescribed by the commissioner.

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

64.21 (1) the participating grant recipients and the total number and dollar amount of vouchers  
64.22 that each grant recipient distributed; and

64.23 (2) the participating auto repair shops and the total number and dollar amount of vouchers  
64.24 that each received.

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

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

64.29 Subd. 7. **Appropriation; special account.** The Minnesota child passenger restraint and  
64.30 education account is created in the ~~state treasury~~ special revenue fund, consisting of fines  
64.31 collected under subdivision 5 and other money appropriated or donated. The money in the  
64.32 account is annually appropriated to the commissioner of public safety to be used to provide



65.1 child passenger restraint systems to families in financial need, school districts and child  
65.2 care providers that provide for the transportation of pupils to and from school using type  
65.3 III vehicles or school buses with a gross vehicle weight rating of 10,000 pounds or less, and  
65.4 to provide an educational program on the need for and proper use of child passenger restraint  
65.5 systems. Information on the commissioner's activities and expenditure of funds under this  
65.6 section must be available upon request.

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

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

65.11 Sec. 59. Minnesota Statutes 2022, section 169.869, subdivision 1, is amended to read:

65.12 Subdivision 1. **Definition.** For purposes of this section, "road construction materials"  
65.13 means street or highway construction materials, including ~~but not limited to~~ aggregate  
65.14 material as defined in section 298.75, subdivision 1, paragraph (a), hot mix asphalt, plastic  
65.15 concrete, cementitious materials, concrete admixtures, asphalt cement, ~~and~~ recycled road  
65.16 materials, and bulk aggregate materials that are delivered to an aggregate plant or production  
65.17 facility or are used in the production of asphalt or concrete, not including those materials  
65.18 that require the vehicle to be marked or placarded in accordance with section 221.033 and  
65.19 Code of Federal Regulations, title 49, part 172.

65.20 Sec. 60. Minnesota Statutes 2022, section 169.974, subdivision 5, is amended to read:

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

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

65.31 (c) Except for passengers of sidecars, drivers and passengers of three-wheeled  
65.32 motorcycles, and persons in an autocycle, no person ~~shall~~ may operate or ride upon a

66.1 motorcycle except while sitting astride the seat, facing forward, with one leg on either side  
66.2 of the motorcycle.

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

66.5 (e) No person ~~shall~~ may operate a motorcycle between lanes of moving or stationary  
66.6 vehicles headed in the same direction, nor ~~shall~~ may any person drive a motorcycle abreast  
66.7 of or overtake or pass another vehicle within the same traffic lane, unless the operator of  
66.8 the motorcycle is traveling at not more than 25 miles per hour and no more than 15 miles  
66.9 per hour over the speed of traffic. Motorcycles may, with the consent of both drivers, be  
66.10 operated not more than two abreast in a single traffic lane if the vehicles fit safely within  
66.11 the designated space of the lane. An operator of a motor vehicle that intentionally impedes  
66.12 or attempts to prevent any operator of a motorcycle from operating a motorcycle as permitted  
66.13 under this paragraph is guilty of a petty misdemeanor.

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

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

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

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

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

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

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

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

67.1       Sec. 61. [169.975] OPERATION OF ROADABLE AIRCRAFT.

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

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

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

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

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

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

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

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

67.22       Sec. 62. Minnesota Statutes 2022, section 169.99, subdivision 1, is amended to read:

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

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

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

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

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

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

Sec. 63. Minnesota Statutes 2022, section 171.01, is amended by adding a subdivision to read:

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

(1) resides;

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

(3) intends to return whenever absent.

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

Sec. 64. Minnesota Statutes 2022, section 171.01, is amended by adding a subdivision to read:

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

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

69.3 Sec. 65. Minnesota Statutes 2022, section 171.06, subdivision 2a, is amended to read:

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

69.6 (1) \$26.50 for an initial endorsement or a duplicate license obtained for the purpose of  
69.7 adding the endorsement; and

69.8 (2) \$17 for each license renewal with the endorsement.

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

69.10 (1) \$19 of the additional fee under paragraph (a), clause (1), and \$11 of the additional  
69.11 fee under paragraph (a), clause (2), to the motorcycle safety ~~fund~~ account, which is hereby  
69.12 created in the special revenue fund; and

69.13 (2) the remainder to the general fund.

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

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

69.18 Sec. 66. Minnesota Statutes 2023 Supplement, section 171.06, subdivision 3, is amended  
69.19 to read:

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

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

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

69.26 (3) state:

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

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

- 70.1 (4) contain a notification to the applicant of the availability of a living will/health care  
70.2 directive designation on the license under section 171.07, subdivision 7;
- 70.3 (5) include a method for the applicant to:
- 70.4 (i) request a veteran designation on the license under section 171.07, subdivision 15,  
70.5 and the driving record under section 171.12, subdivision 5a;
- 70.6 (ii) indicate a desire to make an anatomical gift under subdivision 3b, paragraph (e);
- 70.7 (iii) as applicable, designate document retention as provided under section 171.12,  
70.8 subdivision 3c;
- 70.9 (iv) indicate emergency contacts as provided under section 171.12, subdivision 5b;
- 70.10 (v) indicate the applicant's race and ethnicity; ~~and~~
- 70.11 (vi) indicate caretaker information as provided under section 171.12, subdivision 5c;  
70.12 and
- 70.13 (vii) indicate a temporary mailing address separate from the applicant's residence address  
70.14 listed on the identification card or license; and
- 70.15 (6) meet the requirements under section 201.161, subdivision 3.
- 70.16 (b) Applications must be accompanied by satisfactory evidence demonstrating:
- 70.17 (1) identity, date of birth, and any legal name change if applicable; and
- 70.18 (2) for driver's licenses and Minnesota identification cards that meet all requirements of  
70.19 the REAL ID Act:
- 70.20 (i) principal residence address in Minnesota, including application for a change of address,  
70.21 unless the applicant provides a designated address under section 5B.05;
- 70.22 (ii) Social Security number, or related documentation as applicable; and
- 70.23 (iii) lawful status, as defined in Code of Federal Regulations, title 6, section 37.3.
- 70.24 (c) An application for an enhanced driver's license or enhanced identification card must  
70.25 be accompanied by:
- 70.26 (1) satisfactory evidence demonstrating the applicant's full legal name and United States  
70.27 citizenship; and
- 70.28 (2) a photographic identity document.
- 70.29 (d) A valid Department of Corrections or Federal Bureau of Prisons identification card  
70.30 containing the applicant's full name, date of birth, and photograph issued to the applicant

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

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

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

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

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

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

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

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

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

71.28 Sec. 67. Minnesota Statutes 2022, section 171.06, is amended by adding a subdivision to  
71.29 read:

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

72.1 renews a REAL ID-compliant or noncompliant driver's license or identification card through  
72.2 the department's online renewal system established in this subdivision.

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

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

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

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

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

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

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

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

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

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

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

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

72.30 (f) By each July 31, 50 percent of the revenue collected in the previous fiscal year from  
72.31 the filing fees assessed for transactions completed under this subdivision must be distributed  
72.32 as payments to each full-service provider and driver's license agent that was in operation



73.1 during the last quarter of the previous fiscal year. The distribution must be based  
73.2 proportionally on the total number of transactions completed by each full-service provider  
73.3 and driver's license agent. For the purposes of the distribution calculation in this paragraph,  
73.4 the number of transactions completed by a driver's license agent must first be multiplied by  
73.5 0.2. The amount to be distributed under this paragraph is appropriated to the commissioner.

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

73.8 Sec. 68. Minnesota Statutes 2023 Supplement, section 171.061, subdivision 4, is amended  
73.9 to read:

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

- |       |   |          |
|-------|---|----------|
| 73.12 | (1) New application for a noncompliant, REAL ID-compliant, or     | \$ 16.00 |
| 73.13 | enhanced driver's license or identification card                  |          |
| 73.14 | (2) Renewal application for a noncompliant, REAL ID-compliant, or | \$ 11.00 |
| 73.15 | enhanced driver's license or identification card                  |          |

73.16 Except as provided in paragraph (c), the fee must cover all expenses involved in receiving,  
73.17 accepting, or forwarding to the department the applications and fees required under sections  
73.18 171.02, subdivision 3; 171.06, subdivisions 2 and 2a; and 171.07, subdivisions 3 and 3a.

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

73.26 (c) The department must maintain the photo identification and vision examination  
73.27 equipment for all agents. All photo identification and vision examination equipment must  
73.28 be compatible with standards established by the department.

73.29 (d) A filing fee retained by the agent employed by a county board must be paid into the  
73.30 county treasury and credited to the general revenue fund of the county. An agent who is not  
73.31 an employee of the county must retain the filing fee in lieu of county employment or salary  
73.32 and is considered an independent contractor for pension purposes, coverage under the  
73.33 Minnesota State Retirement System, or membership in the Public Employees Retirement  
73.34 Association.

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

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

Sec. 69. Minnesota Statutes 2022, section 171.061, is amended by adding a subdivision to read:

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

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

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

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

Sec. 70. Minnesota Statutes 2023 Supplement, section 171.0705, subdivision 2, is amended to read:

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

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

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

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

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

75.6 Sec. 71. Minnesota Statutes 2022, section 171.12, is amended by adding a subdivision to  
75.7 read:

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

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

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

75.12 (b) This subdivision applies to violations committed on or after June 1, 2025, and before  
75.13 June 1, 2029.

75.14 Sec. 72. Minnesota Statutes 2023 Supplement, section 171.13, subdivision 1, is amended  
75.15 to read:

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

75.20 (1) one of the following:

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

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

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

75.27 (3) a test of the applicant's knowledge of (i) traffic laws; (ii) the effects of alcohol and  
75.28 drugs on a driver's ability to operate a motor vehicle safely and legally, and of the legal  
75.29 penalties and financial consequences resulting from violations of laws prohibiting the  
75.30 operation of a motor vehicle while under the influence of alcohol or drugs; (iii) railroad

grade crossing safety; (iv) slow-moving vehicle safety; (v) laws relating to pupil transportation safety, including the significance of school bus lights, signals, stop arm, and passing a school bus; (vi) traffic laws related to vulnerable road users and motorcyclists, including but not limited to operators of bicycles and pedestrians; and (vii) the circumstances and dangers of carbon monoxide poisoning;

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

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

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

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

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

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

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

Sec. 73. Minnesota Statutes 2022, section 171.13, subdivision 9, is amended to read:

**Subd. 9. Online driver's license knowledge testing authorization.** (a) The commissioner must implement online knowledge testing as provided in this subdivision. The commissioner must not charge a fee to a driver education program or an authorized entity for access to

77.1 the online knowledge testing system or for administering the online knowledge test. The  
77.2 ~~commissioner must administer the fourth or subsequent knowledge test for a person.~~

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

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

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

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

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

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

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

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

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

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

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

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

78.1 Sec. 74. Minnesota Statutes 2022, section 171.13, is amended by adding a subdivision to  
78.2 read:

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

78.5 (1) "committee" means the Department of Public Safety, Division of Driver and Vehicle  
78.6 Services Test Maintenance Committee responsible for monitoring, reviewing, and editing  
78.7 the written portion of the driver's knowledge examination on behalf of the Division of Driver  
78.8 and Vehicle Services;

78.9 (2) "plain language standards" means the requirements specified in paragraph (b) and  
78.10 the requirements of the Plain Writing Act, Public Law 111-274, and Executive Order 14-07;  
78.11 and

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

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

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

78.21 (2) use the active voice;

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

78.23 (4) avoid complex and compound sentence structures;

78.24 (5) use commonly used and familiar words;

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

78.26 (7) minimize the use of abbreviations;

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

78.29 (9) avoid confusing terms such as "either/or" and "neither/nor";

78.30 (10) use simple verb tenses, including the simple present verb tense where practicable,  
78.31 to explain confusing or complex concepts;

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

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

79.5 (13) omit excess and unnecessary words;

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

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

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

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

79.11 (c) Any revisions or additions to the subjects tested on a knowledge examination must  
79.12 be written using the plain language standards specified in paragraph (b). Revisions made  
79.13 to the written examination must assess whether the applicant understands the traffic laws  
79.14 of Minnesota and test knowledge of the requirements specified in subdivision 1, paragraph  
79.15 (a), clauses (2) and (3).

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

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

79.23 Sec. 75. Minnesota Statutes 2022, section 171.16, subdivision 3, is amended to read:

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

79.26 (1) has been convicted of:

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

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

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

80.1 (2) has been sentenced to the payment of a fine or had a surcharge levied against that  
80.2 person, or sentenced to a fine upon which a surcharge was levied; and  
80.3 (3) has refused or failed to comply with that sentence or to pay the surcharge.

80.4 Sec. 76. Minnesota Statutes 2022, section 171.30, subdivision 1, is amended to read:

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

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

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

80.10 (i) 169.792;

80.11 (ii) 169.797;

80.12 (iii) 169A.52:

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

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

80.16 (iv) 171.17; or

80.17 (v) 171.172;

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

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

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

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

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

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

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

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



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

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

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

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

81.10 (c) Except as provided in subdivision 1a, the commissioner in issuing a limited license  
81.11 may impose such conditions and limitations as in the commissioner's judgment are necessary  
81.12 to the interests of the public safety and welfare including reexamination as to the driver's  
81.13 qualifications. The license may be limited to the operation of particular vehicles, to particular  
81.14 classes and times of operation, and to particular conditions of traffic. The commissioner  
81.15 may require that an applicant for a limited license affirmatively demonstrate that use of  
81.16 public transportation or carpooling as an alternative to a limited license would be a significant  
81.17 hardship.

81.18 (d) For purposes of this subdivision:

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

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

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

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

81.30 (g) If the person's driver's license or permit to drive has been revoked under section  
81.31 169.792 or 169.797, the commissioner may only issue a limited license to the person after  
81.32 the person has presented an insurance identification card, policy, or written statement  
81.33 indicating that the driver or owner has insurance coverage satisfactory to the commissioner

of public safety. The commissioner of public safety may require the insurance identification card provided to satisfy this subdivision be certified by the insurance company to be noncancelable for a period not to exceed 12 months.

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

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

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

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

Sec. 77. Minnesota Statutes 2022, section 171.30, is amended by adding a subdivision to read:

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

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

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

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

(4) limiting operation to certain traffic conditions; or

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

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

(c) Upon request from the commissioner, a peace officer as defined in section 626.84, subdivision 1, paragraph (c), or a law enforcement agency as defined in section 626.84,

83.1 subdivision 1, paragraph (f), a treatment court coordinator must verify whether a person is  
 83.2 a participant in treatment court and provide the date, time, and location of any hearings,  
 83.3 meetings, treatment or counseling programs, sober support activities, community service  
 83.4 events, or any other program or activity the treatment court has ordered or required the  
 83.5 person to attend.

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

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

83.11 Sec. 78. Minnesota Statutes 2022, section 171.30, is amended by adding a subdivision to  
 83.12 read:

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

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

83.19 Sec. 79. Minnesota Statutes 2023 Supplement, section 171.301, subdivision 3, is amended  
 83.20 to read:

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

83.22 (1) the commissioner must not impose:

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

83.24 (ii) a reinstatement fee under sections 171.20, subdivision 4, and 171.29, subdivision 2;  
 83.25 or

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

83.27 (2) a driver's license agent must not impose a filing fee under section 171.061, subdivision  
 83.28 4.

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

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

84.2 Sec. 80. Minnesota Statutes 2023 Supplement, section 171.301, subdivision 6, is amended  
84.3 to read:

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

84.7 (1) the person has possessed the reintegration driver's license for at least one full year;

84.8 (2) the reintegration driver's license has not been canceled under subdivision 4 and has  
84.9 not expired under subdivision 5;

84.10 (3) the person meets the application requirements under section 171.06, including payment  
84.11 of the applicable fees, surcharge, and filing fee under sections 171.06, subdivisions 2 and  
84.12 2a, and 171.061, subdivision 4; and

84.13 (4) issuance of the license does not conflict with the requirements of the nonresident  
84.14 violator compact.

84.15 (b) The commissioner must forgive any outstanding balance due on a reinstatement fee  
84.16 or surcharge under ~~section~~ sections 171.20, subdivision 4, and 171.29, subdivision 2, for a  
84.17 person who is eligible and applies for a license under paragraph (a).

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

84.19 Sec. 81. Minnesota Statutes 2022, section 171.335, subdivision 3, is amended to read:

84.20 Subd. 3. **Appropriation.** (a) All funds in the motorcycle safety ~~fund~~ account created ~~by~~  
84.21 under section 171.06, subdivision 2a, are ~~hereby~~ annually appropriated to the commissioner  
84.22 of public safety to carry out the purposes of subdivisions 1 and 2.

84.23 (b) Of the money appropriated under paragraph (a):

84.24 (1) not more than five percent shall be expended to defray the administrative costs of  
84.25 carrying out the purposes of subdivisions 1 and 2; and

84.26 (2) not more than 65 percent shall be expended for the combined purpose of training  
84.27 and coordinating the activities of motorcycle safety instructors and making reimbursements  
84.28 to schools and other approved organizations.

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

85.1 Sec. 82. Minnesota Statutes 2022, section 174.02, is amended by adding a subdivision to  
85.2 read:

85.3 Subd. 11. **Tribal worksite training program.** The commissioner must establish a Tribal  
85.4 worksite training program for state-funded construction projects. The commissioner may  
85.5 enter into an agreement with any private, public, or Tribal entity for the planning, designing,  
85.6 developing, and hosting of the program. The commissioner must not use trunk highway  
85.7 funds for the worksite training program if the state-funded construction project is not a  
85.8 highway construction project.

