Senator .................... moves to amend S.F. No. 3157 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 appropriated 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. Unless specified otherwise, the amounts in fiscal year 2025 under "Appropriations by Fund" show the base within the meaning of Minnesota Statutes, section 16A.11, subdivision 3, by fund. 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. "The biennium" is fiscal years 2024 and 2025. "C.S.A.H." is the county state-aid highway fund. "M.S.A.S." is the municipal state-aid street fund. "H.U.T.D." is the highway user tax distribution fund. "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.

<table>
<thead>
<tr>
<th>Appropriations by Fund</th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>548,033,000</td>
<td>45,308,000</td>
</tr>
<tr>
<td>Airports</td>
<td>40,368,000</td>
<td>25,368,000</td>
</tr>
<tr>
<td>C.S.A.H.</td>
<td>966,020,000</td>
<td>1,064,766,000</td>
</tr>
<tr>
<td>M.S.A.S.</td>
<td>248,838,000</td>
<td>278,852,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>2,411,515,000</td>
<td>2,436,867,000</td>
</tr>
</tbody>
</table>
The appropriations in this section are to the commissioner of transportation. The amounts that may be spent for each purpose are specified in the following subdivisions. Subd. 2. Multimodal Systems (a) Aeronautics

(1) Airport Development and Assistance 59,598,000 18,598,000

<table>
<thead>
<tr>
<th>Appropriations by Fund</th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>26,000,000</td>
<td>-0-</td>
</tr>
<tr>
<td>Airports</td>
<td>33,598,000</td>
<td>18,598,000</td>
</tr>
</tbody>
</table>

This appropriation is from the state airports fund and must be spent according to Minnesota Statutes, section 360.305, subdivision 4. $15,000,000 in fiscal year 2024 is from the state airports fund for significantly delayed system maintenance of critical airport safety systems, equipment, and essential airfield technology. $26,000,000 in fiscal year 2024 is from the general fund for matching federal aid, related state investments, and appropriate costs incurred by the department to carry out the provisions of this section. This appropriation is available until June 30, 2027. Notwithstanding Minnesota Statutes, section 16A.28, subdivision 6, this appropriation is available for five years after the year of the appropriation. If the appropriation for either year is insufficient, the appropriation for the other year is available for it.
If the commissioner of transportation determines that a balance remains in the state airports fund following the appropriations made in this article and that the appropriations made are insufficient for advancing airport development and assistance projects, an amount necessary to advance the projects, not to exceed the balance in the state airports fund, is appropriated in each year to the commissioner and must be spent according to Minnesota Statutes, section 360.305, subdivision 4. Within two weeks of a determination under this contingent appropriation, the commissioner of transportation must notify the commissioner of management and budget and the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance concerning the funds appropriated. Funds appropriated under this contingent appropriation do not adjust the base for fiscal years 2026 and 2027.

(2) Aviation Support Services

<table>
<thead>
<tr>
<th>Appropriations by Fund</th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>8,707,000</td>
<td>1,741,000</td>
</tr>
<tr>
<td>Airports</td>
<td>6,690,000</td>
<td>6,690,000</td>
</tr>
</tbody>
</table>

$7,000,000 in fiscal year 2024 is from the general fund to purchase two utility aircraft for the Department of Transportation.

(3) Civil Air Patrol

This appropriation is from the state airports fund for the Civil Air Patrol.

(b) Transit and Active Transportation

87,331,000  19,027,000
This appropriation is from the general fund.

$68,000,000 in fiscal year 2024 is from the general fund for matching federal aid, related state investments, and appropriate costs incurred by the department to carry out the provisions of this section. This appropriation is available until June 30, 2027.

(c) Safe Routes to School

This appropriation is from the general fund for the safe routes to school program under Minnesota Statutes, section 174.40. If the appropriation for either year is insufficient, the appropriation for the other year is available for it. The appropriations in each year are available until June 30, 2027.

(d) Passenger Rail

This appropriation is from the general fund for passenger rail activities under Minnesota Statutes, sections 174.632 to 174.636. $1,955,000 in fiscal year 2024 and $3,360,000 in fiscal year 2025 are from the general fund to provide a match to federal aid for capital and operating costs for expanded Amtrak service between the Twin Cities and Chicago. The base for this appropriation is $4,876,000 in each of fiscal years 2026 and 2027. $50,000,000 in fiscal year 2024 is for capital improvements and betterments including preliminary engineering, design, engineering, environmental analysis and mitigation, acquisition of land and right-of-way, and construction of the Minneapolis-Duluth Northern Lights Express intercity passenger

Article 1 Sec. 2.
rail project. This appropriation may be used
to maximize nonstate funding for the purposes
of this paragraph. This appropriation is
available until December 31, 2027.

(e) Freight

<table>
<thead>
<tr>
<th>Appropriations by Fund</th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>3,229,000</td>
<td>1,900,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>6,367,000</td>
<td>6,666,000</td>
</tr>
</tbody>
</table>

$500,000 each year is from the general fund
for weigh station operations and capital
improvements.

$1,420,000 in fiscal year 2024 is from the
general fund for matching federal aid grants
for improvements, engineering, and
administrative costs for the Stone Arch Bridge
in Minneapolis. This appropriation is available
until June 30, 2027.

Subd. 3, State Roads

(a) Operations and Maintenance

<table>
<thead>
<tr>
<th>Appropriations by Fund</th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>3,000,000</td>
<td>-0-</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>429,137,000</td>
<td>442,258,000</td>
</tr>
</tbody>
</table>

$1,000,000 in fiscal year 2024 is from the
general fund for the highways for habitat
program under Minnesota Statutes, section
160.2325.

$1,000,000 in fiscal year 2024 is from the
general fund for living snow fence
implementation, including: acquiring and
planting trees, shrubs, native grasses, and
wildflowers that are climate adaptive to
Minnesota; improvements; contracts;
6.1 easements; rental agreements; and program delivery.

6.2 $165,000 in each year is from the trunk highway fund for living snow fence implementation and maintenance activities.

6.3 $1,000,000 in fiscal year 2024 is from the general fund for safe road zones under Minnesota Statutes, section 169.065, including for development and delivery of public awareness and education campaigns about safe road zones.

6.4 (b) Program Planning and Delivery

6.5 (1) Planning and Research

6.6 The commissioner may use any balance remaining in this appropriation for program delivery under clause (2).

6.7 $130,000 in each year is available for administrative costs of the targeted group business program.

6.8 $266,000 in each year is available for grants to metropolitan planning organizations outside the seven-county metropolitan area.

6.9 $900,000 in each year is available for grants for transportation studies outside the metropolitan area to identify critical concerns, problems, and issues. These grants are available: (1) to regional development commissions; (2) in regions where no regional development commission is functioning, to joint powers boards established under agreement of two or more political subdivisions in the region to exercise the planning functions of a regional development commission.
commission; and (3) in regions where no regional development commission or joint powers board is functioning, to the Department of Transportation district office for that region.

(2) Program Delivery

<table>
<thead>
<tr>
<th></th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>23,743,000</td>
<td>2,000,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>272,008,000</td>
<td>282,985,000</td>
</tr>
</tbody>
</table>

This appropriation includes use of consultants to support development and management of projects.

$20,000,000 in fiscal year 2024 is from the general fund for roadway design and related improvements that reduce speeds and eliminate intersection interactions on rural high-risk roadways. The commissioner must identify roadways based on crash information and in consultation with Toward Zero Deaths program representatives and local traffic safety partners.

$2,000,000 in each year is from the general fund for implementation of climate-related programs as provided under the federal Infrastructure Investment and Jobs Act, Public Law 117-58.

$1,193,000 in fiscal year 2024 is from the general fund for costs related to the property conveyance required under section ..., including fee purchase, property purchase, appraisals, and road and bridge demolition and related engineering.

$300,000 in fiscal year 2024 is from the general fund for additions and modifications.
to work zone design or layout to reduce vehicle speeds in a work zone. This appropriation is available following a determination by the commissioner that the initial work zone design or layout insufficiently provides for reduced vehicle speeds.

$250,000 in fiscal year 2024 is from the general fund to study and address information gaps identified in the 2021 Clean Fuel Standard stakeholder group process. $1,000,000 in each year is available for management of contaminated and regulated material on property owned by the Department of Transportation, including mitigation of property conveyances, facility acquisition or expansion, chemical release at maintenance facilities, and spills on the trunk highway system where there is no known responsible party. If the appropriation for either year is insufficient, the appropriation for the other year is available for it.

(c) **State Road Construction**

This appropriation is for the actual construction, reconstruction, and improvement of trunk highways, including design-build contracts, internal department costs associated with delivering the construction program, consultant usage to support these activities, and the cost of actual payments to landowners for lands acquired for highway rights-of-way, payment to lessees, interest subsidies, and relocation expenses.
This appropriation includes federal highway aid. The commissioner of transportation must notify the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance of any significant events that cause the estimates of federal aid to change.

The commissioner may expend up to one-half of one percent of the federal appropriations under this paragraph as grants to opportunity industrialization centers and other nonprofit job training centers for job training programs related to highway construction.

The commissioner may transfer up to $15,000,000 in each year to the transportation revolving loan fund.

The commissioner may receive money covering other shares of the cost of partnership projects. These receipts are appropriated to the commissioner for these projects.

(d) **Corridors of Commerce**

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

(e) **Highway Debt Service**

$267,099,000 in fiscal year 2024 and $292,802,000 in fiscal year 2025 are for transfer to the state bond fund. If this appropriation is insufficient to make all transfers required in the year for which it is made, the commissioner of management and budget must transfer the deficiency amount.
as provided under Minnesota Statutes, section
16A.641, and notify the chairs, ranking
minority members, and staff of the legislative
committees with jurisdiction over
transportation finance and the chairs of the
senate Finance Committee and the house of
representatives Ways and Means Committee
of the amount of the deficiency. Any excess
appropriation cancels to the trunk highway
fund.

(f) Statewide Radio Communications

<table>
<thead>
<tr>
<th>Appropriations by Fund</th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>3,000</td>
<td>3,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>6,650,000</td>
<td>6,904,000</td>
</tr>
</tbody>
</table>

$3,000 in each year is from the general fund
to equip and operate the Roosevelt signal
tower for Lake of the Woods weather
broadcasting.

Subd. 4. Local Roads

(a) County State-Aid Highways

<table>
<thead>
<tr>
<th></th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>County State-Aid Highways</td>
<td>966,020,000</td>
<td>1,064,766,000</td>
</tr>
</tbody>
</table>

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

If the commissioner of transportation
determines that a balance remains in the
county state-aid highway fund following the
appropriations and transfers made in this
paragraph and that the appropriations made
are insufficient for advancing county state-aid
highway projects, an amount necessary to
advance the projects, not to exceed the balance
in the county state-aid highway fund, is
appropriated in each year to the commissioner.
Within two weeks of a determination under
this contingent appropriation, the
commissioner of transportation must notify
the commissioner of management and budget
and the chairs, ranking minority members, and
staff of the legislative committees with
jurisdiction over transportation finance
concerning funds appropriated. The
commissioner must identify in the next budget
submission to the legislature under Minnesota
Statutes, section 16A.11, any amount that is
appropriated under this paragraph.

(b) Municipal State-Aid Streets

This appropriation is from the municipal
state-aid street fund under Minnesota Statutes,
chapter 162, and is available until June 30,
2033.

If the commissioner of transportation
determines that a balance remains in the
municipal state-aid street fund following the
appropriations and transfers made in this
paragraph and that the appropriations made
are insufficient for advancing municipal
state-aid street projects, an amount necessary
to advance the projects, not to exceed the
balance in the municipal state-aid street fund,
is appropriated in each year to the
commissioner. Within two weeks of a
determination under this contingent
appropriation, the commissioner of
transportation must notify the commissioner
of management and budget and the chairs,
ranking minority members, and staff of the
legislative committees with jurisdiction over transportation finance concerning funds appropriated. The commissioner must identify in the next budget submission to the legislature under Minnesota Statutes, section 16A.11, any amount that is appropriated under this paragraph.