85.9 Sec. 83. Minnesota Statutes 2022, section 174.185, is amended to read:

85.10 **174.185 PAVEMENT LIFE-CYCLE COST ANALYSIS.**

85.11 Subdivision 1. **Definitions.** For the purposes of this section, the following definitions  
85.12 apply.

85.13 ~~(a) "Life-cycle cost" is the sum of the cost of the initial pavement project and all~~  
85.14 ~~anticipated costs for maintenance, repair, and resurfacing over the life of the pavement.~~  
85.15 ~~Anticipated costs must be based on Minnesota's actual or reasonably projected maintenance,~~  
85.16 ~~repair, and resurfacing schedules, and costs determined by the Department of Transportation~~  
85.17 ~~district personnel based upon recently awarded local projects and experience with local~~  
85.18 ~~material costs.~~

85.19 ~~(b) (a) "Life-cycle cost analysis" is or "analysis" means a comparison of life-cycle costs~~  
85.20 ~~among competing paving materials using equal design lives and equal comparison periods.~~  
85.21 process for evaluating the total economic worth of a usable project segment by analyzing  
85.22 initial costs and discounted future costs, such as maintenance, user costs, reconstruction,  
85.23 rehabilitation, restoring, and resurfacing costs over the life of the project segment.

85.24 (b) "Minimum requirements" means a combination of pavement, base, and subbase  
85.25 materials that minimizes the total system cost to achieve the specified design performance  
85.26 requirements. Design performance requirements are based on design traffic volumes,  
85.27 reliability, standard deviation, pavement structural characteristics, and various material  
85.28 properties for structural design.

85.29 (c) "Pavement" means any material used for paved traffic lanes, typically asphalt or  
85.30 concrete, including the underlying materials inherent to each pavement alternative considered.

85.31 (d) "Rounded value" means a measurement that is rounded to the nearest half-inch  
85.32 increment.

(e) "Shoulder" means the portion of the highway that is contiguous with the regularly traveled portion of the highway, outside of the edge of the pavement, and for accommodation of stopped vehicles, emergency use, and lateral support of base and surface courses.

(f) "Substantial plan development" means the point in time during the plan development process after which any further activities would preclude any of the feasible alternatives from being selected or constructed.

(g) "Superfluous materials" means materials that are in excess of rounded values and that are not necessary to meet the minimum requirements for a feasible alternative.

Subd. 2. **Required analysis.** ~~(a) For each project in the reconditioning, resurfacing, and road repair funding categories~~ any project with 60,000 or more square yards of paving, including for the shoulder, the commissioner shall must perform a life-cycle cost analysis and shall document the lowest life-cycle costs and all alternatives considered. The commissioner shall document the chosen pavement strategy and, if the lowest life cycle is not selected, document the justification for the chosen strategy. A life-cycle cost analysis is required for projects to be constructed after July 1, 2011. and document the chosen pavement strategy as provided in this section. The commissioner must perform the life-cycle cost analysis prior to substantial plan development.

(b) When conducting a life-cycle cost analysis, the commissioner must:

(1) derive initial and future costs from Minnesota-based historical data of roadways with similar characteristics, including but not limited to similar geographical location, rural or urban classification, traffic volumes, construction practices, staging, and vehicle classification percentages;

(2) determine the analysis period based on the longest design life of all feasible alternatives or 60 years, whichever is longer;

(3) compensate for any life added or lost due to rounding if pavement thickness is rounded up or down;

(4) ensure that each feasible alternative being considered in the analysis meets the minimum requirements for that alternative and must consider only the pavement, base, and subbase materials that are required to meet the minimum criteria for that alternative;

(5) identify all feasible alternatives, including a full range of rehabilitation strategies for both rigid and flexible pavements;

(6) include agency costs, including but not limited to initial pavement, future rehabilitation and maintenance projects, overhead, design, contract administration, and routine maintenance;

- 87.1 (7) include mobilization costs related to construction, maintenance, or rehabilitation;
- 87.2 (8) include costs for traffic control to protect workers and the public during each
- 87.3 construction, maintenance, or rehabilitation activity in the analysis;
- 87.4 (9) identify and use realistic timing of future maintenance and construction practices
- 87.5 using similar characteristics, including but not limited to similar geographical location, rural
- 87.6 or urban classification, traffic volumes, construction practices, staging, and vehicle
- 87.7 classification percentages;
- 87.8 (10) for each feasible alternative with residual service life at the end of the analysis
- 87.9 period, calculate the value of any residual service life and include the value as a credit in
- 87.10 the final year of the analysis period;
- 87.11 (11) include an explanation of the methodology used to produce the cost estimate and
- 87.12 why that method was selected; and
- 87.13 (12) include an explanation of the timing selected of rehabilitation and maintenance and
- 87.14 why that timing was selected.
- 87.15 (c) The commissioner must not include the following in a life-cycle cost analysis:
- 87.16 (1) elements that are the same for all alternatives;
- 87.17 (2) life-cycle calculations for shoulder pavement, shoulder base, or shoulder subbase;
- 87.18 and
- 87.19 (3) any superfluous material that is included as part of the feasible alternative but is not
- 87.20 required to meet the minimum requirements of the feasible alternative, including any material
- 87.21 that may be included due to the designer's preference or recommendation in the department's
- 87.22 Pavement Design Manual. This clause does not preclude the commissioner from selecting
- 87.23 a pavement strategy that uses superfluous materials, but the superfluous materials must not
- 87.24 be a factor in making the selection.
- 87.25 Subd. 2a. **Review and collaboration.** (a) Before finalizing a pavement selection, the
- 87.26 commissioner must post a draft of the life-cycle cost analysis and the draft pavement selection
- 87.27 on the department's Office of Materials and Road Research website for 21 days. During
- 87.28 this period, the commissioner must allow industry association representatives to submit
- 87.29 questions and comments. The commissioner must collaborate with the person who submitted
- 87.30 the question or comment, where necessary, to ensure the commissioner fully understands
- 87.31 the question or comment. The commissioner must respond to each comment or question in
- 87.32 writing, which must include a description of any associated changes that will be made to
- 87.33 the life-cycle cost analysis.

88.1 (b) After the review period under paragraph (a) closes, the commissioner must make  
88.2 revisions to the life-cycle cost analysis in response to questions or comments received. If  
88.3 the commissioner revises the type of pavement from concrete to asphalt or from asphalt to  
88.4 concrete, the commissioner must post the revised life-cycle cost analysis for review in  
88.5 accordance with the requirements under paragraph (a).

88.6 Subd. 2b. **Selection.** (a) After the review period required in subdivision 2a and any  
88.7 subsequent changes to the analysis, the commissioner must select the pavement strategy  
88.8 and prepare a document of justification. At a minimum, the document of justification must:

88.9 (1) explain why the pavement strategy was selected;

88.10 (2) if the lowest life-cycle cost is not selected, justify why a strategy with a higher  
88.11 life-cycle cost was selected;

88.12 (3) include all comments and questions received during the review period and the  
88.13 commissioner's responses to each; and

88.14 (4) identify any superfluous materials, quantify the superfluous materials' associated  
88.15 costs, and provide the rationale for the superfluous materials' inclusion.

88.16 (b) The commissioner must submit the analysis and document of justification to a licensed  
88.17 professional engineer for review. A life-cycle cost analysis is not considered final until it  
88.18 is certified and signed by a licensed professional engineer as provided by Minnesota Rules,  
88.19 part 1800.4200.

88.20 (c) For all projects that began construction on or after January 1, 2024, the commissioner  
88.21 must store all life-cycle cost analyses and documents of justification on the department's  
88.22 website in a manner that allows the public to easily access the documents.

88.23 (d) After completing the certification and signature requirements in paragraph (b) and  
88.24 the posting requirements in paragraph (c), the commissioner may advance the project to  
88.25 substantial plan development.

88.26 Subd. 3. **Report.** The commissioner ~~shall~~ must report by January 31 annually to the  
88.27 chairs and ranking minority members of the ~~senate and house of representatives~~ legislative  
88.28 committees with jurisdiction over transportation finance on life-cycle cost analyses under  
88.29 this section. At a minimum, the report must include information on the results of the analyses  
88.30 ~~required in~~ under subdivision 2, the public review under subdivision 2a, and the final  
88.31 selection and document of justification under subdivision 2b.

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



89.1 Sec. 84. [174.249] ZERO-EMISSION TRANSIT BUSES.

89.2 Subdivision 1. Definition. For purposes of this section, "zero-emission transit bus" has  
89.3 the meaning given in section 473.3927, subdivision 1a.

89.4 Subd. 2. Bus procurement exemptions. (a) The commissioner must establish a process  
89.5 to issue a procurement exemption from the requirements under sections 473.388, subdivision  
89.6 9, and 473.3927, subdivision 4. An exemption may (1) extend the commencement date for  
89.7 the respective zero-emission transit bus procurement requirements, or (2) provide for a  
89.8 zero-emission transit bus procurement percentage or phase-in schedule.

89.9 (b) An entity that seeks an exemption must submit an application, in the form and manner  
89.10 specified by the commissioner, that includes:

89.11 (1) a justification for the exemption;

89.12 (2) a review of activities related to zero-emission transit bus transition planning;

89.13 (3) demonstration of efforts to procure zero-emission transit buses and associated  
89.14 infrastructure;

89.15 (4) a proposed timeline for full compliance, which must include annual procurement  
89.16 targets and associated milestones; and

89.17 (5) information required by the commissioner.

89.18 (c) The commissioner may only issue a procurement exemption following a determination  
89.19 that:

89.20 (1) the applicant has made good faith effort to follow the guidance and recommendations  
89.21 of the transition plan under section 473.3927; and

89.22 (2) full compliance with procurement requirements is not feasible within the specified  
89.23 time period due to:

89.24 (i) technology, infrastructure, utility interconnection, funding, or bus availability  
89.25 constraints;

89.26 (ii) a resulting material impact on service reliability or on other means of reducing  
89.27 greenhouse gas emissions under the transit provider's purview, including transit service  
89.28 expansion; or

89.29 (iii) other specified and documented constraints.

(d) The commissioner must deny an application for procurement exemption following a determination that the applicant made inadequate efforts to meet the relevant procurement requirements.

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

Sec. 85. Minnesota Statutes 2022, section 174.40, subdivision 3, is amended to read:

Subd. 3. **Safe routes to school accounts.** (a) A safe routes to school account is established in the bond proceeds fund. The account consists of state bond proceeds appropriated to the commissioner. Money in the account may only be expended on bond-eligible costs of a project receiving financial assistance as provided under this section. All uses of funds from the account must be for publicly owned property.

(b) A safe routes to school account is established in the ~~general~~ special revenue fund. The account consists of funds as provided by law, and any other money donated, allotted, transferred, or otherwise provided to the account. Money in the account may only be expended on a project receiving financial assistance as provided under this section.

Sec. 86. **[174.46] CONSTRUCTION OF NONARTERIAL BUS RAPID TRANSIT FACILITIES.**

(a) For purposes of this section, "total estimated construction cost" means either (1) the cost of construction for a complete transit line project or (2) the sum of the costs of all discrete segments of a transit line project.

(b) If a planned bus rapid transit line has either (1) a total estimated construction cost of more than \$100,000,000 or (2) will operate substantially within separated rights-of-way, the commissioner is the responsible authority and must construct bus rapid transit facilities and infrastructure in the metropolitan area. The commissioner must ensure any construction project subject to this section is constructed in compliance with applicable plans and designs adopted by the Metropolitan Council.

**EFFECTIVE DATE.** This section is effective the day following final enactment and applies to projects that enter into full funding grant agreements on or after that date.

Sec. 87. Minnesota Statutes 2023 Supplement, section 174.49, subdivision 6, is amended to read:

Subd. 6. **Metropolitan counties; use of funds.** (a) A metropolitan county must use funds that are received under subdivision 5 as follows:

- 91.1 (1) 41.5 percent for active transportation and transportation corridor safety studies;
- 91.2 (2) 41.5 percent for:
- 91.3 (i) repair, preservation, and rehabilitation of transportation systems; and
- 91.4 (ii) roadway replacement to reconstruct, reclaim, or modernize a corridor without adding
- 91.5 traffic capacity, except for auxiliary lanes with a length of less than 2,500 feet; and
- 91.6 (3) 17 percent for any of the following:
- 91.7 (i) transit purposes, including but not limited to operations, maintenance, capital
- 91.8 maintenance, demand response service, and assistance to replacement service providers
- 91.9 under section 473.388;
- 91.10 (ii) complete streets projects, as provided under section 174.75; and
- 91.11 (iii) projects, programs, or operations activities that meet the requirements of a mitigation
- 91.12 action under section 161.178, subdivision 4.
- 91.13 (b) Funds under paragraph (a), clause (3), must supplement and not supplant existing
- 91.14 sources of revenue.
- 91.15 (c) A metropolitan county may use funds that are received under subdivision 5 as debt
- 91.16 service for obligations issued by the county in accordance with chapter 475, provided that
- 91.17 the obligations are issued for a use allowable under this section.
- 91.18 Sec. 88. **[174.595] TRANSPORTATION FACILITIES CAPITAL PROGRAM.**
- 91.19 Subdivision 1. Definitions. (a) For purposes of this section, the following terms have
- 91.20 the meanings given.
- 91.21 (b) "Capital building asset" includes but is not limited to district headquarter buildings,
- 91.22 truck stations, salt storage or other unheated storage buildings, deicing and anti-icing
- 91.23 facilities, fuel dispensing facilities, highway rest areas, and vehicle weigh and inspection
- 91.24 stations.
- 91.25 (c) "Commissioner" means the commissioner of transportation.
- 91.26 (d) "Department" means the Department of Transportation.
- 91.27 (e) "Program" means the transportation facilities capital program established in this
- 91.28 section.

92.1        Subd. 2. **Program established.** The commissioner must establish a transportation  
92.2 facilities capital program in conformance with this section to provide for capital building  
92.3 asset projects related to buildings and other capital facilities of the department.

92.4        Subd. 3. **Transportation facilities capital accounts.** (a) A transportation facilities  
92.5 capital account is established in the trunk highway fund. The account consists of money  
92.6 appropriated from the trunk highway fund for the purposes of the program and any other  
92.7 money donated, allotted, transferred, or otherwise provided to the account by law.

92.8        (b) A transportation facilities capital subaccount is established in the bond proceeds  
92.9 account in the trunk highway fund. The subaccount consists of trunk highway bond proceeds  
92.10 appropriated to the commissioner for the purposes of the program. Money in the subaccount  
92.11 may only be expended on trunk highway purposes including the purposes specified in this  
92.12 section.

92.13        Subd. 4. **Implementation standards.** The commissioner must establish a process to  
92.14 implement the program that includes allocation of funding based on review of eligible  
92.15 projects as provided under subdivision 5 and prioritization as provided under subdivision  
92.16 6. The process must be in conformance with trunk highway fund uses for the purposes of  
92.17 constructing, improving, and maintaining the trunk highway system in the state pursuant  
92.18 to the Minnesota Constitution, article XIV.

92.19        Subd. 5. **Eligible expenditures.** A project is eligible under this section only if it:

92.20        (1) involves the construction, improvement, or maintenance of a capital building asset  
92.21 that is part of the trunk highway system;

92.22        (2) performs at least one of the following:

92.23        (i) supports the programmatic mission of the department;

92.24        (ii) extends the useful life of existing buildings; or

92.25        (iii) renovates or constructs facilities to meet the department's current and future  
92.26 operational needs; and

92.27        (3) complies with the sustainable building guidelines provided in section 16B.325.

92.28        Subd. 6. **Prioritization.** In prioritizing funding allocation among projects under the  
92.29 program, the commissioner must consider:

92.30        (1) whether a project ensures effective and efficient condition and operation of the  
92.31 facility;

92.32        (2) the urgency in ensuring the safe use of existing buildings;

93.1 (3) the project's total life-cycle cost;

93.2 (4) additional criteria for priorities otherwise specified in law that apply to a category  
93.3 listed in the act making an appropriation for the program; and

93.4 (5) any other criteria the commissioner deems necessary.

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

93.6 Sec. 89. Minnesota Statutes 2023 Supplement, section 174.634, subdivision 2, is amended  
93.7 to read:

93.8 Subd. 2. **Passenger rail account; transfers; appropriation.** (a) A passenger rail account  
93.9 is established in the special revenue fund. The account consists of funds as provided in this  
93.10 subdivision and any other money donated, allotted, transferred, collected, or otherwise  
93.11 provided to the account.

93.12 (b) By July 15 annually beginning in calendar year 2027, the commissioner of revenue  
93.13 must transfer an amount from the general fund to the passenger rail account that equals 50  
93.14 percent of the portion of the state general tax under section 275.025 levied on railroad  
93.15 operating property, as defined under section 273.13, subdivision 24, in the prior calendar  
93.16 year.

93.17 (c) Money in the account is annually appropriated to the commissioner of transportation  
93.18 for the ~~net~~ operating and capital maintenance costs of intercity passenger rail, which may  
93.19 include but are not limited to planning, designing, developing, constructing, equipping,  
93.20 administering, operating, promoting, maintaining, and improving passenger rail service  
93.21 within the state, after accounting for operating revenue, federal funds, and other sources.

93.22 (d) By November 1 each year, the commissioner must report on the passenger rail account  
93.23 to the chairs, ranking minority members, and staff of the legislative committees with  
93.24 jurisdiction over transportation policy and finance. The report must, at a minimum, include:

93.25 (1) the actual revenue and expenditures in each of the previous two fiscal years;

93.26 (2) the budgeted and forecasted revenue and expenditures in the current fiscal year and  
93.27 each fiscal year within the state forecast period; and

93.28 (3) the uses of expenditures or planned expenditures in each fiscal year included under  
93.29 clauses (1) and (2).

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

94.1 Sec. 90. Minnesota Statutes 2023 Supplement, section 174.634, is amended by adding a  
94.2 subdivision to read:

94.3 Subd. 3. **Fee and revenue collection authorized.** (a) The commissioner may, directly  
94.4 or through a contractor, vendor, operator, or partnership with a federal or state government  
94.5 entity, including Amtrak, collect a fee or other revenue related to passenger rail services  
94.6 within the state. Fees and revenue to be collected include but are not limited to fees and  
94.7 revenue generated through ticket sales and sales of on-board and promotional goods. Revenue  
94.8 may be collected as determined by the commissioner. Fees and revenue under this section  
94.9 are subject to section 16A.1283, except for an increase of a fee enacted under this section.

94.10 (b) Fees and revenue collected under this subdivision must be deposited in the passenger  
94.11 rail account under subdivision 2.