(c) Other Local Roads

(1) Local Bridges

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

(2) Local Road Improvement

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

(3) Local Transportation Disaster Support Account

This appropriation is from the general fund to provide a cost-share for federal assistance from the Federal Highway Administration for the emergency relief program under United States Code, title 23, section 125. Of the appropriation in fiscal year 2024, $3,300,000 is available until June 30, 2027.

Subd. 5. Agency Management

(a) Agency Services

Appropriations by Fund

<table>
<thead>
<tr>
<th></th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>314,737,000</td>
<td>86,299,000</td>
</tr>
</tbody>
</table>
$116,400,000 in fiscal year 2024 is from the general fund for match requirements for federal formula and discretionary grant programs. From this amount, the commissioner may make grants to any eligible applicant for match requirements and pay for costs incurred by the department in providing technical assistance to eligible applicants for federal discretionary grant programs. This appropriation is available until June 30, 2027.

$100,000,000 in fiscal year 2024 is from the general fund for local government match requirements for federal formula and discretionary grant programs. From this amount the commissioner may make grants to any eligible applicant for match requirements and pay for costs incurred by the department in providing technical assistance to eligible applicants for federal discretionary grant programs. This appropriation is available until June 30, 2027.

$13,600,000 in fiscal year 2024 is from the general fund for matching federal aid, related state investments, and appropriate costs incurred by the department to carry out the electric vehicle infrastructure program under Minnesota Statutes, section 174.47. This appropriation is available until June 30, 2027.

$900,000 in each year is from the general fund for the purpose of establishing a Tribal affairs workforce training program related to the construction industry. The commissioner may enter into an agreement with any private,
public, or Tribal entity for the planning, designing, developing, delivery, and hosting of the program. The commissioner may use this appropriation to pay for reasonable administration costs of the program.

$2,000,000 in fiscal year 2024 is from the general fund for federal transportation grants technical assistance under section .... This appropriation is available until June 30, 2026.

$3,500,000 in fiscal year 2024 and $2,000,000 in fiscal year 2025 is from the general fund for investments in asset management technologies, document and data transfer programs, research project management, and other information technology projects.

$261,000 in each year is from the general fund for staffing to support the implementation and management of the federal National Electric Vehicle Infrastructure Formula Program.

(b) **Buildings**

<table>
<thead>
<tr>
<th>Appropriations by Fund</th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>55,000</td>
<td>55,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>40,735,000</td>
<td>41,065,000</td>
</tr>
</tbody>
</table>

Any money appropriated to the commissioner of transportation for building construction for any fiscal year before fiscal year 2024 is available to the commissioner during the biennium to the extent that the commissioner spends the money on the building construction projects for which the money was originally encumbered during the fiscal year for which it was appropriated. If the appropriation for...
either year is insufficient, the appropriation for the other year is available for it.

(c) **Tort Claims**

If the appropriation for either year is insufficient, the appropriation for the other year is available for it.

Subd. 6. **Transfers**

(a) With the approval of the commissioner of management and budget, the commissioner of transportation may transfer unencumbered balances among the appropriations from the trunk highway fund and the state airports fund made in this section. Transfers under this paragraph must not be made: (1) between funds; (2) from the appropriations for state road construction or debt service; or (3) from the appropriations for operations and maintenance or program delivery, except for a transfer to state road construction or debt service.

(b) The commissioner of transportation must immediately report transfers under paragraph (a) to the chairs, ranking minority members, and staff of the legislative committees with jurisdiction over transportation finance. The authority for the commissioner of transportation to make transfers under Minnesota Statutes, section 16A.285, is superseded by the authority and requirements under this subdivision.

(c) The commissioner of transportation must transfer from the flexible highway account in the county state-aid highway fund:
(1) $1,850,000 in fiscal year 2024 to the trunk highway fund;

(2) $5,000,000 in fiscal year 2024 to the municipal turnback account in the municipal state-aid street fund; and

(3) the remainder in each year to the county turnback account in the county state-aid highway fund.

The funds transferred are for highway turnback purposes as provided under Minnesota Statutes, section 161.081, subdivision 3.

Subd. 7. Contingent Appropriations

The commissioner of transportation, with the approval of the governor and the written approval of at least five members of a group consisting of the members of the Legislative Advisory Commission under Minnesota Statutes, section 3.30, and the ranking minority members of the legislative committees with jurisdiction over transportation finance, may transfer all or part of the unappropriated balance in the trunk highway fund to an appropriation: (1) for trunk highway design, construction, or inspection in order to take advantage of an unanticipated receipt of income to the trunk highway fund or to take advantage of federal advanced construction funding; (2) for trunk highway maintenance in order to meet an emergency; or (3) to pay tort or environmental claims. Nothing in this subdivision authorizes the commissioner to increase the use of federal advanced construction funding beyond amounts.
specifically authorized. Any transfer as a result of the use of federal advanced construction funding must include an analysis of the effects on the long-term trunk highway fund balance. The amount transferred is appropriated for the purpose of the account to which it is transferred.

Sec. 3. METROPOLITAN COUNCIL

Subdivision 1. Total Appropriation

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$139,630,000</td>
</tr>
</tbody>
</table>

The appropriations in this section are from the general fund to the Metropolitan Council. The amounts that may be spent for each purpose are specified in the following subdivisions.

Subd. 2. Transit System Operations

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

$50,000,000 in fiscal year 2024 is for a grant to Hennepin County for the Blue Line light rail transit extension project, including but not limited to predesign, design, engineering, environmental analysis and mitigation, right-of-way acquisition, construction, and acquisition of rolling stock. This appropriation is available until June 30, 2030.

$1,000,000 in fiscal year 2024 is for the metropolitan land use and transportation policy study under section ....

Subd. 3. Metro Mobility

This appropriation is for Metro Mobility under Minnesota Statutes, section 473.386.

Subd. 4. DEPARTMENT OF PUBLIC SAFETY
Subdivision 1. **Total Appropriation** $287,578,000 $274,432,000

<table>
<thead>
<tr>
<th>Appropriations by Fund</th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>51,796,000</td>
<td>31,672,000</td>
</tr>
<tr>
<td>H.U.T.D.</td>
<td>1,336,000</td>
<td>1,378,000</td>
</tr>
<tr>
<td>Special Revenue</td>
<td>69,380,000</td>
<td>70,434,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>165,066,000</td>
<td>170,948,000</td>
</tr>
</tbody>
</table>

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

The amounts that may be spent for each purpose are specified in the following subdivisions. The commissioner must spend appropriations from the trunk highway fund in subdivision 3 only for state patrol purposes.

Subd. 2. **Administration and Related Services**

(a) **Office of Communications** 786,000 928,000

This appropriation is from the general fund.

(b) **Public Safety Support** 7,684,000 8,755,000

<table>
<thead>
<tr>
<th>Appropriations by Fund</th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>2,757,000</td>
<td>3,546,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>4,927,000</td>
<td>5,209,000</td>
</tr>
</tbody>
</table>

(c) **Public Safety Officer Survivor Benefits** 640,000 640,000

This appropriation is from the general fund for payment of public safety officer survivor benefits under Minnesota Statutes, section 299A.44. If the appropriation for either year is insufficient, the appropriation for the other year is available for it.

(d) **Public Safety Officer Reimbursements** 1,367,000 1,367,000

This appropriation is from the general fund for transfer to the public safety officer's benefit account. This money is available for
reimbursements under Minnesota Statutes, section 299A.465.

(e) **Soft Body Armor Reimbursements**

This appropriation is from the general fund for soft body armor reimbursements under Minnesota Statutes, section 299A.38.

(f) **Technology and Support Services**

Appropriations by Fund

<table>
<thead>
<tr>
<th></th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>1,645,000</td>
<td>1,684,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>5,067,000</td>
<td>5,099,000</td>
</tr>
</tbody>
</table>

Subd. 3. **State Patrol**

(a) **Patrolling Highways**

Appropriations by Fund

<table>
<thead>
<tr>
<th></th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>14,887,000</td>
<td>37,000</td>
</tr>
<tr>
<td>H.U.T.D.</td>
<td>92,000</td>
<td>92,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>136,765,000</td>
<td>141,602,000</td>
</tr>
</tbody>
</table>

$350,000 in fiscal year 2024 is from the general fund for predesign of a State Patrol headquarters building and related storage and training facilities. The commissioner of public safety must work with the commissioner of administration to complete the predesign. This appropriation is available until the project is completed or abandoned, subject to Minnesota Statutes, section 16A.642.

$14,500,000 in fiscal year 2024 is from the general fund to purchase a helicopter for the State Patrol. This appropriation is available until June 30, 2025.

$611,000 in fiscal year 2024 and $352,000 in fiscal year 2025 are from the general fund to...
support the State Patrol's accreditation process
under the Commission on Accreditation for
Law Enforcement Agencies.

20.4 (b) Commercial Vehicle Enforcement
17,746,000 18,423,000
$5,248,000 in each year is from the trunk
highway fund to provide the required federal
match for grants for additional troopers and
nonsworn commercial vehicle inspectors.

20.9 (c) Capitol Security 18,666,000 19,231,000
This appropriation is from the general fund.

20.10 The commissioner must not:
20.11 (1) spend any money from the trunk highway
fund for capitol security; or
20.12 (2) permanently transfer any state trooper from
the patrolling highways activity to capitol
security.
20.13 The commissioner must not transfer any
money appropriated to the commissioner under
this section:
20.14 (1) to capitol security; or
20.15 (2) from capitol security.
20.16 (d) Vehicle Crimes Unit 1,244,000 1,286,000
This appropriation is from the highway user
tax distribution fund to investigate:
20.17 (1) registration tax and motor vehicle sales tax
liabilities from individuals and businesses that
currently do not pay all taxes owed; and
20.18 (2) illegal or improper activity related to the
sale, transfer, titling, and registration of motor
vehicles.

Subd. 4. Driver and Vehicle Services
(a) Driver Services

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

$750,000 in fiscal year 2024 is for reimbursement to driver's license agents for the purchase of equipment necessary for a full-service provider, as defined in Minnesota Statutes, section 171.01, subdivision 33a, following application to the commissioner. The commissioner may provide no more than $15,000 to each driver's license agent.

(b) Vehicle Services

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

$1,600,000 in fiscal year 2024 and $1,300,000 in fiscal year 2025 are for staff and operating costs related to additional vehicle inspection sites.

$101,000 in fiscal year 2024 and $96,000 in fiscal year 2025 are for staff costs related to monitoring and auditing records issued by full-service providers.

$57,000 in fiscal year 2024 and $51,000 in fiscal year 2025 are for an appeals process for information technology system data access revocations, including costs of staff and equipment.

Subd. 5. Traffic Safety

Appropriations by Fund

<table>
<thead>
<tr>
<th></th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subd.</td>
<td>10,864</td>
<td>4,109</td>
</tr>
</tbody>
</table>

COUNSEL TJG/KRB/GC SCS3157A-1

03/29/23 01:00 pm Article 1 Sec. 4. 21
$2,000,000 in each year is from the general fund for staff and operating costs for a new Traffic Safety Advisory Council.

$407,000 in fiscal year 2024 and $813,000 in fiscal year 2025 are from the general fund for staff and operating costs to create a Traffic Safety Data Analytics Center.

$50,000 in fiscal year 2024 is from the general fund for an education and awareness campaign on motor vehicles passing school buses, designed to: (1) help reduce occurrences of motor vehicles unlawfully passing school buses; and (2) inform drivers about the safety of pupils boarding and unloading from school buses, including laws requiring a motor vehicle to stop when a school bus has extended the stop-signal arm and is flashing red lights and penalties for violations. The commissioner must identify best practices, review effective communication methods to educate drivers, and consider multiple forms of media to convey the information.

$100,000 in fiscal year 2024 is from the general fund for a public awareness campaign to promote understanding and compliance with Minnesota Statutes, section 169.18, subdivision 11.

Subd. 6. Pipeline Safety

This appropriation is from the pipeline safety account in the special revenue fund under Minnesota Statutes, section 299J.18.
Sec. 5. APPROPRIATION; SMALL COMMUNITY PARTNERSHIPS.

(a) $1,000,000 in fiscal year 2024 and $1,000,000 in fiscal year 2025 are appropriated from the general fund to the Board of Regents of the University of Minnesota for small community partnerships on infrastructure project analysis and development as provided in this section. This is a onetime appropriation and is available until June 30, 2026.

(b) The appropriation under this section must be used for:

(1) partnership activities in the Regional Sustainable Development Partnerships, the Center for Transportation Studies, the Minnesota Design Center, the Humphrey School of Public Affairs, the Center for Urban and Regional Affairs, or other related entities;

(2) support and assistance to small communities that includes:

   (i) methods to incorporate consideration of sustainability, resiliency, and adaptation to the impacts of climate change; and

   (ii) identification and cross-sector analysis of any potential associated projects and efficiencies through coordinated investments in other infrastructure or assets; and

(3) prioritization of support and assistance to political subdivisions and federally recognized Tribal governments based on insufficiency of capacity to undertake project development and apply for state or federal infrastructure grants.

(c) The agreement may provide for project analysis and development activities that include but are not limited to planning, scoping, analysis, predesign, design, preengineering, and engineering.

Sec. 6. APPROPRIATION; TRANSPORTATION MANAGEMENT ORGANIZATIONS.

(a) $300,000 in fiscal year 2024 and $300,000 in fiscal year 2025 are appropriated from the general fund to the commissioner of transportation for grants to the I-494 Corridor Commission to provide telework resources, assistance, information, and related activities on a statewide basis.

(b) $300,000 in fiscal year 2024 and $300,000 in fiscal year 2025 are appropriated from the general fund to the commissioner of transportation for grants to the St. Paul transportation management organization. The organization must provide public education and information to support a reduction in vehicle miles traveled throughout the metropolitan area.

(c) $103,000 in fiscal year 2024 and $103,000 in fiscal year 2025 are appropriated from the general fund to the commissioner of transportation for grants to the downtown...
Minneapolis transportation management organization. The organization must provide a hybrid commuter education pilot program.

(d) $350,000 in fiscal year 2024 is appropriated from the general fund to the commissioner of transportation for grants to the city of Chatfield to develop a transportation management organization in southeastern Minnesota. Funds under this paragraph are available for developing a comprehensive assessment and financial plan for a transportation management organization in the counties of Rice, Goodhue, Dodge, Steele, Wabasha, Olmsted, Winona, Freeborn, Mower, Fillmore, and Houston. The study must assess how the transportation management organization can develop resources to meet the region's growing and changing transportation needs and prioritize transportation-related challenges that affect the region's workforce, access to health care and postsecondary education, and quality of life.

(e) Funds under paragraphs (a) to (c) are available for programming and service expansion to assist companies and commuters with carpool, vanpool, bicycle commuting, telework, and transit.

(f) The commissioner must not retain any portion of the appropriations under this section.

Sec. 7. Laws 2021, First Special Session chapter 5, article 1, section 2, subdivision 2, is amended to read:

Subd. 2. Multimodal Systems

(a) Aeronautics

(1) Airport Development and Assistance

<table>
<thead>
<tr>
<th>Appropriations by Fund</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>5,600,000</td>
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<tr>
<td>Airports</td>
<td>18,598,000</td>
<td>18,598,000</td>
</tr>
</tbody>
</table>

This appropriation is from the state airports fund and must be spent according to Minnesota Statutes, section 360.305, subdivision 4.

$5,600,000 in fiscal year 2022 is from the general fund for a grant to the city of Karlstad for the acquisition of land, predesign, design,
25.1 engineering, and construction of a primary
25.2 airport runway.

25.3 Notwithstanding Minnesota Statutes, section
25.4 16A.28, subdivision 6, this appropriation is
25.5 available for five years after the year of the
25.6 appropriation. If the appropriation for either
25.7 year is insufficient, the appropriation for the
25.8 other year is available for it.

25.9 If the commissioner of transportation
25.10 determines that a balance remains in the state
25.11 airports fund following the appropriations
25.12 made in this article and that the appropriations
25.13 made are insufficient for advancing airport
25.14 development and assistance projects, an
25.15 amount necessary to advance the projects, not
25.16 to exceed the balance in the state airports fund,
25.17 is appropriated in each year to the
25.18 commissioner and must be spent according to
25.19 Minnesota Statutes, section 360.305,
25.20 subdivision 4. Within two weeks of a
25.21 determination under this contingent
25.22 appropriation, the commissioner of
25.23 transportation must notify the commissioner
25.24 of management and budget and the chairs,
25.25 ranking minority members, and staff of the
25.26 legislative committees with jurisdiction over
25.27 transportation finance concerning the funds
25.28 appropriated. Funds appropriated under this
25.29 contingent appropriation do not adjust the base
25.30 for fiscal years 2024 and 2025.

25.31 (2) Aviation Support Services

<table>
<thead>
<tr>
<th>Appropriations by Fund</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>General</td>
<td>1,650,000</td>
<td>1,650,000</td>
</tr>
<tr>
<td>Airports</td>
<td>6,682,000</td>
<td>6,690,000</td>
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</table>

8,332,000 8,340,000
$28,000 in fiscal year 2022 and $36,000 in fiscal year 2023 are from the state airports fund for costs related to regulating unmanned aircraft systems.

(3) Civil Air Patrol

This appropriation is from the state airports fund for the Civil Air Patrol.

(b) Transit and Active Transportation

This appropriation is from the general fund.

$5,000,000 in fiscal year 2022 is for the active transportation program under Minnesota Statutes, section 174.38. This is a onetime appropriation and is available until June 30, 2025.

$300,000 in fiscal year 2022 is for a grant to the 494 Corridor Commission. The commissioner must not retain any portion of the funds appropriated under this section. The commissioner must make grant payments in full by December 31, 2021. Funds under this grant are for programming and service expansion to assist companies and commuters in telecommuting efforts and promotion of best practices. A grant recipient must provide telework resources, assistance, information, and related activities on a statewide basis. This is a onetime appropriation.

(c) Safe Routes to School

This appropriation is from the general fund for the safe routes to school program under Minnesota Statutes, section 174.40.

If the appropriation for either year is insufficient, the appropriation for the other
year is available for it. $5,000,000 in fiscal
year 2022 from the general fund is available
until June 30, 2025.

(d) Passenger Rail

This appropriation is from the general fund
for passenger rail activities under Minnesota
Statutes, sections 174.632 to 174.636.

$10,000,000 in fiscal year 2022 is for final
design and construction to provide for a
second daily Amtrak train service between
Minneapolis and St. Paul and Chicago. The
commissioner may expend funds for program
delivery and administration from this amount.
This is a onetime appropriation and is
available until June 30, 2025.

(e) Freight

Appropriations by Fund

<table>
<thead>
<tr>
<th></th>
<th>2022</th>
<th>2023</th>
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</thead>
<tbody>
<tr>
<td>General</td>
<td>2,464,000</td>
<td>1,445,000</td>
</tr>
<tr>
<td>Trunk Highway</td>
<td>5,878,000</td>
<td>5,878,000</td>
</tr>
</tbody>
</table>

$1,000,000 in fiscal year 2022 is from the
general fund for procurement costs of a
statewide freight network optimization tool.
This is a onetime appropriation and is
available until June 30, 2023.

$350,000 in fiscal year 2022 and $287,000 in
fiscal year 2023 are from the general fund for
two additional rail safety inspectors in the state
rail safety inspection program under
Minnesota Statutes, section 219.015. In each
year, the commissioner must not increase the
total assessment amount under Minnesota
Statutes, section 219.015, subdivision 2, from
the most recent assessment amount.
Sec. 8. Laws 2021, First Special Session chapter 5, article 1, section 4, subdivision 5, is amended to read:

Subd. 5. Traffic Safety

Appropriations by Fund

<table>
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<th>2022</th>
<th>2023</th>
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</thead>
<tbody>
<tr>
<td>General</td>
<td>7,983,000</td>
<td>7,970,000</td>
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<tr>
<td>Trunk Highway</td>
<td>494,000</td>
<td>494,000</td>
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$7,398,000 in fiscal year 2022 and $7,398,000 in fiscal year 2023 are from the general fund for grants to school districts, nonpublic schools, charter schools, and companies that provide school bus services, for the purchase and installation of school bus stop-signal arm camera systems. In awarding grants, the commissioner must prioritize: regular route type A, B, C, and D buses; newer buses; and buses that do not already have a stop-signal arm or forward-facing camera. Cameras purchased with grants awarded pursuant to this section must be used within the state. When implementing the grant program, the commissioner must require grant recipients to submit an estimate of the recipient's anticipated ongoing costs associated with the use of the cameras, including but not limited to costs for operating and maintaining the cameras, identifying violations, and methods for compiling video evidence of violations and providing the evidence to law enforcement. If the money in the account is sufficient to fund all requests, the commissioner must not require a local match. The commissioner may seek assistance from the commissioner of education in administering the grants. The base for this appropriation is $2,000,000 in fiscal year 2024.
and $0 in fiscal year 2025. This is a onetime appropriation and is available until June 30, 2025.

$110,000 in fiscal year 2022 and $94,000 in fiscal year 2023 are from the general fund for staff costs to administer grants for school bus stop-signal arm cameras. This is a onetime appropriation and is available until June 30, 2025.

The base for the general fund is $478,000 in each of fiscal years 2024 and 2025.

Sec. 9. TRANSFERS.

(a) $323,112,000 in fiscal year 2024 is transferred from the general fund to the trunk highway fund, for the state match for highway formula and discretionary grants under the federal Infrastructure Investment and Jobs Act, Public Law 117-58, and for related state investments.

(b) $25,000,000 in each year is transferred from the general fund to the active transportation account under Minnesota Statutes, section 174.38. The base for this transfer is $3,600,000 in each of fiscal years 2026 and 2027.

(c) $500,000 in fiscal year 2024 is transferred from the general fund to the disadvantaged communities carsharing grant account under Minnesota Statutes, section 174.46, for the purposes of the grant program under that section.

(d) $10,000,000 in fiscal year 2024 and $10,000,000 in fiscal year 2025 are transferred from the general fund to the full-service provider account under Minnesota Statutes, section 299A.705. This is a onetime transfer.

ARTICLE 2

TRUNK HIGHWAY BONDS

Section 1. BOND APPROPRIATIONS.

The sums shown in the column under "Appropriations" are appropriated from the bond proceeds account in the trunk highway fund to the state agencies or officials indicated to be spent for public purposes. Appropriations of bond proceeds must be spent as authorized by the Minnesota Constitution, articles XI and XIV. Unless otherwise specified, money
appropriated in this article for a capital program or project may be used to pay state agency
staff costs that are attributed directly to the capital program or project in accordance with
accounting policies adopted by the commissioner of management and budget.

SUMMARY

| Department of Transportation | $450,000,000 |
| Department of Management and Budget | $450,000 |
| TOTAL | $450,450,000 |

APPROPRIATIONS

Sec. 2. DEPARTMENT OF TRANSPORTATION

Subdivision 1. Corridors of Commerce $300,000,000

This appropriation is to the commissioner of transportation for the corridors of commerce program under Minnesota Statutes, section 161.088. The commissioner may use up to 17 percent of the amount for program delivery. The appropriation in this subdivision cancels as specified under Minnesota Statutes, section 16A.642.