94.12 Sec. 91. Minnesota Statutes 2022, section 174.75, subdivision 1, is amended to read:

94.13 Subdivision 1. ~~Definition~~ **Definitions.** (a) For purposes of this section, the following  
94.14 terms have the meanings given.

94.15 (b) "Complete streets" is the planning, scoping, design, implementation, operation, and  
94.16 maintenance of roads in order to reasonably address the safety and accessibility needs of  
94.17 users of all ages and abilities. Complete streets considers the needs of motorists, pedestrians,  
94.18 transit users and vehicles, bicyclists, and commercial and emergency vehicles moving along  
94.19 and across roads, intersections, and crossings in a manner that is sensitive to the local context  
94.20 and recognizes that the needs vary in urban, suburban, and rural settings.

94.21 (c) "Vulnerable road user" has the meaning given in section 169.011, subdivision 92b.

94.22 Sec. 92. Minnesota Statutes 2022, section 174.75, subdivision 2, is amended to read:

94.23 Subd. 2. **Implementation.** (a) The commissioner ~~shall~~ must implement a complete  
94.24 streets policy after consultation with stakeholders, state and regional agencies, local  
94.25 governments, and road authorities. The commissioner, after such consultation, ~~shall~~ must  
94.26 address relevant protocols, guidance, standards, requirements, and training, ~~and shall~~  
94.27 integrate.

94.28 (b) The complete streets policy must include but is not limited to:

94.29 (1) integration of related principles of context-sensitive solutions;

94.30 (2) integration throughout the project development process;

95.1 (3) methods to evaluate inclusion of active transportation facilities in a project, which  
95.2 may include but is not limited to sidewalks, crosswalk markings, pedestrian accessibility,  
95.3 and bikeways; and

95.4 (4) consideration of consultation with other road authorities regarding existing and  
95.5 planned active transportation network connections.

95.6 Sec. 93. Minnesota Statutes 2022, section 174.75, is amended by adding a subdivision to  
95.7 read:

95.8 Subd. 2a. **Implementation guidance.** The commissioner must maintain guidance that  
95.9 accompanies the complete streets policy under this section. The guidance must include  
95.10 sections on:

95.11 (1) an analysis framework that provides for:

95.12 (i) identification of characteristics of a project;

95.13 (ii) highway system categorization based on context, including population density, land  
95.14 use, density and scale of surrounding development, volume of highway use, and the nature  
95.15 and extent of active transportation; and

95.16 (iii) relative emphasis for different road system users in each of the categories under  
95.17 item (ii) in a manner that supports safety and mobility of vulnerable road users, motorcyclists  
95.18 or other operators of two- or three-wheeled vehicles, and public transit users; and

95.19 (2) an analysis of speed limit reductions and associated roadway design modifications  
95.20 to support safety and mobility in active transportation.

95.21 Sec. 94. Minnesota Statutes 2022, section 216E.02, subdivision 1, is amended to read:

95.22 Subdivision 1. **Policy.** The legislature hereby declares it to be the policy of the state to  
95.23 locate large electric power facilities and high voltage transmission lines in an orderly manner  
95.24 compatible with environmental preservation and the efficient use of resources. In accordance  
95.25 with this policy the commission shall choose locations that minimize adverse human and  
95.26 environmental impact while insuring continuing electric power system reliability and integrity  
95.27 and insuring that electric energy needs are met and fulfilled in an orderly and timely fashion.

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

96.1       Sec. 95. **[219.382] WAYSIDE DETECTOR SYSTEMS.**

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

96.4           (b) "Hazardous substance" has the meaning given in section 219.055, subdivision 1,  
96.5 paragraph (e).

96.6           (c) "Wayside detector system" means one or more electronic devices that: (1) perform  
96.7 automated scanning of passing trains, rolling stock, and on-track equipment to detect defects  
96.8 or precursors to defects in equipment or component parts; and (2) provide notification to  
96.9 individuals of a defect or precursor to a defect.

96.10       Subd. 2. Application. The requirements in this section apply to:

96.11       (1) a Class I railroad;

96.12       (2) a Class II railroad; and

96.13       (3) a Class III railroad when transporting a hazardous substance at a speed that exceeds  
96.14 ten miles per hour.

96.15       Subd. 3. Wayside detector system requirements. (a) A railroad must maintain  
96.16 operational wayside detector systems located at intervals of:

96.17       (1) at least every ten miles of mainline track in the state; or

96.18       (2) at least every 15 miles of mainline track in the state if necessary due to the natural  
96.19 terrain.

96.20       (b) A wayside detector system under this section must include a hot bearings detector  
96.21 and a dragging equipment detector.

96.22       Subd. 4. Defect notifications. Promptly after a wayside detector system provides a  
96.23 notification regarding a defect, the railroad must:

96.24       (1) stop the train in accordance with the railroad's applicable safety procedures;

96.25       (2) inspect the location of the defect from a position on the ground;

96.26       (3) if the inspection indicates that the train is not safe for movement, make necessary  
96.27 repairs prior to movement;

96.28       (4) if the inspection indicates that the train is safe for movement or if repairs are  
96.29 performed under clause (3):



97.1 (i) proceed at a speed that does not exceed (A) 30 miles per hour if the train is not  
97.2 transporting a hazardous substance, or (B) ten miles per hour if the train is transporting a  
97.3 hazardous substance; and

97.4 (ii) remove and set out any defective car at the earliest opportunity; and

97.5 (5) provide for the train crew to prepare a written inspection report and submit it to the  
97.6 appropriate personnel within the railroad.

97.7 Subd. 5. **Report to commissioner.** By January 15 annually, a railroad that is subject to  
97.8 this section must submit a report to the commissioner on wayside detector systems installed  
97.9 in this state. At a minimum, the report must include:

97.10 (1) an overview of each wayside detector system, which must include:

97.11 (i) its type and primary characteristics;

97.12 (ii) the nearest milepost number, latitude and longitude coordinates, or other information  
97.13 that specifically identifies its location; and

97.14 (iii) a review of the operational status of the hot bearings detector and the dragging  
97.15 equipment detector throughout the prior 12 months; and

97.16 (2) other information on wayside detector systems as required by the commissioner.

97.17 **EFFECTIVE DATE.** This section is effective January 1, 2025.

97.18 Sec. 96. **[219.5505] TRAIN LENGTH.**

97.19 Subdivision 1. **Definition.** For purposes of this section, "railroad" means a common  
97.20 carrier that is classified by federal law or regulation as a Class I railroad, Class I rail carrier,  
97.21 Class II railroad, Class II rail carrier, Class III railroad, or Class III rail carrier.

97.22 Subd. 2. **Maximum length.** A railroad must not operate a train in this state that has a  
97.23 total length in excess of 8,500 feet.

97.24 Subd. 3. **Penalty.** (a) A railroad that violates this section is subject to a penalty of:

97.25 (1) not less than \$1,000 or more than \$5,000 for a first offense;

97.26 (2) not less than \$5,000 or more than \$10,000 for a second offense committed within  
97.27 three years of the first offense; and

97.28 (3) not less than \$25,000 for a third or subsequent offense committed within three years  
97.29 of the first offense.

98.1 (b) The commissioner of transportation may enforce this section in a civil action before  
98.2 a judge of a county in which the violation occurs.

98.3 (c) Fines collected under this section must be deposited in the state rail safety inspection  
98.4 account in the special revenue fund.

98.5 **EFFECTIVE DATE.** This section is effective August 1, 2024, and applies to violations  
98.6 committed on or after that date.

98.7 Sec. 97. **[219.756] YARDMASTER HOURS OF SERVICE.**

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

98.10 (b) "Railroad" means a common carrier that is classified by federal law or regulation as  
98.11 a Class I railroad, Class I rail carrier, Class II railroad, Class II rail carrier, Class III railroad,  
98.12 or Class III rail carrier.

98.13 (c) "Yardmaster" means an employee of a common carrier who is responsible for  
98.14 supervising and coordinating the control of trains and engines operating within a railyard,  
98.15 not including a dispatching service employee, signal employee, or train employee as those  
98.16 terms are defined in United States Code, title 49, section 21101.

98.17 Subd. 2. **Hours of service.** (a) A railroad operating in this state must not require or allow  
98.18 a yardmaster to remain or go on duty:

98.19 (1) in any month when the employee has spent a total of 276 hours on duty or in any  
98.20 other mandatory service for the carrier;

98.21 (2) for a period exceeding 12 consecutive hours; and

98.22 (3) unless the employee has had at least ten consecutive hours off duty during the prior  
98.23 24 hours.

98.24 (b) A railroad operating in this state must not require or allow a yardmaster to remain  
98.25 or go on duty after the employee has initiated an on-duty period each day for six consecutive  
98.26 days unless the employee has had 48 consecutive hours off at the employee's home terminal,  
98.27 during which time the employee is unavailable for any service.

98.28 Sec. 98. Minnesota Statutes 2022, section 221.0255, subdivision 4, is amended to read:

98.29 Subd. 4. **Motor carrier of railroad employees; requirements.** (a) The motor carrier  
98.30 of railroad employees must implement a policy that provides for annual training and  
98.31 certification of the operator in:

- 99.1 (1) safe operation of the vehicle transporting railroad employees;
- 99.2 (2) knowing and understanding relevant laws, rules of the road, and safety policies;
- 99.3 (3) handling emergency situations;
- 99.4 (4) proper use of seat belts;
- 99.5 (5) performance of pretrip and posttrip vehicle inspections, and inspection record keeping;
- 99.6 and
- 99.7 (6) proper maintenance of required records.
- 99.8 (b) The motor carrier of railroad employees must:
- 99.9 (1) confirm that the person is not disqualified under subdivision 6, by performing a
- 99.10 criminal background check of the operator, which must include:
- 99.11 (i) a criminal history check of the state criminal records repository; and
- 99.12 (ii) if the operator has resided in Minnesota less than five years, a criminal history check
- 99.13 from each state of residence for the previous five years;
- 99.14 (2) annually verify the operator's driver's license;
- 99.15 (3) document meeting the requirements in this subdivision, which must include
- 99.16 maintaining at the carrier's business location:
- 99.17 (i) a driver qualification file on each operator who transports passengers under this
- 99.18 section; and
- 99.19 (ii) records of pretrip and posttrip vehicle inspections as required under subdivision 3,
- 99.20 paragraph (a), clause (3);
- 99.21 (4) maintain liability insurance in a minimum amount of \$5,000,000 regardless of the
- 99.22 seating capacity of the vehicle;
- 99.23 (5) maintain uninsured and underinsured coverage in a minimum amount of ~~\$1,000,000~~
- 99.24 \$2,000,000; and
- 99.25 (6) ensure inspection of each vehicle operated under this section as provided under
- 99.26 section 169.781.
- 99.27 (c) A driver qualification file under paragraph (b), clause (3), must include:
- 99.28 (1) a copy of the operator's most recent medical examiner's certificate;
- 99.29 (2) a copy of the operator's current driver's license;

100.1 (3) documentation of annual license verification;

100.2 (4) documentation of annual training;

100.3 (5) documentation of any known violations of motor vehicle or traffic laws; and

100.4 (6) responses from previous employers, if required by the current employer.

100.5 (d) The driver qualification file must be retained for one year following the date of  
100.6 separation of employment of the driver from the carrier. A record of inspection under  
100.7 paragraph (b), clause (3), item (ii), must be retained for one year following the date of  
100.8 inspection.

100.9 (e) If a party contracts with the motor carrier on behalf of the railroad to transport the  
100.10 railroad employees, then the insurance requirements may be satisfied by either that party  
100.11 or the motor carrier, so long as the motor carrier is a named insured or additional insured  
100.12 under any policy.

100.13 Sec. 99. Minnesota Statutes 2022, section 221.0255, is amended by adding a subdivision  
100.14 to read:

100.15 Subd. 10. **Penalty; civil action.** (a) A railroad or motor carrier of railroad employees  
100.16 that violates this section is subject to a penalty of:

100.17 (1) not less than \$200 but not more than \$500 for a first offense;

100.18 (2) not less than \$500 but not more than \$1,000 for a second offense; and

100.19 (3) not less than \$1,000 but not more than \$5,000 for a third or subsequent offense  
100.20 committed within three years of the first offense.

100.21 (b) The commissioner may enforce this section in a civil action before a judge of a county  
100.22 in which the violation occurs.

100.23 (c) Fines collected under this section must be deposited in the state rail safety inspection  
100.24 account in the special revenue fund.

100.25 **EFFECTIVE DATE.** This section is effective August 1, 2024, and applies to violations  
100.26 committed on or after that date.

100.27 Sec. 100. Minnesota Statutes 2022, section 297A.815, subdivision 3, is amended to read:

100.28 Subd. 3. **Motor vehicle lease sales tax revenue.** (a) On or before June 30 of each fiscal  
100.29 year, the commissioner of revenue must estimate the revenues, including interest and  
100.30 penalties and minus refunds, collected under this section for the current fiscal year.

101.1 (b) By July 15 of the subsequent fiscal year, the commissioner of management and  
101.2 budget must transfer the revenues estimated under paragraph (a) from the general fund as  
101.3 follows:

101.4 (1) 38 percent to the county state-aid highway fund;

101.5 (2) 38 percent to the greater Minnesota transit account;

101.6 (3) 13 percent to the ~~Minnesota state transportation fund~~ local bridge program account  
101.7 in the special revenue fund, which is hereby created; and

101.8 (4) 11 percent to the highway user tax distribution fund.

101.9 (c) Notwithstanding any other law to the contrary, the commissioner of transportation  
101.10 must allocate the funds transferred under paragraph (b), clause (1), to the counties in the  
101.11 metropolitan area, as defined in section 473.121, subdivision 4, excluding the counties of  
101.12 Hennepin and Ramsey, so that each county receives the percentage that its population, as  
101.13 defined in section 477A.011, subdivision 3, estimated or established by July 15 of the year  
101.14 prior to the current calendar year, bears to the total population of the counties receiving  
101.15 funds under this paragraph.

101.16 (d) ~~The amount transferred~~ Money in the local bridge program account under paragraph  
101.17 (b), clause (3), ~~must be used~~ is appropriated to the commissioner of transportation for the  
101.18 local bridge program under section 174.50, subdivisions 6 to 7.

101.19 (e) The revenues under this subdivision do not include the revenues, including interest  
101.20 and penalties and minus refunds, generated by the sales tax imposed under section 297A.62,  
101.21 subdivision 1a, which must be deposited as provided under the Minnesota Constitution,  
101.22 article XI, section 15.

101.23 Sec. 101. Minnesota Statutes 2023 Supplement, section 297A.993, subdivision 2a, is  
101.24 amended to read:

101.25 Subd. 2a. **Uses reporting.** By February 15 of each even-numbered year, a metropolitan  
101.26 county, as defined in section 473.121, subdivision 4, that imposes the taxes under this section  
101.27 must submit a report to the chairs, ranking minority members, and staff of the legislative  
101.28 committees with jurisdiction over transportation policy and finance. For the purpose of this  
101.29 subdivision, "staff" means those employees who are identified in any of the following roles  
101.30 for the legislative committees: committee administrator, committee legislative assistant,  
101.31 caucus research, fiscal analysis, counsel, or nonpartisan research. At a minimum, the report  
101.32 must include:

102.1 (1) actual transportation sales tax collections by the county over the previous five calendar  
102.2 years;

102.3 (2) an estimation of the total sales tax revenue that is estimated to be collected by the  
102.4 county in the current year and for the next ten calendar years; and

102.5 (3) for each of the previous five calendar years, the current calendar year, and for the  
102.6 next ten calendar years:

102.7 (i) the amount of sales tax revenue expended or proposed to be expended for each of  
102.8 the following:

102.9 (A) planning, construction, operation, or maintenance of guideways, as defined in section  
102.10 473.4485, subdivision 1, paragraph (d);

102.11 (B) nonguideway transit and active transportation uses;

102.12 (C) highway uses; and

102.13 (D) uses not otherwise specified in subitems (A) to (C); ~~and~~

102.14 (ii) completed, current, planned, and eligible projects for each category under item (i);  
102.15 and

102.16 (iii) an estimated balance of unspent or undesignated county sales tax revenue.

102.17 Sec. 102. **[325F.661] SALE OF ELECTRIC-ASSISTED BICYCLES AND POWERED**  
102.18 **CYCLES.**

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

102.21 (b) "Class 1 electric-assisted bicycle," "class 2 electric-assisted bicycle," and "class 3  
102.22 electric-assisted bicycle" have the meanings given in section 169.011, subdivisions 15a,  
102.23 15b, and 15c.

102.24 (c) "Electric-assisted bicycle" has the meaning given in section 169.011, subdivision  
102.25 27.

102.26 (d) "Motorcycle" has the meaning given in section 169.011, subdivision 44.

102.27 (e) "Motorized bicycle" has the meaning given in section 169.011, subdivision 45.

102.28 (f) "Multiple mode electric-assisted bicycle" has the meaning given in section 169.011,  
102.29 subdivision 45a.

103.1 Subd. 2. **Electric-assisted bicycle.** Before a purchase is completed, a seller of an  
103.2 electric-assisted bicycle must disclose to a consumer in written form:

103.3 (1) the maximum motor power of the electric-assisted bicycle;

103.4 (2) the maximum speed of the electric-assisted bicycle, as evaluated using a test method  
103.5 matching the criteria specified in Code of Federal Regulations, title 16, section 1512.2(a)(2),  
103.6 or successor requirements; and

103.7 (3) whether the electric-assisted bicycle is a class 1, class 2, class 3, or multiple mode  
103.8 electric-assisted bicycle.

103.9 Subd. 3. **Other electric cycles.** (a) A seller of a motorized bicycle or motorcycle equipped  
103.10 with an electric motor for propulsion may not sell the vehicle or offer the vehicle for sale  
103.11 if it is labeled as a class 1, class 2, class 3, or multiple mode electric-assisted bicycle.