Subd. 2. State Road Construction 150,000,000

This appropriation is to the commissioner of transportation for construction, reconstruction, and improvement of trunk highways, including design-build contracts, internal department costs associated with delivering the construction program, and consultant usage to support these activities. The commissioner may use up to 17 percent of the amount for program delivery.

Sec. 3. BOND SALE EXPENSES $450,000

This appropriation is to the commissioner of management and budget for bond sale expenses under Minnesota Statutes, sections
Sec. 4. BOND SALE AUTHORIZATION.

To provide the money appropriated in this article from the bond proceeds account in the trunk highway fund, the commissioner of management and budget shall sell and issue bonds of the state in an amount up to $450,450,000 in the manner, upon the terms, and with the effect prescribed by Minnesota Statutes, sections 167.50 to 167.52, and by the Minnesota Constitution, article XIV, section 11, at the times and in the amounts requested by the commissioner of transportation. The proceeds of the bonds, except accrued interest and any premium received from the sale of the bonds, must be deposited in the bond proceeds account in the trunk highway fund.

ARTICLE 3
TRANSPORTATION FINANCE

Section 1. Minnesota Statutes 2022, section 162.145, subdivision 2, is amended to read:

Subd. 2. Small cities assistance account. A small cities assistance account is created in the 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 is annually appropriated to the commissioner of transportation may only be expended as provided under this section.

Sec. 2. Minnesota Statutes 2022, section 162.145, subdivision 3, is amended to read:

Subd. 3. Administration. (a) Subject to funds made available by law, The commissioner must allocate all funds in the small cities assistance account as provided in subdivision 4 and must, by June 1, certify to the commissioner of revenue the amounts to be paid.

(b) Following certification from the commissioner, the commissioner of revenue must distribute the specified funds to cities in the same manner as local government aid under chapter 477A. An appropriation to the commissioner under this section is available to the commissioner of revenue for the purposes specified in this paragraph.

(c) Notwithstanding other law to the contrary, in order to receive distributions under this section, a city must conform to the standards in section 477A.017, subdivision 2. A city that receives funds under this section must make and preserve records necessary to show that the funds are spent in compliance with subdivision 5.
Sec. 3. Minnesota Statutes 2022, section 162.145, subdivision 4, is amended to read:

Subd. 4. Distribution formula. (a) In each fiscal year in which funds are available under this section, the commissioner shall allocate funds to eligible cities.

(b) The preliminary aid to each city is calculated as follows:

1. five percent of funds allocated equally among all eligible cities;
2. 35 percent of funds allocated proportionally based on each city's share of lane miles of municipal streets compared to total lane miles of municipal streets of all eligible cities;
3. 35 percent of funds allocated proportionally based on each city's share of population compared to total population of all eligible cities; and
4. 25 percent of funds allocated proportionally based on each city's share of state-aid adjustment factor compared to the sum of state-aid adjustment factors of all eligible cities.

(c) The final aid to each city is calculated as the lesser of:

1. the preliminary aid to the city multiplied by an aid factor; or
2. the maximum aid.

(d) The commissioner shall set the aid factor under paragraph (c), which must be the same for all eligible cities, so that the total funds allocated under this subdivision equals the total amount available for the fiscal year.

Sec. 4. [162.146] LARGER CITIES ASSISTANCE ACCOUNT.

Subdivision 1. Larger cities assistance account. A larger cities assistance account is created as a special revenue account and established in the state treasury. The account consists of money allotted, appropriated, or transferred through gift or grant to the account. Money in the account is annually appropriated to the commissioner of transportation for apportionment among all the cities that are eligible to receive municipal state aid.

Subd. 2. Distribution formula. The commissioner must apportion: (1) 50 percent of the money so that of that amount, each city receives the percentage that its population bears to the total population of all cities that are eligible to receive municipal state aid; and (2) 50 percent of the money so that of that amount, each city receives the percentage that its money needs, as determined by the commissioner under section 162.13, subdivision 3, bears to the total money needs of all cities that are eligible to receive municipal state aid.
Sec. 5. Minnesota Statutes 2022, section 168.013, subdivision 1a, is amended to read:

Subd. 1a. Passenger automobile; hearse. (a) On passenger automobiles as defined in section 168.002, subdivision 24, and hearses, except as otherwise provided, the registration tax is calculated as $10 plus:

(1) for a vehicle initially registered in Minnesota prior to November 16, 2020, \(1.25\%\) of the manufacturer's suggested retail price of the vehicle and the destination charge, subject to the adjustments in paragraphs (f) and (g); or

(2) for a vehicle initially registered in Minnesota on or after November 16, 2020, \(1.575\%\) of the manufacturer's suggested retail price of the vehicle, subject to the adjustments in paragraphs (f) and (g).

(b) The registration tax calculation must not include the cost of each accessory or item of optional equipment separately added to the vehicle and the manufacturer's suggested retail price. The registration tax calculation must not include a destination charge, except for a vehicle previously registered in Minnesota prior to November 16, 2020.

(c) In the case of the first registration of a new vehicle sold or leased by a licensed dealer, the dealer may elect to individually determine the registration tax on the vehicle using manufacturer's suggested retail price information provided by the manufacturer. The registrar must use the manufacturer's suggested retail price determined by the dealer as provided in paragraph (d). A dealer that elects to make the determination must retain a copy of the manufacturer's suggested retail price label or other supporting documentation with the vehicle transaction records maintained under Minnesota Rules, part 7400.5200.

(d) The registrar must determine the manufacturer's suggested retail price:

(1) using list price information published by the manufacturer or any nationally recognized firm or association compiling such data for the automotive industry;

(2) if the list price information is unavailable, using the amount determined by a licensed dealer under paragraph (c);

(3) if a dealer does not determine the amount, using the retail price label as provided by the manufacturer under United States Code, title 15, section 1232; or

(4) if the retail price label is not available, using the actual sales price of the vehicle.

If the registrar is unable to ascertain the manufacturer's suggested retail price of any registered vehicle in the foregoing manner, the registrar may use any other available source or method.
(e) The registrar must calculate the registration tax using information available to dealers and deputy registrars at the time the initial application for registration is submitted.

(f) The amount under paragraph (a), clauses (1) and (2), must be calculated based on a percentage of the manufacturer's suggested retail price, as follows:

1. during the first year of vehicle life, upon 100 percent of the price;
2. for the second year, 90 95 percent of the price;
3. for the third year, 80 90 percent of the price;
4. for the fourth year, 70 80 percent of the price;
5. for the fifth year, 60 70 percent of the price;
6. for the sixth year, 50 60 percent of the price;
7. for the seventh year, 40 50 percent of the price;
8. for the eighth year, 30 40 percent of the price;
9. for the ninth year, 20 25 percent of the price;
10. for the tenth year, ten percent of the price.

(g) For the 11th and each succeeding year, the amount under paragraph (a), clauses (1) and (2), must be calculated as $25 $20.

(h) Except as provided in subdivision 23, for any vehicle previously registered in Minnesota and regardless of prior ownership, the total amount due under this subdivision and subdivision 1m must not exceed the smallest total amount previously paid or due on the vehicle.

EFFECTIVE DATE. This section is effective the day following final enactment and applies to taxes payable for a registration period starting on or after January 1, 2024.

Sec. 6. [168E.01] DEFINITIONS.

Subdivision 1. Scope. As used in this chapter, the following terms have the meanings given.

Subd. 2. Clothing. "Clothing" has the meaning given in section 297A.67, subdivision 8.

Subd. 3. Commissioner. "Commissioner" means the commissioner of revenue.
Subd. 4. **Motor vehicle.** "Motor vehicle" has the meaning given in section 168.002, subdivision 18.

Subd. 5. **Retail delivery.** "Retail delivery" means a retail sale of tangible personal property by a retailer for delivery by a motor vehicle to the purchaser at a location in Minnesota in which the sale contains at least one item of tangible personal property that is subject to taxation under chapter 297A, including the retail sale of clothing notwithstanding the exemption from taxation for clothing under chapter 297A.

Subd. 6. **Retail delivery fee.** "Retail delivery fee" means the fee imposed under section 168E.03 on retail deliveries.

Subd. 7. **Retail sale.** "Retail sale" has the meaning given in section 297A.61, subdivision 4.

Subd. 8. **Retailer.** "Retailer" means any person making sales, leases, or rental of personal property or services within or into the state of Minnesota. Retailer includes a:

1. retailer maintaining a place of business in this state;
2. marketplace provider maintaining a place of business in this state, as defined in section 297A.66, subdivision 1, paragraph (a);
3. retailer not maintaining a place of business in this state; and
4. marketplace provider not maintaining a place of business in this state, as defined in section 297A.66, subdivision 1, paragraph (b).

Subd. 9. **Tangible personal property.** "Tangible personal property" has the meaning given in section 297A.61, subdivision 10.

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

Sec. 7. [168E.03] **FEE IMPOSED.**

Subdivision 1. **Rate.** (a) A retailer who makes a retail delivery must add to the price of the retail delivery a retail delivery fee of 75 cents per delivery to be collected from the purchaser. The retailer must remit the fee to the commissioner in the time and manner prescribed by the commissioner in accordance with this chapter.

(b) The retail delivery fee must not be included in the sales price for purposes of calculating tax owed under chapter 297A.

(c) The retail delivery fee must be charged in addition to any other delivery fee. The retailer must show the total of the retail delivery fee and other delivery fees as separate
items and distinct from the sales price and any other taxes or fees imposed on the retail
delivery on the purchaser's receipt, invoice, or other bill of sale.

Subd. 2. Delivery. Each retail sale is a single retail delivery regardless of the number
of shipments necessary to deliver the items of tangible personal property purchased.

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

Sec. 8. [168E.05] EXEMPTIONS.

Subdivision 1. Certain transactions. A retail delivery that includes only tangible personal
property that is exempt from taxation under chapter 297A, except tangible personal property
that is exempt as clothing under chapter 297A, is exempt from the retail delivery fee.

Subd. 2. Certain entities. A purchaser who is exempt from tax under chapter 297A is
exempt from the retail delivery fee.

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

Sec. 9. [168E.07] COLLECTION AND ADMINISTRATION.

Subdivision 1. Returns; payment of fees. A retailer must report the fee on a return
prescribed by the commissioner and must remit the fee with the return. The return and fee
must be filed and paid using the filing cycle and due dates provided for taxes imposed under
chapter 297A.

Subd. 2. Administration. Unless specifically provided otherwise by this section, the
audit, assessment, refund, penalty, interest, enforcement, collection remedies, appeal, and
administrative provisions of chapters 270C and 289A, that are applicable to taxes imposed
under chapter 297A, apply to the fee imposed under this chapter.

Subd. 3. Interest on overpayments. The commissioner must pay interest on an
overpayment refunded or credited to the retailer from the date of payment of the fee until
the date the refund is paid or credited. For purposes of this subdivision, the date of payment
is the due date of the return or the date of actual payment of the fee, whichever is later.

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

Sec. 10. [168E.09] DEPOSIT OF PROCEEDS.

Subdivision 1. Costs deducted. The commissioner must retain an amount that does not
exceed the total cost of collecting, administering, and enforcing the retail delivery fee and
must deposit the amount in the revenue department service and recovery special revenue fund.

Subd. 2. **Deposits.** After deposits under subdivision 1, the commissioner must deposit the balance of proceeds from the retail delivery fee in ....

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

Sec. 11. Minnesota Statutes 2022, section 174.38, subdivision 3, is amended to read:

Subd. 3. **Active transportation account.** An active transportation account is established in the special revenue fund. The account consists of funds provided by law and any other money donated, allotted, transferred, or otherwise provided to the account. Money in the account is annually appropriated to the commissioner and must be expended only on a project that receives financial assistance under this section.

Sec. 12. Minnesota Statutes 2022, section 256.9752, is amended by adding a subdivision to read:

Subd. 1a. **Food delivery support account; appropriation.** (a) A food delivery support account is established in the special revenue fund. The account consists of funds under sections 168E.09, subdivision 2, and as provided by law, and any other money donated, allotted, transferred, or otherwise provided to the account.

(b) Money in the account is annually appropriated to the commissioner of human services for grants to nonprofit organizations to provide transportation of home-delivered meals, groceries, purchased food, or a combination, to Minnesotans who are experiencing food insecurity and have difficulty obtaining or preparing meals due to limited mobility, disability, age, or resources to prepare their own meal. A nonprofit organization must have a demonstrated history of providing and distributing food customized for the population they serve.

(c) Grant funds under this subdivision must supplement, but not supplant, any state or federal funding used to provide prepared meals to Minnesotans experiencing food insecurity.

Sec. 13. Minnesota Statutes 2022, section 270C.15, is amended to read:

**270C.15 REVENUE DEPARTMENT SERVICE AND RECOVERY SPECIAL REVENUE FUND.**

A Revenue Department service and recovery special revenue fund is created for the purpose of recovering the costs of furnishing government data and related services or...
products, as well as recovering costs associated with collecting local taxes on sales and the retail delivery fee established under chapter 168E. All money collected under this section is deposited in the Revenue Department service and recovery special revenue fund. Money in the fund is appropriated to the commissioner to reimburse the department for the costs incurred in administering the tax law or providing the data, service, or product. Any money paid to the department as a criminal fine for a violation of state revenue law that is designated by the court to fund enforcement of state revenue law is appropriated to this fund.

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

Sec. 14. Minnesota Statutes 2022, section 297A.61, subdivision 7, is amended to read:

Subd. 7. Sales price. (a) "Sales price" means the measure subject to sales tax, and means the total amount of consideration, including cash, credit, personal property, and services, for which personal property or services are sold, leased, or rented, valued in money, whether received in money or otherwise, without any deduction for the following:

1. the seller's cost of the property sold;
2. the cost of materials used, labor or service cost, interest, losses, all costs of transportation to the seller, all taxes imposed on the seller, and any other expenses of the seller;
3. charges by the seller for any services necessary to complete the sale, other than delivery and installation charges;
4. delivery charges, except (i) the percentage of the delivery charge allocated to delivery of tax exempt property, when the delivery charge is allocated by using either (i) (A) a percentage based on the total sales price of the taxable property compared to the total sales price of all property in the shipment, or (ii) (B) a percentage based on the total weight of the taxable property compared to the total weight of all property in the shipment, and (ii) the retail delivery fee imposed under chapter 168E; and
5. installation charges.
(b) Sales price does not include:
1. discounts, including cash, terms, or coupons, that are not reimbursed by a third party and that are allowed by the seller and taken by a purchaser on a sale;
2. interest, financing, and carrying charges from credit extended on the sale of personal property or services, if the amount is separately stated on the invoice, bill of sale, or similar document given to the purchaser; and
any taxes legally imposed directly on the consumer that are separately stated on the
invoice, bill of sale, or similar document given to the purchaser.

(c) Sales price includes consideration received by the seller from third parties if:

(1) the seller actually receives consideration from a party other than the purchaser and
the consideration is directly related to a price reduction or discount on the sale;

(2) the seller has an obligation to pass the price reduction or discount through to the
purchaser;

(3) the amount of the consideration attributable to the sale is fixed and determinable by
the seller at the time of the sale of the item to the purchaser; and

(4) one of the following criteria is met:

(i) the purchaser presents a coupon, certificate, or other documentation to the seller to
claim a price reduction or discount when the coupon, certificate, or documentation is
authorized, distributed, or granted by a third party with the understanding that the third party
will reimburse any seller to whom the coupon, certificate, or documentation is presented;

(ii) the purchaser identifies himself or herself to the seller as a member of a group or
organization entitled to a price reduction or discount. A "preferred customer" card that is
available to any customer does not constitute membership in such a group; or

(iii) the price reduction or discount is identified as a third-party price reduction or discount
on the invoice received by the purchaser or on a coupon, certificate, or other documentation
presented by the purchaser.

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

Sec. 15. Minnesota Statutes 2022, section 297A.94, is amended to read:

297A.94 DEPOSIT OF REVENUES.

(a) Except as provided in this section, the commissioner shall deposit the revenues,
including interest and penalties, derived from the taxes imposed by this chapter in the state
treasury and credit them to the general fund.

(b) The commissioner shall deposit taxes in the Minnesota agricultural and economic
account in the special revenue fund if:

(1) the taxes are derived from sales and use of property and services purchased for the
construction and operation of an agricultural resource project; and
(2) the purchase was made on or after the date on which a conditional commitment was made for a loan guaranty for the project under section 41A.04, subdivision 3.

The commissioner of management and budget shall certify to the commissioner the date on which the project received the conditional commitment. The amount deposited in the loan guaranty account must be reduced by any refunds and by the costs incurred by the Department of Revenue to administer and enforce the assessment and collection of the taxes.

c) The commissioner shall deposit the revenues, including interest and penalties, derived from the taxes imposed on sales and purchases included in section 297A.61, subdivision 3, paragraph (g), clauses (1) and (4), in the state treasury, and credit them as follows:

(1) first to the general obligation special tax bond debt service account in each fiscal year the amount required by section 16A.661, subdivision 3, paragraph (b); and

(2) after the requirements of clause (1) have been met, the balance to the general fund.

d) Beginning with sales taxes remitted after July 1, 2017, the commissioner shall deposit in the state treasury the revenues collected under section 297A.64, subdivision 1, including interest and penalties and minus refunds, and credit them to the highway user tax distribution fund.

e) The commissioner shall deposit the revenues, including interest and penalties, collected under section 297A.64, subdivision 5, in the state treasury and credit them to the general fund. By July 15 of each year the commissioner shall transfer to the highway user tax distribution fund an amount equal to the excess fees collected under section 297A.64, subdivision 5, for the previous calendar year.

(f) Beginning with sales taxes remitted after July 1, 2017, in conjunction with the deposit of revenues under paragraph (d), the commissioner shall deposit into the state treasury and credit to the highway user tax distribution fund an amount equal to the estimated revenues derived from the tax rate imposed under section 297A.62, subdivision 1, on the lease or rental for not more than 28 days of rental motor vehicles subject to section 297A.64. The commissioner shall estimate the amount of sales tax revenue deposited under this paragraph based on the amount of revenue deposited under paragraph (d).

(g) The commissioner shall deposit an amount of the remittances monthly into the state treasury and credit them to the highway user tax distribution fund as a portion of the estimated amount of taxes collected from the sale and purchase of motor vehicle repair and replacement parts in that month. The monthly deposit amount is $12,137,000. For purposes of this paragraph, "motor vehicle" has the meaning given in section 297B.01, subdivision 11, and
"motor vehicle repair and replacement parts" includes (i) all parts, tires, accessories, and equipment incorporated into or affixed to the motor vehicle as part of the motor vehicle maintenance and repair, and (ii) paint, oil, and other fluids that remain on or in the motor vehicle as part of the motor vehicle maintenance or repair. For purposes of this paragraph, "tire" means any tire of the type used on highway vehicles, if wholly or partially made of rubber and if marked according to federal regulations for highway use. The commissioner must deposit the revenues derived from the taxes imposed on the sale and purchase of motor vehicle repair and replacement parts in the state treasury and credit:

1. 47.5 percent in each year to the highway user tax distribution fund;
2. to the general fund as follows:
   1. in fiscal year 2024, 50 percent;
   2. in fiscal year 2025, 48 percent;
   3. in fiscal year 2026, 46 percent;
   4. in fiscal year 2027, 44 percent;
   5. in fiscal year 2028, 35 percent;
   6. in fiscal year 2029, 28 percent;
   7. in fiscal year 2030, 21 percent;
   8. in fiscal year 2031, 14 percent;
   9. in fiscal year 2032, seven percent; and
10. in fiscal year 2033 and thereafter, zero percent; and
3. the remainder in each year as follows:
   1. 60 percent to the county state-aid highway fund;
   2. 22 percent to the municipal state-aid street fund;
   3. nine percent to the small cities assistance account under section 162.145; and
   4. nine percent to the larger cities assistance account under section 162.146.
4. 72.43 percent of the revenues, including interest and penalties, transmitted to the commissioner under section 297A.65, must be deposited by the commissioner in the state treasury as follows:
   1. 50 percent of the receipts must be deposited in the heritage enhancement account in the game and fish fund, and may be spent only on activities that improve, enhance, or protect
(i) The revenue dedicated under paragraph (h) may not be used as a substitute for traditional sources of funding for the purposes specified, but the dedicated revenue shall supplement traditional sources of funding for those purposes. Land acquired with money deposited in the game and fish fund under paragraph (h) must be open to public hunting and fishing during the open season, except that in aquatic management areas or on lands where angling easements have been acquired, fishing may be prohibited during certain times of the year and hunting may be prohibited. At least 87 percent of the money deposited in the game and fish fund for improvement, enhancement, or protection of fish and wildlife resources under paragraph (h) must be allocated for field operations.

(j) The commissioner must deposit the revenues, including interest and penalties minus any refunds, derived from the sale of items regulated under section 624.20, subdivision 1, that may be sold to persons 18 years old or older and that are not prohibited from use by the general public under section 624.21, in the state treasury and credit:

(1) 25 percent to the volunteer fire assistance grant account established under section 88.068;

(2) 25 percent to the fire safety account established under section 297I.06, subdivision 3; and

(3) the remainder to the general fund.

For purposes of this paragraph, the percentage of total sales and use tax revenue derived from the sale of items regulated under section 624.20, subdivision 1, that are allowed to be sold to persons 18 years old or older and are not prohibited from use by the general public under section 624.21, is a set percentage of the total sales and use tax revenues collected in
the state, with the percentage determined under Laws 2017, First Special Session chapter 1, article 3, section 39.

(k) The revenues deposited under paragraphs (a) to (j) do not include the revenues, including interest and penalties, generated by the sales tax imposed under section 297A.62, subdivision 1a, which must be deposited as provided under the Minnesota Constitution, article XI, section 15.

Sec. 16. Minnesota Statutes 2022, section 297A.99, subdivision 1, is amended to read:

Subdivision 1. Authorization; scope. (a) A political subdivision of this state may impose a general sales tax (1) under section 297A.992, (2) under section 297A.9925, (3) under section 297A.993, (4) if permitted by special law, or (5) if the political subdivision enacted and imposed the tax before January 1, 1982, and its predecessor provision.

(b) This section governs the imposition of a general sales tax by the political subdivision.

The provisions of this section preempt the provisions of any special law:

(1) enacted before June 2, 1997, or

(2) enacted on or after June 2, 1997, that does not explicitly exempt the special law provision from this section's rules by reference.

(c) This section does not apply to or preempt a sales tax on motor vehicles. Beginning July 1, 2019, no political subdivision may impose a special excise tax on motor vehicles unless it is imposed under section 297A.993.

(d) A political subdivision may not advertise or expend funds for the promotion of a referendum to support imposing a local sales tax and may only spend funds related to imposing a local sales tax to:

(1) conduct the referendum;

(2) disseminate information included in the resolution adopted under subdivision 2, but only if the disseminated information includes a list of specific projects and the cost of each individual project;

(3) provide notice of, and conduct public forums at which proponents and opponents on the merits of the referendum are given equal time to express their opinions on the merits of the referendum;

(4) provide facts and data on the impact of the proposed local sales tax on consumer purchases; and
(5) provide facts and data related to the individual programs and projects to be funded with the local sales tax.

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

Sec. 17. [297A.9925] METROPOLITAN REGION SALES AND USE TAX.

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

(b) "Metropolitan area" has the meaning given in section 473.121, subdivision 2.

(c) "Metropolitan Council" or "council" means the Metropolitan Council established by section 473.123.