103.12 (b) Before a purchase is completed and in any advertising materials, a seller of a  
103.13 motorized bicycle or motorcycle equipped with an electric motor for propulsion who  
103.14 describes the vehicle as an "electric bicycle," "electric bike," "e-bike," or other similar term  
103.15 must disclose to a consumer:

103.16 (1) the name or classification of the vehicle under state law or the most likely  
103.17 classification following an intended or anticipated vehicle modification as defined in section  
103.18 169.011, subdivision 27, paragraph (b); and

103.19 (2) the following statement:

103.20 "This vehicle is not an "electric-assisted bicycle" as defined in Minnesota law. It is  
103.21 instead a type of motor vehicle and subject to applicable motor vehicle laws if used on  
103.22 public roads or public lands. Your insurance policies might not provide coverage for crashes  
103.23 involving the use of this vehicle. To determine coverage, you should contact your insurance  
103.24 company or agent."

103.25 (c) Advertising materials under paragraph (b) include but are not limited to a website  
103.26 or social media post that identifies or promotes the vehicle.

103.27 (d) The disclosure under paragraph (b) must be (1) written, and (2) provided clearly and  
103.28 conspicuously and in a manner designed to attract the attention of a consumer.

103.29 Subd. 4. **Unlawful practices.** It is an unlawful practice under section 325F.69 to advertise,  
103.30 offer for sale, or sell a motorized bicycle or motorcycle equipped with an electric motor for  
103.31 propulsion:

103.32 (1) as an electric-assisted bicycle; or

104.1 (2) using the words "electric bicycle," "electric bike," "e-bike," or other similar term  
104.2 without providing the disclosure required under subdivision 3.

104.3 Sec. 103. Minnesota Statutes 2023 Supplement, section 357.021, subdivision 6, is amended  
104.4 to read:

104.5 Subd. 6. **Surcharges on criminal and traffic offenders.** (a) Except as provided in this  
104.6 subdivision, the court shall impose and the court administrator shall collect a \$75 surcharge  
104.7 on every person convicted of any felony, gross misdemeanor, misdemeanor, or petty  
104.8 misdemeanor offense, other than a violation of: (1) a law or ordinance relating to vehicle  
104.9 parking, for which there is a \$12 surcharge; and (2) section 609.855, subdivision 1, 3, or  
104.10 3a, for which there is a \$25 surcharge. When a defendant is convicted of more than one  
104.11 offense in a case, the surcharge shall be imposed only once in that case. In the Second  
104.12 Judicial District, the court shall impose, and the court administrator shall collect, an additional  
104.13 \$1 surcharge on every person convicted of any felony, gross misdemeanor, misdemeanor,  
104.14 or petty misdemeanor offense, including a violation of a law or ordinance relating to vehicle  
104.15 parking, if the Ramsey County Board of Commissioners authorizes the \$1 surcharge. The  
104.16 surcharge shall be imposed whether or not the person is sentenced to imprisonment or the  
104.17 sentence is stayed. The surcharge shall not be imposed when a person is convicted of a petty  
104.18 misdemeanor for which no fine is imposed.

104.19 (b) The court may reduce the amount or waive payment of the surcharge required under  
104.20 this subdivision on a showing of indigency or undue hardship upon the convicted person  
104.21 or the convicted person's immediate family. Additionally, the court may permit the defendant  
104.22 to perform community work service in lieu of a surcharge.

104.23 (c) The court administrator or other entity collecting a surcharge shall forward it to the  
104.24 commissioner of management and budget.

104.25 (d) If the convicted person is sentenced to imprisonment and has not paid the surcharge  
104.26 before the term of imprisonment begins, the chief executive officer of the correctional  
104.27 facility in which the convicted person is incarcerated shall collect the surcharge from any  
104.28 earnings the inmate accrues from work performed in the facility or while on conditional  
104.29 release. The chief executive officer shall forward the amount collected to the court  
104.30 administrator or other entity collecting the surcharge imposed by the court.

104.31 (e) A person who enters a diversion program, continuance without prosecution,  
104.32 continuance for dismissal, or stay of adjudication for a violation of chapter 169 must pay  
104.33 the surcharge described in this subdivision. A surcharge imposed under this paragraph shall  
104.34 be imposed only once per case.



105.1 (f) The surcharge does not apply to:

105.2 (1) citations issued pursuant to section 169.06, subdivision 10;

105.3 (2) citations issued pursuant to section 169.14, subdivision 13;

105.4 (3) administrative citations issued pursuant to section 169.999; or

105.5 ~~(g) The surcharge does not apply to~~ (4) administrative citations issued by transit rider  
105.6 investment program personnel pursuant to section 473.4075.

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

105.8 Sec. 104. Minnesota Statutes 2022, section 360.013, is amended by adding a subdivision  
105.9 to read:

105.10 Subd. 57c. **Roadable aircraft.** "Roadable aircraft" has the meaning given in section  
105.11 169.011, subdivision 67a.

105.12 Sec. 105. **[430.001] DEFINITIONS.**

105.13 Subdivision 1. **Definitions.** For the purposes of this chapter, the following terms have  
105.14 the meanings given.

105.15 Subd. 2. **City.** "City" means a home rule charter or statutory city.

105.16 Subd. 3. **City council.** "City council" means the governing body of a city.

105.17 Subd. 4. **System of streets, parks, and parkways.** "System of streets, parks, and  
105.18 parkways" means a body of contiguous land designated to be used in part for streets and in  
105.19 part for parks or parkways.

105.20 Sec. 106. Minnesota Statutes 2022, section 430.01, subdivision 1, is amended to read:

105.21 Subdivision 1. **Streets; parks; and parkways.** The council and the board of park  
105.22 commissioners of a city ~~of the first class~~ may designate land to be acquired for a system of  
105.23 streets, parks, and parkways. They may take this action only by concurrent resolution adopted  
105.24 by a majority vote of each body. The land must be acquired under this chapter, in proceedings  
105.25 conducted either by the city council or the board of park commissioners, as stated in the  
105.26 resolution. The concurrent resolution must designate which part is for streets, which part is  
105.27 for parks, and which part is for parkways.

106.1 Sec. 107. Minnesota Statutes 2022, section 430.01, subdivision 2, is amended to read:

106.2 Subd. 2. **Parking lots; pedestrian malls and uses.** The council of a city ~~of the first~~  
106.3 ~~class~~ may by resolution designate land to be acquired, improved, and operated for motor  
106.4 vehicle parking lots. By resolution, the council may designate lands to be acquired, improved,  
106.5 and operated for pedestrian malls. By ordinance adopted under section 430.011, the council  
106.6 may designate ~~streets in central business districts~~ any property within a city right-of-way  
106.7 to be improved primarily for pedestrian uses.

106.8 Sec. 108. Minnesota Statutes 2022, section 430.011, subdivision 1, is amended to read:

106.9 Subdivision 1. **Legislative findings.** The legislature finds that: (1) increases in population  
106.10 and automobile usage have created traffic congestion in ~~central business districts of cities~~  
106.11 ~~of the first class cities~~; (2) those conditions endanger pedestrians and impede the movement  
106.12 of police and fire equipment, ambulances, and other emergency vehicles; (3) certain streets  
106.13 ~~in those central business districts~~ cities have been improved to their maximum width for  
106.14 sidewalk and roadway purposes and cannot be further widened without taking valuable  
106.15 buildings and improvements, substantially impairing the primary function of those city  
106.16 streets as pedestrian facilities, and impairing the cities' sources of tax revenue; and (4)  
106.17 limitation on the use of those streets by private vehicles may be found by the council of any  
106.18 city ~~of the first class~~ to be in the interest of the city and state, to be of benefit to adjoining  
106.19 properties, and to be essential to the effective use of the streets for street purposes.

106.20 Sec. 109. Minnesota Statutes 2022, section 430.011, subdivision 2, is amended to read:

106.21 Subd. 2. **Statement of policy.** It is the state's policy to permit the city council of any  
106.22 city ~~of the first class~~ to protect the public welfare and the interests of the public in the safe  
106.23 and effective movement of persons and to preserve and enhance the function and appearance  
106.24 ~~of the central business districts of cities of the first class~~ cities by adopting pedestrian mall  
106.25 ordinances under this section.

106.26 Sec. 110. Minnesota Statutes 2022, section 430.011, subdivision 3, is amended to read:

106.27 Subd. 3. **Pedestrian mall ordinances authorized.** (a) A pedestrian mall ordinance may  
106.28 be adopted if the city council finds that:

106.29 (1) a street or a part of a street (i) is not a part of any ~~state~~ highway, (ii) is located  
106.30 ~~primarily in a central business district~~ within a city right-of-way, and (iii) is improved to  
106.31 its maximum width for roadway and sidewalk purposes, ~~and (iv) is congested during all or~~  
106.32 ~~a substantial part of normal business hours;~~

107.1 (2) the movement of police and fire equipment and other emergency vehicles would not  
107.2 be impeded;

107.3 ~~(2)~~ (3) reasonably convenient alternate routes exist for private vehicles to other parts of  
107.4 the city and state;

107.5 ~~(3)~~ (4) continued unlimited use of the street or part of the street by private vehicles may  
107.6 endanger pedestrians;

107.7 ~~(4)~~ (5) abutting properties can reasonably and adequately receive and deliver merchandise  
107.8 and materials from other streets and alleys or through arrangements for limited use of the  
107.9 streets by carriers of merchandise and materials; and

107.10 ~~(5)~~ (6) it would be in the best interests of the city and the public and of benefit to adjacent  
107.11 properties to use the street primarily for pedestrian purposes and pedestrian use is the highest  
107.12 and best use of the street or part of it.

107.13 (b) In addition to meeting the criteria under paragraph (a), a pedestrian mall ordinance  
107.14 may be adopted relating to property that is immediately adjacent to at least one side of an  
107.15 intersection with a road that is not within the city right-of-way only if the city has consulted  
107.16 with the other road authority, including for consideration of changes to traffic flow. If the  
107.17 other road authority is opposed to the location of the proposed pedestrian mall, the city must  
107.18 make publicly available a detailed written response to the road authority before adopting  
107.19 the ordinance.

107.20 (c) A city must receive the approval of the county to use part of a county road as a  
107.21 pedestrian mall and must collaborate with all relevant state and local governments in the  
107.22 pedestrian mall planning process.

107.23 Sec. 111. Minnesota Statutes 2022, section 430.023, is amended to read:

107.24 **430.023 WHEN CLERK TO MAIL NOTICE IN CONDEMNATION**  
107.25 **PROCEEDING.**

107.26 If a city ~~of the first class~~ is authorized in its charter to condemn property for public use  
107.27 and to appoint commissioners to assess damages or benefits on condemned property and is  
107.28 required by its charter to give notice of the filing of the commissioners' report, the city clerk  
107.29 shall give the required notice. Notice must be given by mailing it to the person whose name  
107.30 appears on the records of the auditor of the county in which the city is located as the person  
107.31 who last paid the taxes on the property proposed to be taken, within 48 hours after the filing  
107.32 of the commissioners' report.

108.1 Sec. 112. Minnesota Statutes 2022, section 430.031, subdivision 1, is amended to read:

108.2 Subdivision 1. **Limitation of actions.** No action may be commenced or maintained, and  
108.3 no defense interposed, questioning the validity, regularity, or legality of all or part of a  
108.4 pedestrian mall ordinance, or an amendment, to it adopted by a city of the first class under  
108.5 section 430.011, subdivision 3 or 13 except by an appeal to the district court of the county  
108.6 in which the city is located within 20 days after the final adoption and publication of the  
108.7 ordinance or amendment.

108.8 Sec. 113. Minnesota Statutes 2022, section 430.13, is amended to read:

108.9 **~~430.13 SCOPE OF CHAPTER; DEFINITION; BONDED DEBT.~~**

108.10 ~~This chapter applies to cities of the first class.~~

108.11 ~~The term "city council" means the governing body of a city.~~

108.12 Certificates or bonds that may be issued to finance an improvement under this chapter  
108.13 are part of the bonded debt of the city. In calculating the net indebtedness of the city due to  
108.14 the issue of certificates or bonds, there may be deducted from the gross debt of the city the  
108.15 amount of certificates or bonds that are payable wholly or partly from collections of special  
108.16 assessments levied on property benefited by the improvements, including general obligations  
108.17 of the issuing city, if the city is entitled to reimbursement, in whole or in part, from the  
108.18 proceeds of special assessments levied upon property especially benefited by the  
108.19 improvements.

108.20 Sec. 114. Minnesota Statutes 2022, section 473.13, is amended by adding a subdivision  
108.21 to read:

108.22 Subd. 6. **Transportation financial review.** (a) By December 1 annually, the council  
108.23 must prepare and submit a financial review that details revenue and expenditures for the  
108.24 transportation components under the council's budget. The council must submit the financial  
108.25 review to the chairs, ranking minority members, and staff of the legislative committees and  
108.26 divisions with jurisdiction over transportation policy and finance and to the commissioner  
108.27 of management and budget. For the purposes of this subdivision, "staff" means those  
108.28 employees who are identified in any of the following roles for the legislative committees:  
108.29 committee administrator, committee legislative assistant, caucus research, fiscal analysis,  
108.30 counsel, or nonpartisan research.

108.31 (b) At a minimum, the financial review must identify:

109.1 (1) the actual revenues, expenditures, transfers, reserves, and balances in each of the  
109.2 previous four state fiscal years;

109.3 (2) budgeted and forecasted revenues, expenditures, transfers, reserves, and balances in  
109.4 the current state fiscal year and each state fiscal year within the state forecast period;

109.5 (3) for the most recent completed state fiscal year, a comparison between the budgeted  
109.6 and actual amounts under clause (1); and

109.7 (4) for the most recent completed state fiscal year, fund balances for each replacement  
109.8 service provider under section 473.388.

109.9 (c) The information under paragraph (b), clauses (1) to (3), must include:

109.10 (1) a breakdown by each transportation funding source identified by the council, including  
109.11 but not limited to legislative appropriations; federal funds; fare collections; property tax;  
109.12 and sales tax, including sales tax used for active transportation under section 473.4465,  
109.13 subdivision 2, paragraph (a), clause (1);

109.14 (2) a breakdown by each transportation operating budget category established by the  
109.15 council, including but not limited to bus, light rail transit, commuter rail, planning, special  
109.16 transportation service under section 473.386, and assistance to replacement service providers  
109.17 under section 473.388; and

109.18 (3) data for operations, capital maintenance, and transit capital.

109.19 (d) The financial review must summarize reserve policies, identify the methodology for  
109.20 cost allocation, and describe revenue assumptions and variables affecting the assumptions.

109.21 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following  
109.22 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,  
109.23 Scott, and Washington.

109.24 Sec. 115. Minnesota Statutes 2022, section 473.388, is amended by adding a subdivision  
109.25 to read:

109.26 Subd. 9. **Bus procurement.** (a) For purposes of this subdivision:

109.27 (1) "qualified transit bus" has the meaning given in section 473.3927, subdivision 1a;

109.28 (2) "special transportation service" has the meaning given in section 174.29, subdivision  
109.29 1; and

109.30 (3) "zero-emission transit bus" has the meaning given in section 473.3927, subdivision  
109.31 1a.

(b) Beginning on January 1, 2030, at least 50 percent of the qualified transit buses annually purchased for regular route transit service or special transportation service by a recipient of financial assistance under this section must be a zero-emission transit bus.

(c) Beginning on January 1, 2035, any qualified transit bus purchased for regular route transit service or special transportation service by a recipient of financial assistance under this section must be a zero-emission transit bus.

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

Sec. 116. Minnesota Statutes 2022, section 473.3927, is amended to read:

**473.3927 ZERO-EMISSION AND ELECTRIC TRANSIT VEHICLES.**

Subdivision 1. **Transition plan required.** (a) The council must develop and maintain a zero-emission and electric transit vehicle transition plan.

(b) The council must ~~complete the initial~~ revise the plan by February 15, ~~2022~~ 2025, and revise the plan at least once every ~~five~~ three years following each prior revision.

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

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

(c) "Qualified transit bus" means a motor vehicle that meets the requirements under paragraph (d), clauses (1) and (2).

(d) "Zero-emission transit bus" means a motor vehicle that:

(1) is designed for public transit service;

(2) has a capacity of more than 15 passengers, including the driver; and

(3) produces no exhaust-based greenhouse gas emissions from the onboard source of motive power of the vehicle under all operating conditions.

Subd. 2. **Plan development.** At a minimum, the plan must:

(1) ~~establish implementation policies and~~ establish policies and guidance, and recommendations to implement the transition to a transit service fleet of exclusively zero-emission and electric transit vehicles, including for recipients of financial assistance under section 473.388;

(2) align with the requirements under subdivision 4 and section 473.388, subdivision 9;

- 111.1 (3) consider methods for transit providers to maximize greenhouse gas reduction in  
111.2 addition to zero-emission transit bus procurement, including but not limited to service  
111.3 expansion, reliability improvements, and other transit service improvements;
- 111.4 (4) analyze greenhouse gas emission reduction from transit improvements identified  
111.5 under clause (3) in comparison to zero-emission transit bus procurement;
- 111.6 (5) set transition milestones or performance measures, or both, which may include vehicle  
111.7 procurement goals over the transition period;
- 111.8 ~~(3)~~ (6) identify barriers, constraints, and risks, and determine objectives and strategies  
111.9 to address the issues identified;
- 111.10 ~~(4)~~ (7) consider findings and best practices from other transit agencies;
- 111.11 ~~(5)~~ (8) analyze zero-emission and electric transit vehicle technology impacts, including  
111.12 cold weather operation and emerging technologies;
- 111.13 (9) prioritize deployment of zero-emission transit buses based on the extent to which  
111.14 service is provided to environmental justice areas, as defined in section 116.065, subdivision  
111.15 1;
- 111.16 ~~(6)~~ (10) consider opportunities to prioritize the deployment of zero-emissions vehicles  
111.17 in areas with poor air quality;
- 111.18 (11) consider opportunities to prioritize deployment of zero-emissions transit buses  
111.19 along arterial and highway bus rapid transit routes, including methods to maximize cost  
111.20 effectiveness with bus rapid transit construction projects;
- 111.21 ~~(7)~~ (12) provide detailed estimates of implementation costs to implement the plan and  
111.22 meet the requirements under subdivision 4 and section 473.388, subdivision 9, which, to  
111.23 the extent feasible, must include a forecast of annual expenditures, identification of potential  
111.24 sources of funding, and a summary of any anticipated or planned activity to seek additional  
111.25 funds; and
- 111.26 ~~(8)~~ (13) examine capacity, constraints, and potential investments in the electric  
111.27 transmission and distribution grid, in consultation with appropriate public utilities;
- 111.28 (14) identify methods to coordinate necessary facility upgrades in a manner that  
111.29 maximizes cost effectiveness and overall system reliability;
- 111.30 (15) examine workforce impacts under the transition plan, including but not limited to  
111.31 changes in staffing complement; personnel skill gaps and needs; and employee training,  
111.32 retraining, or role transitions; and

112.1 (16) summarize updates to the plan from the most recent version.

112.2 Subd. 3. **Copy to legislature.** Upon completion or revision of the plan, the council must  
112.3 provide a copy to the chairs, ranking minority members, and staff of the legislative  
112.4 committees with jurisdiction over transportation policy and finance.

112.5 Subd. 4. **Bus procurement.** (a) Beginning on January 1, 2030, at least 50 percent of the  
112.6 qualified transit buses annually purchased for regular route transit service or special  
112.7 transportation service under section 473.386 by the council must be a zero-emission transit  
112.8 bus.

112.9 (b) Beginning on January 1, 2035, any qualified transit bus purchased for regular route  
112.10 transit service or special transportation service under section 473.386 by the council must  
112.11 be a zero-emission transit bus.

112.12 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following  
112.13 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,  
112.14 Scott, and Washington.

112.15 Sec. 117. Minnesota Statutes 2022, section 473.3994, subdivision 1a, is amended to read:

112.16 Subd. 1a. **Designation of responsible authority.** For each proposed light rail transit  
112.17 facility in the metropolitan area, the governor must designate ~~either the Metropolitan Council~~  
112.18 ~~or~~ the state of Minnesota acting through the commissioner of transportation as the entity  
112.19 responsible for planning, designing, acquiring, constructing, and equipping the facility.  
112.20 ~~Notwithstanding such designation, The commissioner and the council may enter into one~~  
112.21 ~~or more cooperative agreements with the Metropolitan Council with respect to the planning,~~  
112.22 ~~designing, acquiring, constructing, or equipping of a particular light rail transit facility that~~  
112.23 ~~provide for the parties to exercise their respective authorities in support of the project in a~~  
112.24 ~~manner that best serves the project and the public.~~

112.25 **EFFECTIVE DATE.** This section is effective the day following final enactment and  
112.26 applies to projects that enter into full funding grant agreements on or after that date.

112.27 Sec. 118. Minnesota Statutes 2022, section 473.3994, subdivision 4, is amended to read:

112.28 Subd. 4. **Preliminary design plans; council hearing.** If the governing body of one or  
112.29 more cities, counties, or towns disapproves the preliminary design plans within the period  
112.30 allowed under subdivision 3, the council shall hold a hearing on the plans, giving the  
112.31 commissioner of transportation, ~~if the responsible authority,~~ any disapproving local  
112.32 governmental units, and other persons an opportunity to present their views on the plans.



113.1 The council may conduct independent study as it deems desirable and may mediate and  
113.2 attempt to resolve disagreements about the plans. Within 60 days after the hearing, the  
113.3 council shall review the plans and shall decide what amendments to the plans, if any, must  
113.4 be made to accommodate the objections presented by the disapproving local governmental  
113.5 units. Amendments to the plans as decided by the council must be made before continuing  
113.6 the planning and designing process.

113.7 **EFFECTIVE DATE.** This section is effective the day following final enactment and  
113.8 applies to projects that enter into full funding grant agreements on or after that date.

113.9 Sec. 119. Minnesota Statutes 2022, section 473.3994, subdivision 7, is amended to read:

113.10 Subd. 7. **Council review.** ~~If the commissioner is the responsible authority,~~ Before  
113.11 proceeding with construction of a light rail transit facility, the commissioner must submit  
113.12 preliminary and final design plans to the Metropolitan Council. The council must review  
113.13 the plans for consistency with the council's development guide and approve the plans.

113.14 **EFFECTIVE DATE.** This section is effective the day following final enactment and  
113.15 applies to projects that enter into full funding grant agreements on or after that date.

113.16 Sec. 120. Minnesota Statutes 2022, section 473.3994, subdivision 9, is amended to read:

113.17 Subd. 9. **Light rail transit operating costs.** (a) Before submitting an application for  
113.18 federal assistance for light rail transit facilities in the metropolitan area, the Metropolitan  
113.19 Council must prepare an estimate of the amount of operating subsidy which will be required  
113.20 to operate light rail transit in the corridor to which the federal assistance would be applied.  
113.21 The estimate must indicate the amount of operating subsidy estimated to be required in each  
113.22 of the first ten years of operation of the light rail transit facility. ~~If the commissioner of~~  
113.23 ~~transportation is the responsible authority,~~ The commissioner must provide information  
113.24 requested by the council that is necessary to make the estimate.

113.25 (b) The council must review and evaluate the estimate developed under paragraph (a)  
113.26 with regard to the effect of operating the light rail transit facility on the currently available  
113.27 mechanisms for financing transit in the metropolitan area.

113.28 **EFFECTIVE DATE.** This section is effective the day following final enactment and  
113.29 applies to projects that enter into full funding grant agreements on or after that date.

114.1 Sec. 121. Minnesota Statutes 2022, section 473.3994, subdivision 14, is amended to read:

114.2 Subd. 14. **Transfer of facility after construction.** ~~If the commissioner of transportation~~  
114.3 ~~is the responsible authority for a particular light rail transit facility,~~ The commissioner must  
114.4 transfer to the Metropolitan Council all facilities constructed and all equipment and property  
114.5 acquired in developing ~~the~~ a particular light rail transit facility upon completion of  
114.6 construction.

114.7 **EFFECTIVE DATE.** This section is effective the day following final enactment and  
114.8 applies to projects that enter into full funding grant agreements on or after that date.

114.9 Sec. 122. Minnesota Statutes 2022, section 473.3995, is amended to read:

114.10 **473.3995 LIGHT RAIL TRANSIT; DESIGN-BUILD METHOD.**

114.11 (a) A responsible authority may use a design-build method of project development and  
114.12 construction for light rail transit. Notwithstanding any law to the contrary, a responsible  
114.13 authority may award a design-build contract on the basis of requests for proposals or requests  
114.14 for qualifications without bids. "Design-build method of project development and  
114.15 construction" means a project delivery system in which a single contractor is responsible  
114.16 for both the design and construction of the project and bids the design and construction  
114.17 together.

114.18 (b) If a responsible authority utilizes a design-build method of project development and  
114.19 construction for light rail transit, the requirements and procedures in sections 161.3410 to  
114.20 161.3426 apply to the procurement, subject to the following conditions and exceptions:

114.21 ~~(1) if the Metropolitan Council is the responsible authority for a particular light rail~~  
114.22 ~~transit project, when used in sections 161.3410 to 161.3426, (i) the terms "commissioner,"~~  
114.23 ~~"Minnesota Department of Transportation," "department," "state agencies," and "road~~  
114.24 ~~authority" refer to the Metropolitan Council, and (ii) the term "state" refers to the~~  
114.25 ~~Metropolitan Council except in references to state law or in references to the state as a~~  
114.26 ~~geographical location;~~

114.27 ~~(2)~~ (1) the provisions of section 161.3412, subdivisions 3 and 4, are not applicable to  
114.28 the procurement; and

114.29 ~~(3)~~ (2) if any federal funds are used in developing or constructing the light rail transit  
114.30 project, any provisions in sections 161.3410 to 161.3426 that are inconsistent with, or  
114.31 prohibited by, any federal law, regulation, or other requirement are not applicable to the  
114.32 procurement.

**EFFECTIVE DATE.** This section is effective the day following final enactment and applies to projects that enter into full funding grant agreements on or after that date.

Sec. 123. Minnesota Statutes 2022, section 473.3997, is amended to read:

**473.3997 FEDERAL FUNDING; LIGHT RAIL TRANSIT.**

(a) Upon completion of the alternatives analysis and draft environmental impact statement, and selection of the locally preferred alternative, for each light rail transit facility, the responsible authority may prepare an application for federal assistance for the light rail transit facility. ~~If the commissioner is the responsible authority,~~ The application must be reviewed and approved by the Metropolitan Council before it is submitted by the commissioner. In reviewing the application the council must consider the operating cost estimate developed under section 473.3994, subdivision 9.

(b) Except for the designated responsible authority for a particular light rail transit facility, no political subdivision in the metropolitan area may on its own apply for federal assistance for light rail transit planning or construction.

**EFFECTIVE DATE.** This section is effective the day following final enactment and applies to projects that enter into full funding grant agreements on or after that date.

Sec. 124. Minnesota Statutes 2022, section 473.405, subdivision 4, is amended to read:

Subd. 4. **Transit systems.** Except as provided by sections 174.46 and 473.3993 to 473.3997, the council may engineer, construct, equip, and operate transit and paratransit systems, projects, or any parts thereof, including road lanes or rights-of-way, terminal facilities, maintenance and garage facilities, ramps, parking areas, and any other facilities useful for or related to any public transit or paratransit system or project. The council may sell or lease naming rights with regard to light rail transit stations and apply revenues from sales or leases to light rail transit operating costs.

**EFFECTIVE DATE.** This section is effective the day following final enactment and applies to projects that enter into full funding grant agreements on or after that date.

Sec. 125. Minnesota Statutes 2023 Supplement, section 473.412, subdivision 2, is amended to read:

Subd. 2. **Standards established.** (a) ~~By October 1, 2023,~~ The Metropolitan Council must adopt standards on cleanliness and repair of transit vehicles and stations. To the extent practicable, the standards must address:

(1) cleaning requirements for transit stations and vehicles operated by the council;

(2) a strategy for discovering and removing vandalism, graffiti, or other defacement to transit stations or vehicles operated by the council;

(3) a proposal for the timely repair of damage to transit stations and transit vehicle fixtures, structures, or other property used for the purpose of supporting public transit; and

(4) any other cleanliness standards necessary to provide a quality ridership experience for all transit users.

(b) ~~By February 1, 2024,~~ The Metropolitan Council must provide information on the council's website on how the council solicits public feedback on cleanliness and rider experience at transit stations and on transit vehicles. The council must post conspicuous notice of the public feedback options at each light rail transit station and bus rapid transit station operated by the council.

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

Sec. 126. Minnesota Statutes 2023 Supplement, section 473.412, subdivision 3, is amended to read:

Subd. 3. **Report required; cleaning standards and expenditures.** (a) ~~By October 1, 2023, and every two years~~ October 1, 2024, and every year thereafter, the Metropolitan Council must report to the chairs and ranking minority members of the legislative committees with jurisdiction over transit policy and finance on transit cleanliness and the ridership experience.

(b) ~~The first report due under paragraph (a) must provide information on the council's adopted cleanliness standards required under subdivision 2, including whether the council adopted new cleanliness standards or revisions to current cleanliness standards. The first report must also provide information on how the council developed the cleanliness standards, the stakeholders it consulted in drafting the cleanliness standards, and the financial resources needed to implement the cleaning and repair standards. The first report must also identify the council's proposal for soliciting public feedback on cleanliness and rider experience at transit stations and on transit vehicles operated by the council. A report prepared under this subdivision must include information gathered from the required public feedback on cleanliness and rider experience required in subdivision 2, paragraph (b). The council must consider and recommend revisions to cleanliness standards based on the collection of public feedback and must summarize feedback received by the council in the report.~~

117.1 ~~(c) For reports submitted on October 1, 2025, and every two years thereafter, the report~~

117.2 A report submitted under this subdivision must include:

117.3 (1) the total expenditures for cleaning and repairing transit stations and transit vehicles;

117.4 (2) ~~a report on~~ the frequency, type, and location of repairs;

117.5 (3) ~~a report on~~ whether specific transit stations needed a higher proportion of cleaning

117.6 or repairs and detail the council's strategy to resolve identified and persistent concerns at

117.7 those locations;

117.8 (4) ~~a report on~~ recommendations to address workforce challenges for ~~maintaining the~~

117.9 the implementation and maintenance of cleanliness and repair standards adopted by the

117.10 council, including whether the council maintained agreements with third-party services for

117.11 cleaning and repair;

117.12 (5) whether the council has adopted preventative measures against vandalism or graffiti;

117.13 and

117.14 (6) any recommendations for additions to the transit rider code of conduct ~~adopted by~~

117.15 ~~the council~~ under section 473.4065 or the transit rider investment program under section

117.16 473.4075.

117.17 ~~(d) The council must collect and summarize the public comments it receives and~~

117.18 ~~incorporate those comments into the report required under paragraph (c).~~

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

117.20 Sec. 127. Minnesota Statutes 2023 Supplement, section 473.4465, subdivision 4, is amended

117.21 to read:

117.22 Subd. 4. **Use of funds; metropolitan counties; reporting.** (a) A metropolitan county

117.23 must use revenue from the regional transportation sales and use tax under section 297A.9915

117.24 in conformance with the requirements under section 174.49, subdivision 6.

117.25 (b) By February 15 of each even-numbered year, a metropolitan county must submit a

117.26 report to the chairs, ranking minority members, and staff of the legislative committees with

117.27 jurisdiction over transportation policy and finance on the use of funds received under section

117.28 297A.9915. This report must be submitted in conjunction with the report required under

117.29 section 297A.993, subdivision 2a. At a minimum, the report must include:

117.30 (1) actual sales tax collections allocated to the county over the previous five calendar

117.31 years;

118.1 (2) an estimation of the total sales tax revenue that is estimated to be allocated to the  
118.2 county in the current year and for the next ten calendar years; and

118.3 (3) for each of the previous five calendar years, the current calendar year, and for the  
118.4 next ten calendar years:

118.5 (i) the amount of sales tax revenue expended or proposed to be expended for each of  
118.6 the allowable uses under section 174.49, subdivision 6;

118.7 (ii) completed, current, planned, and eligible projects or programs for each category  
118.8 under item (i); and

118.9 (iii) an estimated balance of unspent or undesignated regional transportation sales and  
118.10 use tax revenue.

118.11 Sec. 128. Minnesota Statutes 2023 Supplement, section 473.4465, subdivision 5, is amended  
118.12 to read:

118.13 Subd. 5. **Prohibition.** ~~(a)~~ The council is prohibited from expending sales tax revenue  
118.14 on ~~the Southwest~~ the construction of a light rail transit (Green Line Extension) project.

118.15 ~~(b) Paragraph (a) expires on the date of expiration of the Metropolitan Governance Task~~  
118.16 ~~Force as specified under Laws 2023, chapter 68, article 4, section 123, subdivision 11.~~

118.17 **EFFECTIVE DATE.** This section is effective the day following final enactment and  
118.18 applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

118.19 Sec. 129. Minnesota Statutes 2022, section 473.4485, is amended by adding a subdivision  
118.20 to read:

118.21 Subd. 3. **Bus rapid transit project scope; infrastructure.** (a) The Metropolitan Council  
118.22 must design, construct, and fully scope and fund the following elements with all bus rapid  
118.23 transit projects that begin preliminary engineering on or after October 1, 2024:

118.24 (1) sidewalk curb ramps and pedestrian signals, meeting the most current Americans  
118.25 with Disabilities Act standards as of the time of engineering completion, at four intersection  
118.26 quadrants of the intersection at a bus rapid transit station not currently compliant with the  
118.27 standards and not otherwise included in a programmed and colocated roadway reconstruction  
118.28 project; and

118.29 (2) traffic signal transit priority modifications, where feasible and reasonable, to improve  
118.30 speed and efficiency of service.

(b) Intersections impacted by the standards under paragraph (a) must include infrastructure serving the bus rapid transit station from the opposite side of a street. The standards must exclude locations already compliant with current Americans with Disabilities Act standards as of the time of engineering completion and those locations included in a programmed and colocated roadway reconstruction project.

Sec. 130. Minnesota Statutes 2022, section 473.452, is amended to read:

**473.452 TRANSIT OPERATING RESERVES; REPORT.**

(a) By ~~February~~ November 1 each year, each replacement service provider under section 473.388 must report to the council its projected total operating expenses for the current ~~calendar~~ state fiscal year and its projected operating reserve fund balance as of the previous ~~December~~ July 31.

(b) By ~~March~~ December 1 each year, the council must submit a report to the chairs ~~and~~, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance. The report must include:

(1) the information from each provider received under paragraph (a); and

(2) the council's projected total operating expenses for the current ~~calendar~~ state fiscal year and its projected operating reserve fund balance as of the previous ~~December~~ July 31.

(c) For the purpose of this section, "staff" means those employees who are identified in any of the following roles for the legislative committees: committee administrator, committee legislative assistant, caucus research, fiscal analysis, counsel, or nonpartisan research.

**EFFECTIVE DATE; APPLICATION.** This section is effective the day following final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 131. Minnesota Statutes 2022, section 480.15, is amended by adding a subdivision to read:

**Subd. 10d. Uniform collections policies and procedures; limitations.** The uniform collections policies and procedures under subdivision 10c must not allow collections of court debt, as defined in subdivision 10c, or referral of court debt to the Department of Revenue, that only arises from a single violation under section 169.06, subdivision 10, or 169.14, subdivision 13.