(d) "Metropolitan sales tax" means the metropolitan region sales and use tax imposed under this section.

Subd. 2. Sales tax imposition; rate. The Metropolitan Council must impose a metropolitan region sales and use tax at a rate of three-quarters of one percent on retail sales and uses taxable under this chapter made in the metropolitan area or to a destination in the metropolitan area.

Subd. 3. Administration; collection; enforcement. Except as otherwise provided in this section, the provisions of section 297A.99, subdivisions 4, and 6 to 12a, govern the administration, collection, and enforcement of the metropolitan sales tax.

Subd. 4. Deposit. Proceeds of the metropolitan sales tax must be deposited in the metropolitan area transit account under section 16A.88.

Subd. 5. Revenue bonds. (a) In addition to other authority granted in this section, and notwithstanding section 473.39, subdivision 7, or any other law to the contrary, the council may, by resolution, authorize the sale and issuance of revenue bonds, notes, or obligations to provide funds to (1) implement the council's transit capital improvement program, and (2) refund bonds issued under this subdivision.

(b) The bonds are payable from and secured by a pledge of all or part of the revenue received under subdivision 4, and associated investment earnings on debt proceeds. The council may, by resolution, authorize the issuance of the bonds as general obligations of the council. The bonds must be sold, issued, and secured in the manner provided in chapter 475, and the council has the same powers and duties as a municipality and its governing body in issuing bonds under chapter 475, except that no election is required and the net debt limitations in chapter 475 do not apply to such bonds. The proceeds of the bonds may also
be used to fund necessary reserves and to pay credit enhancement fees, issuance costs, and
other financing costs during the life of the debt.

(c) The bonds may be secured by a bond resolution, or a trust indenture entered into by
the council with a corporate trustee within or outside the state, which must define the
revenues and bond proceeds pledged for the payment and security of the bonds. The pledge
must be a valid charge on the revenues received under section 297A.99, subdivision 11.
Neither the state, nor any municipality or political subdivision except the council, nor any
member or officer or employee of the council, is liable on the obligations. No mortgage or
security interest in any tangible real or personal property is granted to the bondholders or
the trustee, but they have a valid security interest in the revenues and bond proceeds received
by the council and pledged to the payment of the bonds. In the bond resolution or trust
indenture, the council may make such covenants as it determines to be reasonable for the
protection of the bondholders.

EFFECTIVE DATE; APPLICATION. This section is effective the day following
final enactment for sales and purchases made after October 1, 2023, and applies in the
counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 18. Minnesota Statutes 2022, section 297B.02, subdivision 1, is amended to read:
Subdivision 1. Rate. (a) There is imposed an excise tax of 6.875 percent on the
purchase price of any motor vehicle purchased or acquired, either in or outside of the state
of Minnesota, which is required to be registered under the laws of this state.
(b) The excise tax is also imposed on the purchase price of motor vehicles purchased or
acquired on Indian reservations when the tribal council has entered into a sales tax on motor
vehicles refund agreement with the state of Minnesota.

EFFECTIVE DATE. This section is effective for sales and purchases on or after July
1, 2023.

Sec. 19. Minnesota Statutes 2022, section 297B.09, is amended to read:
297B.09 ALLOCATION OF REVENUE.

Subdivision 1. Deposit of revenues. (a) Money collected and received under this chapter
must be deposited as provided in this subdivision.
(b) (1) 60 percent of the money collected and received must be deposited in the highway
user tax distribution fund; 36 percent must be deposited;
(2) 34.5 percent in the metropolitan area transit account under section 16A.88; and four
percent must be deposited

(3) 5.5 percent in the greater Minnesota transit account under section 16A.88.

(b) It is the intent of the legislature that the allocations under paragraph (b) remain
unchanged for fiscal year 2012-2024 and all subsequent fiscal years.

EFFECTIVE DATE. This section is effective July 1, 2023.

Sec. 20. [473.4465] METROPOLITAN REGION SALES AND USE TAX

ALLOCATION.

Subdivision 1. Definition. For purposes of this section, "sales tax revenue" means
revenue from the metropolitan region sales and use tax under section 297A.9925 that is
deposited in the metropolitan area transit account under section 16A.88.

Subd. 2. Distribution. Sales tax revenue is allocated:

(1) five-sixths to the council; and

(2) one-sixth to the Transportation Advisory Board.

Subd. 3. Use of funds; Metropolitan Council. (a) Sales tax revenue allocated to the
council under subdivision 2, clause (1), is available for:

(1) the metropolitan area active transportation program under section 473.248; and

(2) transit system purposes under sections 473.371 to 473.452, including but not limited
to operations, maintenance, and capital projects.

(b) The council must annually expend a portion of sales tax revenue in each of the
following categories:

(1) improvements to regular route bus service levels;

(2) improvements related to transit safety, including additional transit officials, as defined
under section 473.4075;

(3) maintenance and improvements to bus accessibility at transit stops and transit centers;

(4) transit shelter replacement and improvements under section 473.41;

(5) planning and project development for expansion of arterial bus rapid transit lines;

(6) operations and capital maintenance of arterial bus rapid transit;
(7) planning and project development for expansion of highway bus rapid transit and
bus guideway lines;

(8) operations and capital maintenance of highway bus rapid transit and bus guideways;

(9) zero-emission bus procurement and associated costs in conformance with the
zero-emission and electric transit vehicle transition plan under section 473.3927;

(10) demand response microtransit service provided by the council;

(11) financial assistance to replacement service providers under section 473.388, to
provide for service, vehicle purchases, and capital investments related to demand response
microtransit service; and

(12) financial assistance to political subdivisions and tax-exempt organizations under
section 501(c)(3) of the Internal Revenue Code for the metropolitan area active transportation
program established in section 473.248.

(c) Subject to subdivision 5, nothing in paragraph (b) prevents expenditure for additional
purposes as determined by the council.

Subd. 4. Use of funds; Transportation Advisory Board. (a) Sales tax revenue allocated
to the Transportation Advisory Board under subdivision 2, clause (2), is for grants for
highway projects that provide for one or more of the following: safety improvements; crash
reduction; support for active transportation; or maintenance.

(b) The Transportation Advisory Board must establish eligibility requirements and a
project selection process to provide the grant awards. The process must include: solicitation;
evaluation and prioritization, including technical review, scoring, and ranking; project
selection; and award of funds. To the extent feasible, the process must align with procedures
and requirements established for allocation of other sources of funds.

Subd. 5. Prohibition. (a) The council is prohibited from expending sales tax revenue
on the Southwest light rail transit (Green Line Extension) project.

(b) Paragraph (a) expires on the date of expiration of the Metropolitan Governance Task
Force as specified under article 4, section 50, subdivision 11.

Subd. 6. Tracking and information. (a) The council must maintain separate financial
information on sales tax revenue that includes:

(1) a summary of annual revenue and expenditures, including but not limited to balances
and anticipated revenue in the forecast period under section 16A.103; and
(2) for each of the categories specified under subdivision 2 in the most recent prior three fiscal years:

(i) specification of annual expenditures; and

(ii) an overview of the projects or services.

(b) The council must publish the information required under paragraph (a) on a website.

EFFECTIVE DATE; APPLICATION. This section is effective October 1, 2023, and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

ARTICLE 4

DRIVER AND VEHICLE SERVICES, DRIVER'S LICENSE AGENTS, AND DEPUTY REGISTRARS (INDEPENDENT EXPERT REVIEW PROVISIONS)

Section 1. Minnesota Statutes 2022, section 168.002, is amended by adding a subdivision to read:

Subd. 12a. Full-service provider. "Full-service provider" means a person who is appointed by the commissioner as both a deputy registrar under this chapter and a driver's license agent under chapter 171 who provides all driver services, excluding International Registration Plan and International Fuel Tax Agreement transactions. The commissioner is not a full-service provider.

Sec. 2. Minnesota Statutes 2022, section 168.327, subdivision 1, is amended to read:

Subdivision 1. Records and fees. (a) Upon request by any person authorized in this section, the commissioner [shall] or full-service provider must furnish a certified copy of any driver's license record, instruction permit record, Minnesota identification card record, vehicle registration record, vehicle title record, or accident record.

(b) Except as provided in subdivisions 4, 5a, and 5b, and other than accident records governed under section 169.09, subdivision 13, the requester [shall] must pay a fee of $10 for each certified record specified in paragraph (a) or a fee of $9 for each record that is not certified.

(c) Except as provided in subdivisions 4, 5a, and 5b, in addition to the record fee in paragraph (b), the fee for a copy of the history of any vehicle title not in electronic format is $1 for each page of the historical record.

(d) Fees of the fee collected by the commissioner under paragraph (b) for driver's license, instruction permit, and Minnesota identification card records, must be paid into the state
treasury with 50 cents of each fee credited to must be deposited in the general fund, and the remainder of the fees collected must be credited to must be deposited in the driver and vehicle services operating account in the special revenue fund under section 299A.705. Of the fee collected by a full-service provider under paragraph (b) for driver's license, instruction permit, and Minnesota identification card records, the provider must transmit 50 cents to the commissioner to be deposited in the general fund, and the provider must retain the remainder.

(c) Fees Of the fee collected by the commissioner under paragraphs (b) and (c) for vehicle registration or title records, must be paid into the state treasury with 50 cents of each fee credited to must be deposited in the general fund, and the remainder of the fees collected must be credited to must be deposited in the driver and vehicle services operating account in the special revenue fund specified in under section 299A.705. Of the fee collected by a full-service provider under paragraphs (b) and (c) for vehicle registration or title records, the provider must transmit 50 cents of each fee to the commissioner to be deposited in the general fund, and the provider must retain the remainder.

(f) Except as provided in subdivisions 4, 5a, and 5b, the commissioner shall must permit a person to inquire into a record by the person's own electronic means for a fee of $4.50 for each inquiry, except that no fee may be charged when the requester is the subject of the data. Of the fee collected by the commissioner:

(1) $2.70 must be deposited in the general fund;

(2) for driver's license, instruction permit, or Minnesota identification card records, the remainder must be deposited in the driver and vehicle services operating account in the special revenue fund under section 299A.705; and

(3) for vehicle title or registration records, the remainder must be deposited in the driver and vehicle services operating account in the special revenue fund under section 299A.705.

(g) Fees and the deposit of the fees for accident records and reports are governed by section 169.09, subdivision 13.

**EFFECTIVE DATE.** This section is effective January 1, 2024, and applies to record requests made on or after that date.

Sec. 3. Minnesota Statutes 2022, section 168.327, subdivision 2, is amended to read:

Subd. 2. **Requests for information; surcharge on fee.** (a) Except as otherwise provided in subdivision 3, the commissioner shall or full-service provider must impose a surcharge of 50 cents on each fee charged by the commissioner or full-service provider under section
13.03, subdivision 3, for copies or electronic transmittals of public information about the
registration of a vehicle or an applicant, or holder of a driver's license, instruction permit,
or Minnesota identification card.

(b) The surcharge only applies to a fee imposed in response to a request made in person
or, by mail, or to a request for transmittal through a computer modem online. The surcharge
does not apply to the request of an individual for information about that individual's driver's
license, instruction permit, or Minnesota identification card or about vehicles registered or
titled in the individual's name. The surcharges collected by a full-service provider must be
transmitted to the commissioner to be deposited in the general fund.

(c) The surcharges collected by the commissioner under this subdivision must be credited
to the general fund. The surcharges collected by a full-service provider must be transmitted
to the commissioner to be deposited in the general fund.

EFFECTIVE DATE. This section is effective January 1, 2024, and applies to record
requests made on or after that date.