120.1 Sec. 132. Laws 2023, chapter 68, article 4, section 108, is amended to read:

120.2 Sec. 108. **ADDITIONAL DEPUTY REGISTRAR OF MOTOR VEHICLES FOR**  
120.3 **RAMSEY COUNTY.**

120.4 Notwithstanding Minnesota Statutes, ~~section~~ sections 168.33 and 171.061, and rules  
120.5 adopted by the commissioner of public safety limiting sites for the office of deputy registrar  
120.6 or driver's license agent based on either the distance to an existing deputy registrar or driver's  
120.7 license agent office or the annual volume of transactions processed by any deputy registrar  
120.8 or driver's license agent within Ramsey County before or after the proposed appointment,  
120.9 the commissioner of public safety must appoint a new private deputy registrar of motor  
120.10 vehicles and driver's license agent to operate a new full-service office ~~of deputy registrar~~,  
120.11 with full authority to function as a registration and motor vehicle tax collection bureau or  
120.12 driver's license agent bureau, at or in the vicinity of the Hmong Village shopping center at  
120.13 1001 Johnson Parkway in the city of St. Paul. The addition of a driver's license agent  
120.14 establishes the location as a full-service office with full authority to function as a registration  
120.15 and motor vehicle tax collection and driver's license bureau. All other provisions regarding  
120.16 the appointment and operation of a deputy registrar of motor vehicles and driver's license  
120.17 agent under Minnesota Statutes, ~~section~~ sections 168.33 and 171.061, and Minnesota Rules,  
120.18 ~~chapter~~ chapters 7404 and 7406, apply to the office.

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

120.20 Sec. 133. **ANTIDISPLACEMENT COMMUNITY PROSPERITY PROGRAM**  
120.21 **BOARD.**

120.22 Subdivision 1. **Creation.** (a) The Antidisplacement Community Prosperity Program  
120.23 Board is established to implement the requirements of section 135. The board consists of  
120.24 the following members:

120.25 (1) two Hennepin County commissioners or appointed officials representing Hennepin  
120.26 County;

120.27 (2) two elected or appointed officials representing the city of Minneapolis;

120.28 (3) one elected or appointed official representing the city of Robbinsdale, appointed by  
120.29 the governor;

120.30 (4) one elected or appointed official representing the city of Crystal;

120.31 (5) one elected or appointed official representing the city of Brooklyn Park;



- 121.1 (6) two representatives appointed by the Blue Line Coalition;
- 121.2 (7) one representative appointed by the Blue Line Extension Community Advisory
- 121.3 Committee;
- 121.4 (8) one representative appointed by the Blue Line Extension Business Advisory
- 121.5 Committee;
- 121.6 (9) two representatives who live in the corridor and represent either the community or
- 121.7 a philanthropic organization, appointed by the senate majority leader; and
- 121.8 (10) two representatives who live in the corridor and represent either the community or
- 121.9 a philanthropic organization, appointed by the speaker of the house of representatives.
- 121.10 (b) Appointments to the board must be completed by July 1, 2024. Terms and vacancies
- 121.11 for members of the board are as specified in Minnesota Statutes, section 15.0575.
- 121.12 Subd. 2. **Chair; other officers.** The chair of the Metropolitan Council, or their designee,
- 121.13 is responsible for chairing the first meeting of the board. The board must elect from among
- 121.14 its members a chair and vice-chair at the first meeting.
- 121.15 Subd. 3. **Duties.** (a) The board must establish an application process to review and
- 121.16 approve proposed expenditures for the antidisplacement community prosperity program.
- 121.17 An application for a proposed expenditure must receive approval from a majority of board
- 121.18 members. The board may request information on financial disclosures from any entity or
- 121.19 individual seeking program expenditure funds under section 135 including a complete
- 121.20 independent financial audit of the entity. The board must not approve an expenditure if the
- 121.21 expenditure is designated or designed to benefit, directly or indirectly, any board member,
- 121.22 family member of a board member, or close associate of a board member.
- 121.23 (b) The application process must evaluate proposed expenditures to determine whether
- 121.24 the expenditure is for a qualifying purpose under section 135, subdivision 3, whether an
- 121.25 equal amount of funds have been secured from nonstate sources as required in section 135,
- 121.26 and whether the expenditure benefits the people along the Blue Line light rail transit extension
- 121.27 corridor.
- 121.28 (c) The Metropolitan Council and state and metropolitan agencies must cooperate with
- 121.29 the board and provide information on the Blue Line light rail transit extension project in a
- 121.30 timely manner to assist the board in conducting its business and reviewing applications for
- 121.31 program expenditures.
- 121.32 (d) The board must review and consult with the Minnesota Housing Finance Agency,
- 121.33 the Department of Employment and Economic Development, the Department of Labor and

122.1 Industry, and the Metropolitan Council on applications for prospective expenditures to  
122.2 identify areas of need along the project corridor and ensure expenditures achieve the  
122.3 qualifying purpose established in section 135, subdivision 3.

122.4 (e) For purposes of this subdivision, the following terms have the meanings given:

122.5 (1) "close associate" means an individual who has a personal or professional relationship  
122.6 with a board member that may reasonably influence the board member's decision making;  
122.7 and

122.8 (2) "family" or "family member" means a spouse, parent, offspring, sibling, grandparent,  
122.9 grandchild, uncle, aunt, niece, nephew, or any other individual related by marriage or blood  
122.10 to a board member.

122.11 Subd. 4. **Expiration.** The Antidisplacement Community Prosperity Program Board  
122.12 expires on June 30, 2030.

122.13 Subd. 5. **Administration.** (a) By August 1, 2024, the board must be convened and meet  
122.14 a minimum of three times. On or after January 1, 2025, the board must meet at least quarterly  
122.15 to consider, review, and approve proposed expenditures.

122.16 (b) Appointments to the board must not include a member of the legislature.

122.17 Subd. 6. **Rulemaking.** The board may adopt rules to carry out the requirements of section  
122.18 135 and as needed to review, approve, and facilitate applications for program expenditures.

122.19 Subd. 7. **Compensation.** Board member compensation and reimbursement for expenses  
122.20 are governed by Minnesota Statutes, section 15.0575, subdivision 3.

122.21 Subd. 8. **Administrative support; staff.** Hennepin County must provide meeting space,  
122.22 administrative support, and staff support for the board. The board must hold its meetings  
122.23 within one mile of the Blue Line light rail transit extension project corridor.

122.24 Subd. 9. **Open meeting law.** Meetings of the board are subject to Minnesota Statutes,  
122.25 chapter 13D.

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

122.27 Sec. 134. **AUTONOMOUS MOWERS RESEARCH AND DEVELOPMENT.**

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

(b) "Autonomous mower" means a robotic or automated device designed, programmed, and operated to cut grass or vegetation with programming or predefined routes to minimize the need for manual assistance or intervention.

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

(d) "Project" means the autonomous ditch mowing pilot project authorized by this section.

Subd. 2. **Research and development authorized.** (a) The commissioner must research the use of robotics and automation for mowing and vegetation management at rest areas; highway rights-of-way, including ditches, shoulders, or other varied terrain; or other property owned by the Department of Transportation. The research must explore whether other states or governmental entities utilize autonomous mowing technology for mowing or vegetation management to determine whether such a system could operate in Minnesota for mowing at rest areas, at or alongside roadways or highways, or for other vegetation management activities at property owned by the commissioner. The research conducted under this paragraph may be utilized for any autonomous mowing pilot project established by the commissioner.

(b) The commissioner must research the current and potential commercial availability of autonomous mowing products used by public or private entities for applications that include but are not limited to rest area mowing, highway right-of-way ditch mowing, vegetation management, or other agricultural applications. The research conducted under this section must analyze different configurations and types of autonomous mowers, including mowers that require different levels of human intervention, to research for future statewide deployment at rest areas, at or along the trunk highway system, or on other property owned by the commissioner. The research must analyze whether an autonomous mower can operate safely in varied terrain, including ditches, and navigate obstacles, such as culvert ends, guardrails, signposts, or other barriers, including unexpected debris that may be found on or alongside a highway right-of-way.

Subd. 3. **Report.** (a) By February 15, 2025, the commissioner must submit a report to the chairs, ranking minority members, and legislative staff of the legislative committees with jurisdiction over transportation finance and policy on the results of autonomous mower research authorized in subdivision 2. The report must include:

(1) information and analysis of other governmental agencies or private entities using autonomous mowing operations;

(2) the commissioner's detailed plan for conducting a pilot project with autonomous mowing technology, once available, at rest areas; at or alongside trunk highway

124.1 rights-of-way, including ditches, shoulders, and other terrain; and at other properties owned  
124.2 by the Department of Transportation;

124.3 (3) the timeline and funding needed to conduct the autonomous mowing pilot project  
124.4 established in clause (2);

124.5 (4) a cost benefit analysis of whether autonomous mowing technology can yield  
124.6 productivity or efficiency gains in maintenance of department property compared to  
124.7 traditional methods of mowing;

124.8 (5) an analysis of whether the operation of autonomous mowing technology by the  
124.9 department would yield improvements compared to traditional mowing methods in worker  
124.10 safety, congestion, environmental impact outcomes, cost savings, maintenance scheduling,  
124.11 or any other factor deemed relevant by the commissioner; and

124.12 (6) an analysis of the costs and any other short-term or long-term challenges posed by  
124.13 the pilot project or the future operation of autonomous mowing technology on property  
124.14 owned by the commissioner.

124.15 (b) For purposes of this subdivision, "legislative staff" means those employees who are  
124.16 identified in any of the following roles for the legislative committees: committee  
124.17 administrator, committee legislative assistant, caucus research, fiscal analysis, counsel, or  
124.18 nonpartisan research.

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

124.20 Sec. 135. **BLUE LINE LIGHT RAIL TRANSIT EXTENSION**  
124.21 **ANTIDISPLACEMENT COMMUNITY PROSPERITY PROGRAM.**

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

124.24 (b) "Antidisplacement community prosperity program" or "program" means the program  
124.25 established under subdivision 2.

124.26 (c) "Antidisplacement community prosperity program money" or "program money"  
124.27 means the money allocated to the program from the state.

124.28 (d) "Blue Line light rail transit extension corridor" or "corridor" means the neighborhoods  
124.29 and communities within one mile of the route selected for the Blue Line light rail transit  
124.30 extension project.

124.31 Subd. 2. **Establishment.** The antidisplacement community prosperity program is  
124.32 established to preserve and enhance affordable housing, small business support, job training

125.1 and placement, and economic vitality and to benefit the people and sense of community  
125.2 along the Blue Line light rail transit extension corridor. Proposed program expenditures are  
125.3 reviewed and approved by the Antidisplacement Community Prosperity Program Board  
125.4 under section 133.

125.5 Subd. 3. **Qualifying purposes.** Program money must only be expended for the following  
125.6 purposes:

125.7 (1) affordable housing to support:

125.8 (i) existing residents staying in place along the project corridor; and

125.9 (ii) development, preservation, and access to safe affordable housing and house choice;

125.10 (2) small business and community ownership support to:

125.11 (i) incentivize community institutions, businesses, and community members to own

125.12 property along the corridor and preserve cultural heritage;

125.13 (ii) connect business owners, community institutions, and community members in the

125.14 corridor to other commercial nodes;

125.15 (iii) improve the business climate before, during, and after construction in the corridor;

125.16 (iv) prioritize the development of spaces for small businesses;

125.17 (v) support opportunities for existing businesses to stay in place and feel supported; and

125.18 (vi) create opportunities for further community ownership in the corridor while preserving

125.19 existing levels of ownership;

125.20 (3) public space infrastructure enhancements to:

125.21 (i) improve infrastructure around the project and corridor;

125.22 (ii) enhance community connections to the corridor; and

125.23 (iii) preserve cultural heritage in the corridor; and

125.24 (4) job training and placement to increase corridor resident participation in the Blue

125.25 Line transit extension project and program initiatives.

125.26 Subd. 4. **Program governance.** Expenditures funded under this section must be reviewed

125.27 and approved by the Antidisplacement Community Prosperity Program Board established

125.28 in section 133. The board's review must determine whether a prospective expenditure is for

125.29 a qualifying purpose as provided in subdivision 3. The board must not approve an expenditure

125.30 for any purpose unless the purpose has received an equal amount of funding from nonstate

126.1 sources, including federal, local, Metropolitan Council, or philanthropic funding. The board  
126.2 is responsible for administering the program expenditure to the approved entity or individual.

126.3 Subd. 5. **Report.** By February 1 of each year, the Antidisplacement Community  
126.4 Prosperity Program Board must submit a report to the chairs, ranking minority members,  
126.5 and staff of the legislative committees with jurisdiction over transportation finance and  
126.6 policy. The report must include a complete review and summary of antidisplacement  
126.7 community programming, including:

126.8 (1) a detailed fiscal review of all expenditures, including a report on expenditures not  
126.9 approved by the board;

126.10 (2) the criteria for determining whether a prospective expenditure is for a qualifying  
126.11 purpose, including a detailed analysis of the decision-making process in applying the factors  
126.12 set forth in subdivision 3;

126.13 (3) a description of programs or activities funded with expenditures approved by the  
126.14 board, including any measurable outcomes achieved as a result of the funding;

126.15 (4) the source and amount of money collected and distributed by the board;

126.16 (5) an explanation of administrative expenses and staffing costs related to the board's  
126.17 administration of the program, including identifying each board member's role and  
126.18 responsibility;

126.19 (6) detailed financial information of nonstate funding received by the board;

126.20 (7) a detailed financial review of instances when the board required a complete,  
126.21 independent financial audit to the extent allowed under law; and

126.22 (8) documentation of any identified misuse of expenditures or expenditures not deemed  
126.23 to be a qualified purpose under the criteria of subdivision 3.

126.24 Subd. 6. **Expiration.** The antidisplacement community prosperity program expires on  
126.25 June 30, 2030.

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

126.27 Sec. 136. **COMMERCIAL DRIVER WORKFORCE STUDY REQUIRED.**

126.28 (a) The commissioners of public safety and transportation must jointly conduct a study  
126.29 to address commercial driver shortages in transportation and transit sectors and propose  
126.30 recommendations to address the challenges posed by driver shortages and the attrition rate  
126.31 of commercial vehicle drivers in Minnesota. The study must comprehensively examine

127.1 challenges in test access, workforce development, driver compensation and retention, training  
127.2 and certification offered by postsecondary institutions, and how each of those challenges  
127.3 may be addressed by the legislature or other state regulatory action.

127.4 (b) In conducting the study, the commissioners must consult with stakeholders involved  
127.5 in the training, certification, licensing, development, and education of commercial drivers,  
127.6 including but not limited to representatives from trucking companies, freight and logistics  
127.7 companies, transit and bus operators, labor unions representing commercial motor vehicle  
127.8 drivers, public and private commercial driver's license testing providers and behind-the-wheel  
127.9 instructors, or any other entity that may assist the commissioners in conducting the study.  
127.10 Stakeholders must assist the commissioners in identifying key issues or policies that warrant  
127.11 further examination, address or clarify competing claims across industries, provide analysis  
127.12 on the reasons behind an operator shortage in Minnesota, and identify ways to increase  
127.13 driver access, participation, and retention in commercial driving operations.

127.14 (c) The commissioners must also consult with the Department of Labor and Industry,  
127.15 the Department of Commerce, the Department of Employment and Economic Development,  
127.16 Metro Transit, the Center for Transportation Studies at the University of Minnesota, and  
127.17 the Board of Trustees of the State Colleges and Universities of Minnesota in conducting  
127.18 the study and developing the report to the legislature.

127.19 (d) The commissioners must convene an initial meeting with stakeholders and  
127.20 representatives from the agencies specified in paragraph (c) by July 15, 2024, to prepare  
127.21 for the study, identify areas of examination, and establish a solicitation process for public  
127.22 comment on the report. The public notification process required under this paragraph must  
127.23 attempt to solicit participation from the public on commercial driver shortage and workforce  
127.24 issues and include those comments in the report required under paragraph (f). The  
127.25 commissioners must convene at least six meetings before publication of the report.

127.26 (e) The commissioner of transportation is responsible for providing meeting space and  
127.27 administrative services for meetings with stakeholders in developing the report required  
127.28 under this section. Public members of the working group serve without compensation or  
127.29 payment of expenses. The commissioner of transportation must host the public notification,  
127.30 participation, and comment requirements under paragraph (d) on its website and utilize the  
127.31 information in preparing the study.

127.32 (f) By February 15, 2025, the commissioners must submit the results of the study,  
127.33 stakeholder and public comments, and recommended legislative changes to the chairs,

128.1 ranking minority members, and staff of the legislative committees with jurisdiction over  
128.2 transportation finance and policy.

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

128.4 Sec. 137. **DEPUTY REGISTRAR AND DRIVER'S LICENSE AGENT LOCATIONS**  
128.5 **OPEN BIDDING STUDY REQUIRED.**

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

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

128.9 (c) "Deputy registrar" means a public or private deputy registrar appointed by the  
128.10 commissioner under Minnesota Statutes, section 168.33.

128.11 (d) "Driver's license agent" means a public or private driver's license agent appointed  
128.12 by the commissioner under Minnesota Statutes, section 171.061.

128.13 Subd. 2. **Study required.** The commissioner must conduct a driver's license agent and  
128.14 deputy registrar open bidding process study. The study must evaluate and analyze the  
128.15 appointment process for a replacement deputy registrar or driver's license agent when an  
128.16 appointed deputy registrar or driver's license agent closes an approved office location. At  
128.17 a minimum, the study must evaluate the requirements established in Minnesota Statutes,  
128.18 sections 168.33, subdivision 8b, and 171.061, subdivision 5a, and must include:

128.19 (1) the commissioner's proposal for administering and enforcing an open bidding process  
128.20 to select a replacement deputy registrar or driver's license agent at an existing approved  
128.21 location;

128.22 (2) recommended legislation to establish, implement, administer, and enforce an open  
128.23 bidding process and its requirements in statute rather than the commissioner using rulemaking  
128.24 to create the process;

128.25 (3) an analysis of how the open bid proposal would interact with the commissioner's  
128.26 existing rules on deputy registrar and driver's license agent office locations and propose  
128.27 recommendations to reconcile any issues;

128.28 (4) the effect of an open bidding process on service outcomes, financial sustainability,  
128.29 and needed financial assistance for deputy registrars and driver's license agents;

128.30 (5) how an open bidding process would initiate business development for persons who  
128.31 are seeking appointment as a deputy registrar or driver's license agent;



129.1 (6) the expected fiscal impact for creating and administering an open bidding process;

129.2 (7) an evaluation and recommendations on the impact of implementing an open bidding  
129.3 process on existing deputy registrar and driver's license agent locations; and

129.4 (8) feedback solicited from existing deputy registrars and driver's license agents on the  
129.5 commissioner's proposal.

129.6 Subd. 3. **Report.** By February 1, 2025, the commissioner must complete the study and  
129.7 submit it to the chairs, ranking minority members, and staff of the legislative committees  
129.8 with jurisdiction over transportation finance and policy. The study must include proposed  
129.9 legislation to establish and implement the open bidding process required in Minnesota  
129.10 Statutes, sections 168.33, subdivision 8b, and 171.061, subdivision 5a.

129.11 Sec. 138. **DRIVER AND VEHICLE SERVICES; MATERIALS IN A LANGUAGE**  
129.12 **OTHER THAN ENGLISH.**

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

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

129.16 (c) "Deputy registrar" means a public or private deputy registrar appointed by the  
129.17 commissioner of public safety under Minnesota Statutes, section 168.33.

129.18 (d) "Driver's license agent" means a public or private driver's license agent appointed  
129.19 by the commissioner of public safety under Minnesota Statutes, section 171.061.

129.20 (e) "Equivalent materials" means written materials such as forms, applications,  
129.21 questionnaires, letters, or notices that are used to ask or order a person to provide information  
129.22 or to give a person information on provisions relevant to a person's rights, duties, or privileges  
129.23 under Minnesota Statutes, chapters 168, 168A, and 171, offered in a qualifying language.

129.24 (f) "Qualifying language" means a language not in English and must include Spanish,  
129.25 Hmong, Somali, Karen, Russian, Vietnamese, and any other language used by significant  
129.26 populations within Minnesota as determined in subdivision 2.

129.27 (g) "Substantial number" means 20 percent of the total number of transactions or office  
129.28 visits at a given deputy registrar or driver's license agent location.

129.29 Subd. 2. **Offering of translated materials required.** (a) The commissioner must produce  
129.30 equivalent materials for distribution and use by a deputy registrar or driver's license agent  
129.31 to a non-English speaking person seeking the service of a deputy registrar or driver's license

130.1 agent. The commissioner must translate materials in English into a qualifying language and  
130.2 prioritize translation of material that is distributed most frequently to the public.

130.3 (b) The commissioner, in consultation with the commissioner of administration, must  
130.4 determine whether a location of an appointed deputy registrar or driver's license agent serves  
130.5 a substantial number of non-English speaking people and whether the non-English speaking  
130.6 population has access to equivalent materials in a qualifying language. If the commissioner  
130.7 determines a location serves a substantial number of non-English speaking people, the  
130.8 commissioner must notify the location and provide the equivalent material in all qualifying  
130.9 languages to the deputy registrar or driver's license agent free of charge. If the commissioner  
130.10 determines a location serves a substantial number of non-English speaking people, but the  
130.11 language spoken is not a qualifying language, the commissioner must produce equivalent  
130.12 materials for distribution and use by the location in the nonqualifying language within 30  
130.13 days of its determination.

130.14 (c) The commissioner must consult with the Minnesota Council on Latino Affairs, the  
130.15 Minnesota Council on Asian Pacific Minnesotans, the Council for Minnesotans of African  
130.16 Heritage and other groups representing other non-English speaking people, on the extent  
130.17 of services offered by a deputy registrar or driver's license agent location and whether there  
130.18 is need for equivalent materials at that location. The commissioner must periodically consult  
130.19 with the organizations specified in this paragraph to determine whether:

130.20 (1) equivalent materials are required in new, nonqualifying additional languages spoken  
130.21 by populations within Minnesota; and

130.22 (2) existing deputy registrar or driver's license agent locations are meeting the needs of  
130.23 non-English speaking populations in qualifying and nonqualifying languages.

130.24 (d) If a non-English speaking person seeks the services of a deputy registrar or driver's  
130.25 license agent but the language spoken by the person is not determined to be a qualifying  
130.26 language, the deputy registrar or driver's license agent must determine whether the  
130.27 Department of Public Safety has produced those materials in the language spoken by the  
130.28 person. If the materials are not yet available, the Division of Driver and Vehicle Services  
130.29 must be notified and provide the equivalent materials in the new language within 30 days.  
130.30 The equivalent materials must be provided free of charge to the requester.

130.31 (e) If the commissioner determines that equivalent materials are required in a new  
130.32 language, the commissioner must notify the organizations specified in paragraph (c) and  
130.33 provide notice to deputy registrars and driver's license agents of the availability of equivalent  
130.34 materials. The commissioner, in consultation with the commissioner of administration, must

131.1 establish administrative support procedures for assisting deputy registrars and driver's license  
131.2 agents with requests for equivalent materials in a qualifying or nonqualifying language.

131.3 Subd. 3. **Report required.** By February 1, 2026, the commissioner of public safety must  
131.4 submit a report to the chairs, ranking minority members, and staff of the legislative  
131.5 committees with jurisdiction over transportation policy and finance. The report must detail  
131.6 the efforts of the Division of Driver and Vehicle Services to implement the requirements  
131.7 of this section and must include the following:

131.8 (1) the locations of deputy registrars and driver's license agents who serve a substantial  
131.9 number of non-English speaking people on a yearly basis;

131.10 (2) the different languages requested at locations serving a substantial number of  
131.11 non-English speaking people;

131.12 (3) how many requests for equivalent materials in languages other than English were  
131.13 made but not at locations that serve a substantial number of non-English speaking people  
131.14 on a yearly basis;

131.15 (4) the expenditures used on producing equivalent materials in languages other than  
131.16 English;

131.17 (5) any recommended legislative changes needed to produce equivalent materials in  
131.18 languages other than English statewide;

131.19 (6) any information or feedback from deputy registrars and driver's license agents; and

131.20 (7) any information or feedback from persons who requested equivalent materials under  
131.21 this section.

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

131.23 Sec. 139. **DYNAMIC TRANSPORTATION OPTIONS; REPORT REQUIRED.**

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

131.26 (1) "commissioner" means the commissioner of transportation;

131.27 (2) "dynamic transportation options" includes but is not limited to nonfixed route options;  
131.28 prearranged and dial-a-ride options arranged either via telephone, digital application, or  
131.29 website; demand response microtransit service for last-mile connection; or private  
131.30 transportation companies including transportation network companies or taxis;

132.1 (3) "nonmetropolitan county" means any Minnesota county other than those under  
 132.2 Minnesota Statutes, section 473.121, subdivision 4;

132.3 (4) "stakeholders" includes at least one representative from each of the following:

132.4 (i) the Minnesota Council on Disability;

132.5 (ii) the American Council of the Blind of Minnesota;

132.6 (iii) the Minnesota DeafBlind Association;

132.7 (iv) the National Federation of the Blind;

132.8 (v) transportation network companies and taxicabs, with at least one representative  
 132.9 familiar with dispatching services and having route connection expertise;

132.10 (vi) the Transportation Accessibility Advisory Committee under Minnesota Statutes,  
 132.11 section 473.375, subdivision 9a;

132.12 (vii) private transportation companies offering services in a nonmetropolitan county;

132.13 (viii) providers of mobility services for persons with disabilities;

132.14 (ix) local government authorities, with at least one representative being a county  
 132.15 commissioner; and

132.16 (x) community organizations servicing rural populations.

132.17 (5) "transportation network company" has the meaning given in Minnesota Statutes,  
 132.18 65B.472, subdivision 1; and

132.19 (6) "wheelchair accessible vehicle" means a vehicle equipped with a ramp or lift capable  
 132.20 of transporting nonfolding motorized wheelchairs, mobility scooters, or other mobility  
 132.21 devices.

132.22 Subd. 2. **Study required.** (a) The commissioner must study access to ridesharing,  
 132.23 nonfixed route transit, ride hailing via phone or digital application, demand response service,  
 132.24 or other dynamic transportation options in rural areas. The study must be conducted with  
 132.25 stakeholders to identify inefficiencies in route connections and demand response; the  
 132.26 coordination across different public, private, and individual sources of transportation; and  
 132.27 service time. The study must aim to create and implement a pilot program that can allow  
 132.28 transportation providers in rural and nonmetropolitan Minnesota to collaborate to maximize  
 132.29 efficiency of ride services for people without vehicles. The stakeholders, in identifying  
 132.30 inefficiencies and coordination efforts, must identify areas of cooperation to maximize the

133.1 use of vehicles for ambulatory people with disabilities while maximizing the number of  
133.2 wheelchair-accessible vehicles in the program.

133.3 (b) By February 15, 2025, the commissioner of transportation must report the results of  
133.4 the study to the chairs and ranking minority members of the legislative committees with  
133.5 jurisdiction over transportation policy and finance. The report must include the  
133.6 commissioner's proposal for instituting a dynamic transportation pilot program in two  
133.7 nonmetropolitan counties by April 1, 2025.

133.8 Sec. 140. **ELECTRIC-ASSISTED BICYCLE YOUTH OPERATION; STUDY**  
133.9 **REQUIRED.**

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

133.12 (b) "Active transportation advisory committee" is the committee established in Minnesota  
133.13 Statutes, section 174.375.

133.14 (c) "Advisory Council on Traffic Safety" is the advisory council established in Minnesota  
133.15 Statutes, section 4.076.

133.16 (d) "Commissioners" means the commissioner of public safety and the commissioner  
133.17 of transportation.

133.18 (e) "Electric-assisted bicycle" has the meaning given in Minnesota Statutes, section  
133.19 169.011, subdivision 27.

133.20 Subd. 2. Electric-assisted bicycles study. (a) The commissioners must conduct a study  
133.21 and develop recommendations on the operation of electric-assisted bicycles by persons  
133.22 under the age of 18 to increase the safety of riders, other cyclists, and all other users of  
133.23 active transportation infrastructure. The commissioners must conduct the study jointly with  
133.24 the active transportation advisory committee and the Advisory Council on Traffic Safety.

133.25 (b) The study required under paragraph (a) must address and analyze the following  
133.26 topics:

133.27 (1) identify barriers for safe operation of electric-assisted bicycles by those under the  
133.28 age of 18;

133.29 (2) evaluate existing legal authority for strategies, practices, and methods to reduce the  
133.30 availability of modifications to the electric motor of electric-assisted bicycles;

134.1 (3) make recommendations on changes to state law to improve electric-assisted bicycle  
134.2 safety on roads, trails, and other areas where safe operation of electric-assisted bicycles is  
134.3 needed; and

134.4 (4) propose educational and public awareness campaigns to educate the public about  
134.5 electric-assisted bicycles, promote their safe operation, and raise awareness of their unique  
134.6 characteristics when operating on roadways.

134.7 (c) In conducting the study with the Advisory Council on Traffic Safety and the active  
134.8 transportation advisory committee, the commissioners must consult with interested  
134.9 stakeholders, including but not limited to:

134.10 (1) active transportation and bicycling advocates;

134.11 (2) local elected officials;

134.12 (3) retailers and manufacturers of electric-assisted bicycles;

134.13 (4) the Department of Natural Resources;

134.14 (5) the Department of Commerce;

134.15 (6) E-12 educators with experience in active transportation safety training;

134.16 (7) medical professionals and emergency medical technicians;

134.17 (8) the State Patrol and local law enforcement; and

134.18 (9) consumer protection advocates.

134.19 Subd. 3. **Report.** (a) By February 1, 2026, the commissioners must submit the study  
134.20 conducted under this section to the chairs, ranking minority members, and staff of the  
134.21 legislative committees having jurisdiction over transportation finance and policy.

134.22 (b) For purposes of this subdivision, "staff" means those employees who are identified  
134.23 in any of the following roles for the legislative committees: committee administrator,  
134.24 committee legislative assistant, caucus research, fiscal analysis, counsel, or nonpartisan  
134.25 research.

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

134.27 Sec. 141. **PUBLIC EDUCATION CAMPAIGN; MOTORCYCLE OPERATIONS.**

134.28 The commissioner of public safety must implement a statewide public education campaign  
134.29 to alert drivers and the public on how motorcycles may safely pass a vehicle within the

135.1 same lane or between parallel lanes. The information must be consistent with the requirements  
135.2 of Minnesota Statutes, section 169.974, subdivision 5.

135.3 Sec. 142. **REPORT; CITY SPEED LIMIT ANALYSIS STUDY REQUIRED.**

135.4 (a) The commissioner of transportation must conduct a comprehensive study to assess  
135.5 speed limits in cities that adopted speed limits on city streets under the provisions provided  
135.6 in Minnesota Statutes, section 169.14, subdivision 5h, since the provision's enactment. The  
135.7 commissioner must conduct the assessment on all cities that have instituted speed limit  
135.8 changes to determine whether the cities are setting the appropriate speed limit for the roadway  
135.9 based on engineering principles, safety considerations, and traffic flow.

135.10 (b) The study required under this section must include:

135.11 (1) an evaluation of roadway design and characteristics;

135.12 (2) an analysis of traffic volume and patterns;

135.13 (3) an examination of crash data and safety records;

135.14 (4) a review of existing speed studies and surveys;

135.15 (5) any discrepancies between established speed limits and engineering recommendations;  
135.16 and

135.17 (6) recommendations for upward adjustments to city speed limits necessary to align with  
135.18 engineering principles and enhance roadway safety and design.

135.19 (c) By March 15, 2025, the commissioner of transportation must submit the results of  
135.20 the comprehensive study to the chairs and ranking minority members of the legislative  
135.21 committees with jurisdiction over transportation finance and policy. The report must identify  
135.22 affected cities and recommend upward adjustments based on observations in the report.

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

135.24 Sec. 143. **REPORT; DRIVER AND VEHICLE SERVICES MAIL AND ONLINE**  
135.25 **SERVICES EXPANSION.**

135.26 (a) By February 15, 2025, the commissioner of public safety must report to the chairs,  
135.27 ranking minority members, and staff of the legislative committees with jurisdiction over  
135.28 transportation finance and policy on expanding online and mail services for Minnesota  
135.29 drivers' licenses and identification cards. The report must:

136.1 (1) analyze the online application process established in Minnesota Statutes, section  
136.2 171.06, subdivision 7a;

136.3 (2) evaluate whether to merge the online application process with the remote application  
136.4 process provided in Minnesota Statutes, section 171.06, subdivision 7;

136.5 (3) analyze other services offered by the Division of Driver and Vehicle Services and  
136.6 the Department of Public Safety to determine where and how to offer temporary mailing  
136.7 address services for Minnesota residents similar to the temporary mailing address for a  
136.8 driver's license or identification card application provided in Minnesota Statutes, section  
136.9 171.06, subdivision 3;

136.10 (4) identify performance and service standards for the online renewal application process  
136.11 for REAL ID-compliant and noncompliant drivers' licenses and identification cards;

136.12 (5) identify how the department utilized its website to assist the public with the online  
136.13 renewal application process or the use of a temporary mailing address, and must detail the  
136.14 department's efforts required in Minnesota Statutes, section 171.06, subdivision 3, paragraph  
136.15 (g) and subdivision 7a, paragraph (e);

136.16 (6) evaluate the photograph requirements for online renewal applications established in  
136.17 Minnesota Statutes, section 171.06, subdivision 7a, and make recommendations on the  
136.18 procedures needed to permit an applicant to submit by mail or online application a photograph  
136.19 to the department that meets the requirements of Minnesota Statutes, sections 171.07 and  
136.20 171.071, and Minnesota Rules, part 7410.1810, subpart 1;

136.21 (7) evaluate the vision examination requirements for online driver's license applications  
136.22 established in Minnesota Statutes, sections 171.06, subdivision 7a, and 171.13, and make  
136.23 recommendations on improvements to the vision examination process, including information  
136.24 on permitting applicants to submit a vision certificate for each application in lieu of a vision  
136.25 test on site;

136.26 (8) analyze the impact of establishing online renewal for drivers' licenses and  
136.27 identification cards on driver's license agents and full-service providers; and

136.28 (9) evaluate and modify, if necessary, the fee-sharing provision under Minnesota Statutes,  
136.29 section 171.06, subdivision 7a, paragraph (f), and create additional proposals to institute  
136.30 fee-sharing between the commissioner, deputy registrars, and full-service providers as the  
136.31 department establishes additional online and mail services, including but not limited to an  
136.32 evaluation of fee-sharing for all transactions, online-only transactions, or enacting a new  
136.33 fee exclusively for the online renewal of drivers' licenses or identification cards that would



137.1 be shared between the commissioner, deputy registrars, full-service providers, and driver's  
137.2 license agents.

137.3 (b) The report required in paragraph (a) must include recommendations to the legislature  
137.4 on areas where it is appropriate to expand online services offered by the department and  
137.5 how such an expansion would impact the quality of services and financial sustainability of  
137.6 driver's license agents, deputy registrars, and full-service providers. The report must analyze  
137.7 and review other states' offering online driver's license applications and renewals. For the  
137.8 information required in paragraph (a), clause (6), the report must compare the process for  
137.9 the issuance of a United States passport where a passport applicant may submit a secure  
137.10 photo for use in the credential. For the information required in paragraph (a), clause (7),  
137.11 the report must evaluate how other states address vision examination requirements for online  
137.12 applications for a driver's license and provide an analysis of the timeframe required for an  
137.13 examination.

137.14 (c) For purposes of this subdivision, "staff" means those employees who are identified  
137.15 in any of the following roles for the legislative committees: committee administrator,  
137.16 committee legislative assistant, caucus research, fiscal analysis, counsel, or nonpartisan  
137.17 research.

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

137.19 **Sec. 144. REPORT; CLEAN TRANSPORTATION STANDARD STUDY.**

137.20 (a) The Center for Transportation Studies at the University of Minnesota must assess  
137.21 and report on the overall economic and policy impacts of a clean transportation standard  
137.22 for transportation fuels supplied to Minnesota. The clean transportation standard studied in  
137.23 the report must reduce the aggregate carbon intensity of transportation fuels to at least 25  
137.24 percent below the 2018 baseline level by 2030, by 75 percent by the end of 2040, and a goal  
137.25 of 100 percent reduction by the end of 2050.