Sec. 4. Minnesota Statutes 2022, section 168.327, subdivision 3, is amended to read:

Subd. 3. Exception to fee and surcharge. (a) Notwithstanding subdivision 2 or section
13.03, a fee or surcharge may not be imposed in response to a request for public information
about the registration of a vehicle if the commissioner or full-service provider is satisfied
that:

(1) the requester seeks the information on behalf of a community-based, nonprofit
organization designated by a local law enforcement agency to be a requester; and

(2) the information is needed to identify suspected prostitution law violators, controlled
substance law violators, or health code violators.

(b) The commissioner or full-service provider must not require a requester under
paragraph (a) to make a minimum number of data requests or limit the requester to a
maximum number of data requests.

EFFECTIVE DATE. This section is effective January 1, 2024, and applies to record
requests made on or after that date.
Sec. 5. Minnesota Statutes 2022, section 168.327, is amended by adding a subdivision to read:

Subd. 7. Monitoring and auditing. The commissioner must monitor and audit the furnishing of records by full-service providers under this section to ensure full-service providers are complying with this section, chapter 13, and United States Code, title 18, section 2721, et seq.

EFFECTIVE DATE. This section is effective January 1, 2024.

Sec. 6. Minnesota Statutes 2022, section 168.33, subdivision 7, is amended to read:

Subd. 7. Filing fees and surcharge; allocations. (a) In addition to all other statutory fees and taxes, a filing fee of:

(1) a $7 filing fee is imposed on every vehicle registration renewal, excluding pro rate transactions; and

(2) a $7.50 surcharge is imposed on the fee for every vehicle registration renewal, excluding pro rate transactions; and

(3) an $11 filing fee is imposed on every other type of vehicle transaction, including motor carrier fuel licenses under sections 168D.05 and 168D.06, and pro rate transactions.

(b) Notwithstanding paragraph (a):

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

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

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

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

(e) The fees collected under this subdivision paragraph (a) by the department must be allocated as follows:
(1) of the fees collected under paragraph (a), clause (1):

(i) $5.50 must be deposited in the driver and vehicle services operating account under section 299A.705, subdivision 1; and

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

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

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

(ii) $6.00 must be deposited in the driver and vehicle services operating account under section 299A.705, subdivision 1; and

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

(f) The surcharge collected under paragraph (a), clause (2), must be allocated as follows:

(1) one-third of the revenue must be deposited in the small cities assistance account under section 162.145;

(2) one-third of the revenue must be deposited in the larger cities assistance account under section 162.146; and

(3) one-third of the revenue must be deposited in the town road account under section 162.081.

(g) In addition to all other statutory fees and taxes, a $1.00 surcharge is imposed on every online transaction for which filing fees are collected under this subdivision. The proceeds from the surcharge must be deposited in the full-service provider account under section 299A.705, subdivision 5.

(h) In addition to all other statutory fees and taxes, a deputy registrar must assess a $0.50 surcharge on every transaction for which filing fees are collected under this subdivision. The surcharge must be (1) deposited in the treasury of the place for which the deputy registrar is appointed, or (2) if the deputy registrar is not a public official, retained by the deputy registrar. For purposes of this paragraph, "deputy registrar" includes a deputy registrar who is a full-service provider.

EFFECTIVE DATE. This section is effective July 1, 2023, except that paragraphs (g) and (h) are effective July 1, 2025.
Sec. 7. Minnesota Statutes 2022, section 168.345, subdivision 2, is amended to read:

Subd. 2. Lessees; information. The commissioner may not furnish information about registered owners of passenger automobiles who are lessees under a lease for a term of 180 days or more to any person except the owner of the vehicle, the lessee, personnel of law enforcement agencies and trade associations performing a member service under section 604.15, subdivision 4a, and federal, state, and local governmental units, and, at the commissioner's discretion, to persons who use the information to notify lessees of automobile recalls. The commissioner may release information about lessees in the form of summary data, as defined in section 13.02, to persons who use the information in conducting statistical analysis and market research.

Sec. 8. Minnesota Statutes 2022, section 169.09, subdivision 13, is amended to read:

Subd. 13. Reports confidential; evidence, fee, penalty, appropriation. (a) All reports and supplemental information required under this section must be for the use of the commissioner of public safety and other appropriate state, federal, county, and municipal governmental agencies for accident analysis purposes, except:

1. upon written request, the commissioner of public safety, a full-service provider as defined in section 171.01, subdivision 33a, or any law enforcement agency shall disclose the report required under subdivision 8 to:
   (i) any individual involved in the accident, the representative of the individual's estate, or the surviving spouse, or one or more surviving next of kin, or a trustee appointed under section 573.02;
   (ii) any other person injured in person, property, or means of support, or who incurs other pecuniary loss by virtue of the accident;
   (iii) legal counsel of a person described in item (i) or (ii);
   (iv) a representative of the insurer of any person described in item (i) or (ii); or
   (v) a city or county attorney or an attorney representing the state in an implied consent action who is charged with the prosecution of a traffic or criminal offense that is the result of a traffic crash investigation conducted by law enforcement;

2. the commissioner of public safety shall, upon written request, provide the driver filing a report under subdivision 7 with a copy of the report filed by the driver;

3. the commissioner of public safety may verify with insurance companies vehicle insurance information to enforce sections 65B.48, 169.792, 169.793, 169.796, and 169.797;

Article 4 Sec. 8.
(4) (3) the commissioner of public safety must provide the commissioner of transportation the information obtained for each traffic accident involving a commercial motor vehicle, for purposes of administering commercial vehicle safety regulations;

(5) upon specific request, the commissioner of public safety must provide the commissioner of transportation the information obtained regarding each traffic accident involving damage to identified state-owned infrastructure, for purposes of debt collection under section 161.20, subdivision 4; and

(6) the commissioner of public safety may give to the United States Department of Transportation commercial vehicle accident information in connection with federal grant programs relating to safety.

(b) Accident reports and data contained in the reports are not discoverable under any provision of law or rule of court. No report shall be used as evidence in any trial, civil or criminal, or any action for damages or criminal proceedings arising out of an accident. However, the commissioner of public safety must furnish, upon the demand of any person who has or claims to have made a report or upon demand of any court, a certificate showing that a specified accident report has or has not been made to the commissioner solely to prove compliance or failure to comply with the requirements that the report be made to the commissioner.

(c) Nothing in this subdivision prevents any individual who has made a report under this section from providing information to any individuals involved in an accident or their representatives or from testifying in any trial, civil or criminal, arising out of an accident, as to facts within the individual's knowledge. It is intended by this subdivision to render privileged the reports required, but it is not intended to prohibit proof of the facts to which the reports relate.

(d) Disclosing any information contained in any accident report, except as provided in this subdivision, section 13.82, subdivision 3 or 6, or other statutes, is a misdemeanor.

(e) The commissioner of public safety shall or full-service provider as defined in section 171.01, subdivision 33a, must charge authorized persons as described in paragraph (a) a $5 fee for a copy of an accident report. Ninety percent of the $5 fee collected by the commissioner under this paragraph must be deposited in the special revenue fund and credited to the driver and vehicle services operating account established in section 299A.705 and ten percent must be deposited in the general fund. Of the $5 fee collected by a full-service provider, the provider must transmit 50 cents to the commissioner to be deposited into the general fund, and the provider must retain the remainder. The commissioner may also furnish
an electronic copy of the database of accident records, which must not contain personal or private data on an individual, to private agencies as provided in paragraph (g), for not less than the cost of preparing the copies on a bulk basis as provided in section 13.03, subdivision 3.

(f) The fees specified in paragraph (e) notwithstanding, the commissioner and law enforcement agencies shall must charge commercial users who request access to response or incident data relating to accidents a fee not to exceed 50 cents per record. "Commercial user" is a user who in one location requests access to data in more than five accident reports per month, unless the user establishes that access is not for a commercial purpose. Of the money collected by the commissioner under this paragraph, 90 percent must be deposited in the special revenue fund and credited to the driver and vehicle services operating account established in section 299A.705 and ten percent must be deposited in the general fund.

(g) The fees in paragraphs (e) and (f) notwithstanding, the commissioner shall must provide an electronic copy of the accident records database to the public on a case-by-case basis using the cost-recovery charges provided for under section 13.03, subdivision 3. The database provided must not contain personal or private data on an individual. However, unless the accident records database includes the vehicle identification number, the commissioner shall must include the vehicle registration plate number if a private agency certifies and agrees that the agency:

(1) is in the business of collecting accident and damage information on vehicles;

(2) will use the vehicle registration plate number only for identifying vehicles that have been involved in accidents or damaged, to provide this information to persons seeking access to a vehicle's history and not for identifying individuals or for any other purpose; and

(3) will be subject to the penalties and remedies under sections 13.08 and 13.09.

EFFECTIVE DATE. This section is effective January 1, 2024, and applies to record requests made on or after that date.

Sec. 9. Minnesota Statutes 2022, section 169.09, is amended by adding a subdivision to read:

Subd. 20. Monitoring and auditing. The commissioner must monitor and audit the furnishing of records by full-service providers under this section to ensure full-service providers are complying with this section, chapter 13, and United States Code, title 18, section 2721, et seq.

EFFECTIVE DATE. This section is effective January 1, 2024.
Sec. 10. Minnesota Statutes 2022, section 171.01, is amended by adding a subdivision to read:

Subd. 33a. **Full-service provider.** "Full-service provider" has the meaning given in section 168.002, subdivision 12a.

Sec. 11. Minnesota Statutes 2022, section 171.06, is amended by adding a subdivision to read:

Subd. 12. **Preapplication.** (a) The commissioner must establish a process for an applicant to submit an electronic preapplication for a driver's license or identification card. The commissioner must design the preapplication so that the applicant must enter information required for the application. The preapplication process must generate a list of documents the applicant is required to submit in person at the time of the application. At the time an individual schedules an appointment to apply for a driver's license or identification card, the commissioner, full-service provider, or driver's license agent who is scheduling the appointment must provide to the applicant a link to the preapplication website.

(b) An applicant who submitted a preapplication is required to appear in person before the commissioner, a full-service provider, or a driver's license agent to submit a completed application for the driver's license or identification card.

Sec. 12. Minnesota Statutes 2022, section 171.061, subdivision 4, is amended to read:

Subd. 4. **Fee; equipment.** (a) The agent may charge and retain a filing fee of $8 for each application as follows:

<table>
<thead>
<tr>
<th>Application Type</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) New application for a noncompliant, REAL ID-compliant, or enhanced driver's license or identification card</td>
<td>$16.00</td>
</tr>
<tr>
<td>(2) Renewal application for a noncompliant, REAL ID-compliant, or enhanced driver's license or identification card</td>
<td>$11.00</td>
</tr>
</tbody>
</table>

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

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

(c) The department must maintain the photo identification and vision examination equipment for all agents appointed as of January 1, 2000. Upon the retirement, resignation, death, or discontinuance of an existing agent, and if a new agent is appointed in an existing office pursuant to Minnesota Rules, chapter 7404, and notwithstanding the above or Minnesota Rules, part 7404.0400, the department shall provide and maintain photo identification equipment without additional cost to a newly appointed agent in that office if the office was provided the equipment by the department before January 1, 2000. All photo identification and vision examination equipment must be compatible with standards established by the department.

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

EFFECTIVE DATE. This section is effective October 1, 2023, and applies to applications made on or after that date.

Sec. 13. Minnesota Statutes 2022, section 171.0705, is amended by adding a subdivision to read:

Subd. 11. Manual and study material availability. The commissioner must publish the driver's manual and study support materials for the written exam and skills exam. The study support materials must focus on the subjects and skills that are most commonly failed by exam takers. The commissioner must ensure that the driver's manual and study support materials are easily located and are available for no cost.