137.26 (b) At a minimum, the report must include:

137.27 (1) a comprehensive review of low carbon transportation fuel standards established in  
137.28 other states and impacts of the standards after their implementation;

137.29 (2) an economic evaluation of legislative proposals of a proposed clean transportation  
137.30 standard in Minnesota;

137.31 (3) an analysis of the expected per mile cost or cost savings for light-, medium-, and  
137.32 heavy-duty vehicle fleets under a Minnesota clean transportation standard;

(4) an evaluation of strategies and mechanisms for adjusting the stringency of the aggregate carbon intensity in response to potential oversupply or undersupply of clean transportation fuels, including a review of cost containment and credit market adjustment mechanisms in other states that have implemented a clean transportation standard;

(5) a comparison of a clean transportation standard with alternative strategies for funding equitable vehicle electrification and reducing the aggregate carbon intensity of biofuels and petroleum consistent with achieving statewide transportation greenhouse gas emissions reductions of 25 percent below the 2018 baseline by the end of 2030 and by 75 percent by the end of 2040;

(6) an evaluation of the interaction of a clean transportation standard with federal incentives, including tax credits for sustainable aviation fuel, hydrogen, clean fuels, carbon capture store and carbon capture utilization, and transportation electrification; and

(7) any other considerations or factors for a proposed clean transportation standard in Minnesota, including an analysis of the appropriate enforcement authority and regulatory role of the Department of Transportation.

(c) By January 15, 2025, the Center for Transportation Studies must report its findings to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance and policy.

**Sec. 145. REPORT; METRO MOBILITY ENHANCEMENTS.**

(a) The commissioner of transportation must, in consultation with the chair of the Metropolitan Council, perform a Metro Mobility enhancement and service study and develop recommendations to improve the efficiency, effectiveness, reliability, dignity, and experience of riders of the special transportation service under Minnesota Statutes, section 473.386, and report the recommendations to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation policy and finance. The commissioner must evaluate the Metro Mobility program, which must include but is not limited to analysis of customer service, program costs and expenditures, service coverage area and hours, reservation and scheduling, and buses and equipment.

(b) The study must include:

(1) a fiscal review that identifies uses of funds, including an identification for reducing program costs;

(2) an identification and analysis of options to improve Metro Mobility program service, limit costs, and improve efficiency;

- 139.1 (3) an analysis of improvements to service and customer experience, including the  
139.2 creation of a state-operated digital application to utilize special transportation services;
- 139.3 (4) an evaluation of accessibility impacts and constraints for riders who use a wheelchair  
139.4 or otherwise require specialized equipment or service;
- 139.5 (5) a consideration of service models, technologies, partnership models, and anticipated  
139.6 industry changes;
- 139.7 (6) an analysis of integration impacts with regional transit service;
- 139.8 (7) an evaluation of whether the Metro Mobility enhancement pilot program instituted  
139.9 under Laws 2023, chapter 68, article 4, section 121, should be made permanent or expanded  
139.10 to other nonmetropolitan service areas;
- 139.11 (8) an evaluation and assessment of the use of transportation network companies or taxi  
139.12 services to provide an enhanced service option in which riders pay a higher fare than other  
139.13 users of Metro Mobility services;
- 139.14 (9) an evaluation of the feasibility of nonsubsidized, subsidized, and tiered ride services  
139.15 handled by a dispatching service provider; and
- 139.16 (10) an analysis of and recommendations for comprehensive improvements in dispatching,  
139.17 route coordination, call sequencing and customer service, integration with transportation  
139.18 network company applications, and cataloging rides for maximum efficiency and driver  
139.19 compensation.
- 139.20 (c) The Metropolitan Council must cooperate with the Department of Transportation  
139.21 and provide information requested in a timely fashion to implement and conduct the study.
- 139.22 (d) By February 15, 2025, the commissioner must submit the report and findings to the  
139.23 chairs, ranking minority members, and staff of the legislative committees with jurisdiction  
139.24 over transportation policy and finance.
- 139.25 Sec. 146. **REPORT; PLAIN LANGUAGE IMPLEMENTATION.**
- 139.26 By February 1, 2026, the commissioner must submit a report to the chairs, ranking  
139.27 minority members, and legislative staff including but not limited to counsel, fiscal analyst,  
139.28 committee assistant, caucus research, and legislative assistants of the chairs and ranking  
139.29 minority members of the committees having jurisdiction over transportation finance and  
139.30 policy. The report must detail the implementation of plain language standards for the written  
139.31 portion of the driver's knowledge examination required under Minnesota Statutes, section  
139.32 171.13, subdivision 10, and include:

140.1 (1) a comprehensive analysis on the new written portion of the driver's knowledge  
140.2 examination compared to its offerings in languages other than English;

140.3 (2) a report on the committee's consideration, adoption, and implementation of plain  
140.4 language standards;

140.5 (3) whether the Division of Driver and Vehicle Services anticipates hiring and staffing  
140.6 issues related to the implementation of plain language standards for future written  
140.7 examinations;

140.8 (4) total expenditures on implementation of plain language standards;

140.9 (5) any recommended additions or modifications to the plain language standards to  
140.10 improve reader comprehension; and

140.11 (6) feedback from driver's education programs, employees who administer written  
140.12 examinations, the public, and English as a second language professionals.

140.13 Sec. 147. **SPECIAL LICENSE PLATE REVIEW COMMITTEE STUDY.**

140.14 (a) By February 15, 2025, the commissioner of public safety must conduct a  
140.15 comprehensive study on the establishment of a standing committee in the Division of Driver  
140.16 and Vehicle Services to review and approve proposals for special license plates in Minnesota.  
140.17 The study must also evaluate potential improvements to the current statutory and legislative  
140.18 process for approving specialty license plates, including removal and delegation of legislative  
140.19 authority in the approval of new special license plates.

140.20 (b) The study required in paragraph (a) must:

140.21 (1) evaluate the feasibility and effectiveness of establishing a standing committee tasked  
140.22 with reviewing and approving proposals for special license plates;

140.23 (2) propose criteria for a standing committee to evaluate each proposal based on criteria  
140.24 such as public interest, community support, relevance to the purpose of special license  
140.25 plates, and potential revenue generation;

140.26 (3) assess the current statutory process for approving special license plates, including  
140.27 Minnesota Statutes, section 168.1293, and include suggested improvements to the statutory  
140.28 language to improve transparency, accountability, and public input in the special license  
140.29 plate process;

140.30 (4) analyze the roles and responsibilities of relevant stakeholders, including the legislature,  
140.31 the Department of Public Safety, community organizations, or other interested parties

141.1 involved in the current approval, creation, and distribution of special license plates in  
141.2 Minnesota;

141.3 (5) examine whether other states have adopted similar review committees for special  
141.4 license plates;

141.5 (6) evaluate the potential costs or benefits to removing legislative authority to approve  
141.6 special license plates, including a detailed analysis of fiscal considerations;

141.7 (7) evaluate whether the creation of a standing committee for review of special license  
141.8 plates would have any impact on rules currently adopted and enforced by the commissioner,  
141.9 including Minnesota Rules, part 7403.0500;

141.10 (8) evaluate whether the standing committee should be responsible for monitoring the  
141.11 implementation and usage of approved special license plates and recommend any necessary  
141.12 modifications or discontinuations;

141.13 (9) assess the required resources, staffing, and administrative support needed to establish  
141.14 and maintain the standing committee; and

141.15 (10) provide any other recommendations to the potential improvement to the special  
141.16 license plate process, including design, implementation, and public engagement.

141.17 (c) The commissioner must submit the results of the study to the chairs, ranking minority  
141.18 members, and staff of the legislative committees having jurisdiction over transportation  
141.19 finance and policy.

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

141.21 Sec. 148. **TRAFFIC ENGINEERING STUDIES AND INVESTIGATIONS.**

141.22 (a) Notwithstanding the requirements of the Minnesota Manual on Uniform Traffic  
141.23 Control Devices established by the commissioner of transportation under Minnesota Statutes,  
141.24 section 169.06, subdivision 2, by July 1, 2024, the commissioner must implement section  
141.25 2B.21 of the Manual on Uniform Traffic Control Devices for Streets and Highways, 11th  
141.26 Edition, as incorporated by the United States Department of Transportation, pertaining to  
141.27 traffic engineering studies and investigations for establishing or reevaluating speed limits  
141.28 within speed zones.

141.29 (b) This section expires upon adoption of relevant revisions to the Minnesota Manual  
141.30 on Uniform Traffic Control Devices that pertain to traffic engineering studies and  
141.31 investigations for speed zones. The commissioner must notify the revisor of statutes, whether  
141.32 electronically or in writing, of the expiration.

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

142.2 Sec. 149. **TRAFFIC SAFETY CAMERA SYSTEMS; EVALUATION AND**  
142.3 **REPORTING.**

142.4 Subdivision 1. **Definitions.** (a) For purposes of this section, the following terms and the  
142.5 terms defined in Minnesota Statutes, section 169.147, subdivision 1, have the meanings  
142.6 given.

142.7 (b) "Traffic safety camera system" has the meaning given in Minnesota Statutes, section  
142.8 169.011, subdivision 85a.

142.9 Subd. 2. **Independent evaluation; general requirements.** (a) The commissioner must  
142.10 arrange for an independent evaluation of traffic safety camera systems that includes analysis  
142.11 of the pilot program. By December 31, 2028, the commissioner must submit a copy of the  
142.12 evaluation to the chairs and ranking minority members of the legislative committees with  
142.13 jurisdiction over transportation policy and finance.

142.14 (b) The evaluation must be performed outside the Departments of Transportation and  
142.15 Public Safety by an entity with qualifying experience in traffic safety research. The evaluation  
142.16 must include any monitoring sites established by an implementing authority.

142.17 (c) The commissioner must establish an evaluation methodology that provides  
142.18 standardized metrics and evaluation measures and enables valid statistical comparison across  
142.19 monitoring sites.

142.20 (d) At a minimum, the evaluation must:

142.21 (1) analyze the effectiveness of traffic safety camera systems in lowering travel speeds,  
142.22 reducing speed differentials, reducing violations of traffic-control signals, and meeting any  
142.23 other measures identified in the evaluation methodology;

142.24 (2) perform statistical analyses of traffic speeds, crashes, injuries, fatalities, and other  
142.25 measurable traffic incidents; and

142.26 (3) identify any changes in traffic congestion attributable to traffic safety camera systems.

142.27 Subd. 3. **Independent evaluation; implementing authorities.** (a) Each implementing  
142.28 authority under the pilot program must follow the evaluation methodology established under  
142.29 subdivision 2.

142.30 (b) Each implementing authority under the pilot program must provide information for  
142.31 the evaluation under subdivision 2 as requested and include the following: the total number  
142.32 of warnings issued; the total number of citations issued; the number of people who opted

143.1 for diversion under Minnesota Statutes, sections 169.06, subdivision 10, paragraph (b), and  
143.2 169.14, subdivision 13, paragraph (b); gross and net revenue received; expenditures incurred;  
143.3 a description of how the net revenue generated by the program was used; total amount of  
143.4 any payments made to a contractor; the number of employees involved in the pilot program;  
143.5 the type of traffic safety camera system used; the location of each monitoring site; the  
143.6 activation start and stop dates of the traffic safety camera system at each monitoring site;  
143.7 the number of citations issued, with a breakout by monitoring site; the number of instances  
143.8 in which a traffic enforcement agent reviewed recorded video or images for a potential  
143.9 violation but did not issue a resulting citation; and details on traffic safety camera system  
143.10 inspection and maintenance activities.

143.11 Subd. 4. **Pilot program reporting.** (a) An implementing authority that operates a traffic  
143.12 safety camera system in a calendar year must publish a report on the implementation for  
143.13 that calendar year. The report is due by March 1 of the following calendar year.

143.14 (b) At a minimum, the report must summarize the activities of the implementing authority  
143.15 and provide the information required under subdivision 3, paragraph (b).

143.16 Subd. 5. **Legislative report.** By January 15, 2029, the commissioners must submit a  
143.17 report on traffic safety camera systems to the members of the legislative committees with  
143.18 jurisdiction over transportation policy and finance. At a minimum, the report must:

143.19 (1) provide a review of the pilot program;

143.20 (2) provide data on citations issued under the pilot program, with breakouts by year and  
143.21 location;

143.22 (3) summarize the results of the independent evaluation under subdivision 2;

143.23 (4) evaluate any disparities in impacts under the pilot programs, including by income,  
143.24 by race, and in communities that are historically underrepresented in transportation planning;

143.25 (5) identify fiscal impacts of implementation of traffic safety camera systems; and

143.26 (6) make any recommendations regarding ongoing traffic safety camera implementation,  
143.27 including but not limited to any draft legislative proposal.

143.28 Sec. 150. **REVISOR INSTRUCTION.**

143.29 (a) The revisor of statutes must recodify Minnesota Statutes, section 169.21, subdivision  
143.30 6, as Minnesota Statutes, section 171.0701, subdivision 1b. The revisor must correct any  
143.31 cross-references made necessary by this recodification.

144.1 (b) The revisor of statutes must recodify Minnesota Statutes, section 473.3927,  
144.2 subdivision 1, as Minnesota Statutes, section 473.3927, subdivision 1b. The revisor must  
144.3 correct any cross-references made necessary by this recodification.

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

144.5 Sec. 151. **REPEALER.**

144.6 Minnesota Statutes 2022, section 430.01, subdivision 4, is repealed."

144.7 Delete the title and insert:

144.8 "A bill for an act

144.9 relating to transportation; appropriating money for a supplemental budget for the  
144.10 Department of Transportation, Department of Public Safety, and the Metropolitan  
144.11 Council; modifying prior appropriations; various provisions related to transportation  
144.12 and public safety, including but not limited to greenhouse gas emissions,  
144.13 electric-assisted bicycles, high voltage transmission lines, railroad safety, roadable  
144.14 aircraft, overweight vehicle permits, pedestrian malls, motorcycle riding rules,  
144.15 vehicle registration, auto dealers, deputy registrars and driver's license agents,  
144.16 drivers' licenses, traffic safety camera systems, and transit; establishing an  
144.17 antidisplacement program in Blue Line light rail extension project corridor;  
144.18 establishing civil penalties; establishing criminal penalties; establishing an advisory  
144.19 committee; establishing pilot programs; requiring studies; requiring reports;  
144.20 amending Minnesota Statutes 2022, sections 13.6905, by adding a subdivision;  
144.21 13.824, subdivision 1, by adding a subdivision; 134A.09, subdivision 2a; 134A.10,  
144.22 subdivision 3; 161.3203, subdivision 4; 161.45, by adding subdivisions; 161.46,  
144.23 subdivision 1; 162.02, by adding a subdivision; 162.081, subdivision 4; 162.09,  
144.24 by adding a subdivision; 162.145, subdivision 5; 168.002, subdivision 18; 168.092;  
144.25 168.12, subdivision 1; 168.127; 168.1282, subdivision 1; 168.27, by adding a  
144.26 subdivision; 168.33, by adding a subdivision; 168A.03, subdivision 2; 168A.11,  
144.27 subdivisions 1, 2; 168B.035, subdivision 3; 169.011, subdivisions 3a, 44, by adding  
144.28 subdivisions; 169.04; 169.06, by adding subdivisions; 169.14, subdivision 10, by  
144.29 adding subdivisions; 169.222, subdivisions 2, 6a, 6b; 169.346, subdivision 2;  
144.30 169.685, subdivision 7; 169.79, by adding a subdivision; 169.869, subdivision 1;  
144.31 169.974, subdivision 5; 169.99, subdivision 1; 171.01, by adding subdivisions;  
144.32 171.06, subdivision 2a, by adding a subdivision; 171.061, by adding a subdivision;  
144.33 171.12, by adding a subdivision; 171.13, subdivision 9, by adding a subdivision;  
144.34 171.16, subdivision 3; 171.30, subdivision 1, by adding subdivisions; 171.335,  
144.35 subdivision 3; 174.02, by adding a subdivision; 174.185; 174.40, subdivision 3;  
144.36 174.75, subdivisions 1, 2, by adding a subdivision; 216E.02, subdivision 1;  
144.37 221.0255, subdivision 4, by adding a subdivision; 297A.815, subdivision 3;  
144.38 360.013, by adding a subdivision; 430.01, subdivisions 1, 2; 430.011, subdivisions  
144.39 1, 2, 3; 430.023; 430.031, subdivision 1; 430.13; 473.13, by adding a subdivision;  
144.40 473.388, by adding a subdivision; 473.3927; 473.3994, subdivisions 1a, 4, 7, 9,  
144.41 14; 473.3995; 473.3997; 473.405, subdivision 4; 473.4485, by adding a subdivision;  
144.42 473.452; 480.15, by adding a subdivision; Minnesota Statutes 2023 Supplement,  
144.43 sections 123B.935, subdivision 1; 161.178; 161.46, subdivision 2; 162.146, by  
144.44 adding a subdivision; 168.33, subdivision 7; 168.345, subdivision 2; 169.011,  
144.45 subdivision 27; 171.06, subdivision 3; 171.061, subdivision 4; 171.0705,  
144.46 subdivision 2; 171.13, subdivision 1; 171.301, subdivisions 3, 6; 174.49, subdivision  
144.47 6; 174.634, subdivision 2, by adding a subdivision; 297A.993, subdivision 2a;  
144.48 357.021, subdivision 6; 473.412, subdivisions 2, 3; 473.4465, subdivisions 4, 5;  
144.49 Laws 2021, First Special Session chapter 5, article 2, section 3; Laws 2023, chapter  
144.50 68, article 1, sections 2, subdivision 4; 3, subdivision 2; 17, subdivisions 7, 18;



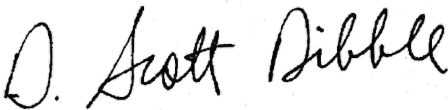
145.120; article 2, sections 2, subdivisions 3, 4, 5, 7, 9; 3; article 4, section 108; proposing

145.2coding for new law in Minnesota Statutes, chapters 161; 168; 169; 174; 219; 325F;

145.3430; repealing Minnesota Statutes 2022, section 430.01, subdivision 4."

145.4And when so amended the bill do pass and be re-referred to the Committee on Finance.

145.5Amendments adopted. Report adopted.



145.6.....

145.7(Committee Chair)

145.8April 19, 2024.....

145.9(Date of Committee recommendation)