Sec. 14. Minnesota Statutes 2022, section 171.12, subdivision 1a, is amended to read:

Subd. 1a. Driver and vehicle services information system; security and auditing. (a) The commissioner must establish written procedures to ensure that only individuals
authorized by law may enter, update, or access not public data collected, created, or
maintained by the driver and vehicle services information system. An authorized individual's
ability to enter, update, or access data in the system must correspond to the official duties
or training level of the individual and to the statutory authorization granting access for that
purpose. All queries and responses, and all actions in which data are entered, updated,
accessed, shared, or disseminated, must be recorded in a data audit trail. Data contained in
the audit trail are public to the extent the data are not otherwise classified by law.

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

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

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

(e) For purposes of this subdivision, "disciplinary action" means a formal or informal
disciplinary measure, including but not limited to requiring corrective action or suspending
or revoking the individual's access to the driver and vehicle information system.
EFFECTIVE DATE. This section is effective October 1, 2023. Paragraphs (b), (c), and (e) apply to audits of data use that are open on or after October 1, 2023.

Sec. 15. Minnesota Statutes 2022, section 171.13, subdivision 1, is amended to read:

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

1. a test of the applicant's eyesight, provided that this requirement is met by submission of a vision examination certificate under section 171.06, subdivision 7;
2. a test of the applicant's ability to read and understand highway signs regulating, warning, and directing traffic;
3. a test of the applicant's knowledge of (i) traffic laws; (ii) the effects of alcohol and drugs on a driver's ability to operate a motor vehicle safely and legally, and of the legal penalties and financial consequences resulting from violations of laws prohibiting the 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 bicycles; 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 shall make provision for giving the examinations under this subdivision either in the county where the applicant resides or at a place adjacent thereto reasonably convenient to the applicant.
(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.

(c) The commissioner must ensure that no fewer than the following number of exam stations locations are available:

1. After July 1, 2023, and before July 1, 2024, 93 exam stations;
2. After July 1, 2024, and before July 1, 2025, 83 exam stations;
3. After July 1, 2025, and before July 1, 2026, 73 exam stations; and
4. After July 1, 2026, and thereafter, 60 exam stations.

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) A located exam station must be open a minimum of one day per week.

(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. The information must be easily accessible and must not require a person to sign in or provide any other information, except an address, in order to see available exam dates.

EFFECTIVE DATE. This section is effective July 1, 2023. Paragraph (d) is effective July 1, 2026. Paragraph (e) is effective January 1, 2024.

Sec. 16. Minnesota Statutes 2022, section 171.13, subdivision 1a, is amended to read:

Subd. 1a. Waiver when license issued by another jurisdiction. (a) If the commissioner determines that an applicant 21 years of age or older possesses a valid driver's license issued by another state, United States territory, or jurisdiction that requires a comparable examination for obtaining a driver's license, the commissioner may waive the requirement that the applicant pass a written knowledge examination and demonstrate ability to exercise ordinary and reasonable control in the operation of a motor vehicle on determining that the applicant possesses a valid driver's license issued by a jurisdiction that requires a comparable demonstration for license issuance.
(b) If the commissioner determines that an applicant 21 years of age or older possesses a valid driver's license with a two-wheeled vehicle endorsement issued by another state, United States territory, or jurisdiction that requires a comparable examination for obtaining the endorsement, the commissioner must waive the requirements that the applicant for a two-wheeled vehicle endorsement pass a written knowledge examination and demonstrate the ability to exercise ordinary and reasonable control in the operation of a motor vehicle.

(c) For purposes of this subdivision, "jurisdiction" includes, but is not limited to, both the active and reserve components of any branch or unit of the United States armed forces, and "valid driver's license" includes any driver's license that is recognized by that branch or unit as currently being valid, or as having been valid at the time of the applicant's separation or discharge from the military within a period of time deemed reasonable and fair by the commissioner, up to and including one year past the date of the applicant's separation or discharge.

EFFECTIVE DATE. This section is effective August 1, 2023, and applies to applications made on or after that date.

Sec. 17. [171.375] STUDENT PASS RATE.

(a) For each driver training school, the commissioner must determine the percentage of students from that school who pass the written exam or road test on the student's first attempt, second attempt, or third or subsequent attempt. The commissioner must publicly post the information collected under this section on the department's website. At a minimum, the commissioner must update this information on the department's website at least every six months. The information must be searchable by the name of a school or a location.

(b) By January 1 and July 1 of each year, each driver training school must provide to the commissioner a list of all students who completed coursework at the school during the previous six months.

Sec. 18. [299A.704] DRIVER AND VEHICLE SERVICES FUND.

A driver and vehicle services fund is created in the state treasury. The fund consists of accounts and money as specified by law and any other money otherwise donated, allotted, or transferred to the fund.

EFFECTIVE DATE. This section is effective the day following final enactment.
Sec. 19. Minnesota Statutes 2022, section 299A.705, subdivision 1, is amended to read:

Subdivision 1. **Driver and vehicle services operating account.** (a) The **driver and vehicle services operating account is created in the special revenue driver and vehicle** services fund, consisting of all money from the vehicle services fees specified in chapters 168, 168A, and 168D, all money collected under chapter 171, and any other money donated, allotted, transferred, or otherwise provided to the account.

(b) Funds appropriated from the account must be used by the commissioner of public safety to administer:

(1) the vehicle services specified in chapters 168, 168A, and 168D, and section 169.345, including:

(i) designing, producing, issuing, and mailing vehicle registrations, plates, emblems, and titles;

(ii) collecting title and registration taxes and fees;

(iii) transferring vehicle registration plates and titles;

(iv) maintaining vehicle records;

(v) issuing disability certificates and plates;

(vi) licensing vehicle dealers;

(vii) appointing, monitoring, and auditing deputy registrars; and

(viii) inspecting vehicles when required by law; and

(2) the driver services specified in chapters 169A and 171, including the activities associated with producing and mailing drivers' licenses and identification cards and notices relating to issuance, renewal, or withdrawal of driving and identification card privileges for any fiscal year or years and for the testing and examination of drivers.

Sec. 20. Minnesota Statutes 2022, section 299A.705, subdivision 3, is amended to read:

Subd. 3. **Driver and vehicle services technology account.** (a) The **driver and vehicle services technology account is created in the special revenue driver and vehicle services** fund, consisting of the technology surcharge collected as specified in chapters 168, 168A, and 171; the filing fee revenue collected under section 168.33, subdivision 7; and any other money donated, allotted, transferred, or otherwise provided to the account.
(b) Money in the account is annually appropriated to the commissioner of public safety for the development, deployment, and maintenance of the driver and vehicle services information systems.

(c) By January 15 of each year, the commissioner must submit a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance concerning the account, which must include information on (1) total revenue deposited in the driver and vehicle services technology account, with a breakdown by sources of funds; and (2) an estimate of ongoing system maintenance costs, including a breakdown of the amounts spent by category.

Sec. 21. Minnesota Statutes 2022, section 299A.705, is amended by adding a subdivision to read:

Subd. 5. Full-service provider account. (a) The full-service provider account is created in the driver and vehicle services fund, consisting of surcharges described in section 168.33, subdivision 7, and any other money donated, allotted, transferred, or otherwise provided to the account.

(b) Money in the account is annually appropriated to the commissioner of public safety to distribute to full-service providers, as defined in section 168.002, subdivision 12a, and deputy registrars. The commissioner must distribute the money in the account as quarterly payments to each full-service provider and deputy registrar that was in operation during the previous quarter based proportionally on the total number of transactions completed by each full-service provider and deputy registrar. For the purposes of the distribution calculation in this paragraph, the number of transactions completed by a deputy registrar must first be multiplied by 0.2.

EFFECTIVE DATE. This section is effective July 1, 2023, and the first quarterly distribution must be made on or before October 15, 2023.

Sec. 22. REPORT; DEPUTY REGISTRAR AND DRIVER'S LICENSE AGENT FINANCIAL SUSTAINABILITY.

By July 1, 2024, the commissioner of public safety must report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation finance and policy an evaluation of deputy registrar and driver's license agent operations in the vehicle registration and driver's licensing system. The commissioner must engage with stakeholders in preparing and developing the report. The report, at a minimum, must:
(1) evaluate the current performance and impact of the quality of services provided by private deputy registrars and driver's license agents to the residents of Minnesota;

(2) evaluate and make recommendations on how to implement financial sustainability for private deputy registrars;

(3) detail the amount of financial assistance necessary to sustain a permanent role for private deputy registrars and driver's license agents;

(4) explain each proposed model of financial assistance or support for deputy registrars;

(5) detail a five-, ten-, and 20-year analysis on the role of deputy registrars and driver's license agents in the vehicle registration and driver's licensing system;

(6) evaluate and make recommendations on the long-term and market-rate financial assistance necessary to transition away from private deputy registrars and driver's license agents;

(7) explain and make recommendations on proposed legislation on the Division of Driver and Vehicle Services assuming all of the services provided by private deputy registrars and driver's license agents;

(8) identify and evaluate whether the Division of Driver and Vehicle Services has sufficient financial resources to assume all the services provided by private deputy registrars and driver's license agents; and

(9) propose legislation and make recommendations on fees and appropriations needed for the Division of Driver and Vehicle Services to assume all services provided by deputy registrars and driver's license agents.

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

Sec. 23. REPORT; DRIVER AND VEHICLE SERVICES RECOMMENDATIONS.

(a) By January 15, 2024, the commissioner of public safety must report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation finance and policy on driver and vehicle services recommendations and operations. The report must:

(1) review recommendations from the independent expert review of driver and vehicle services issued January 12, 2022, as identified under paragraph (b);

(2) review the recommendations made to the commissioner in the legislative auditor's report on driver examination stations issued in March 2021;
(3) provide the commissioner's plan for exam station locations, including how many
exam stations will remain open and the locations of the exam stations;

(4) identify whether any limited driver's license agents are unable to become full-service
providers because of the restrictions in Minnesota Statutes, section 171.061, and Minnesota
Rules, chapter 7404, and, if so, whether the commissioner would recommend any exceptions
to allow the limited driver's license agent to participate in the fee-sharing provisions of this
act; and

(5) propose any changes to statutes necessary or beneficial in implementing
recommendations under clauses (1) and (2).

(b) The report must include information on the independent expert review
recommendations to:

(1) revise the deputy registrar and driver's license agent contracts to encourage all deputy
registrars and driver's license agents to become or remain full-service providers as defined
in Minnesota Statutes, section 168.002, subdivision 12a;

(2) determine how best to utilize certified and impartial third parties for administration
of knowledge and road tests;

(3) implement data and reporting practices to assist the commissioner in making decisions
focused on the residents of the state;

(4) conduct a staffing review that balances staff quantity and quality, leverages technology
automations and configurations, and establishes performance standards and targets that
meet the needs of the state;

(5) identify performance and service standards and create a deputy registrar performance
scorecard and a driver's license agent performance scorecard that monitors user performance
to ensure a consistently positive experience for Minnesotans;

(6) provide a rapid response communication method for situations where deputy registrars
or driver's license agents need immediate support;

(7) explore ways to speed up background checks of new employees at the division of
driver and vehicle services offices and deputy registrar offices, including using a police
department or county sheriff;

(8) promote the preapplication process and expand the use of preapplications to all
possible, relevant areas;
(9) evaluate and make recommendations to the legislature on areas where it is appropriate
to make preapplications mandatory;

(10) adjust policies and practices to automate as many approval transactions as possible;

(11) determine the proper user level field needed by transaction type and explore
additional differentiated user levels in MNDRIVE;

(12) allow deputy registrars to have increased visibility to and influence on the
MNDRIVE enhancement process;

(13) engage a learning consultant and create a content strategy and communications
campaign to meet the needs of Minnesota residents, including a feedback loop for continuous
improvement and evolution;

(14) provide additional training and clear guidance regarding permissible use of records
and enable in-application notation of usage other than for paid transactions;

(15) consider what security measures are appropriate at each deputy registrar or driver's
license agent location, including the possible need for a security officer or for cameras with
recording capabilities;

(16) offer training in de-escalation and negotiation techniques to all public-facing staff;

(17) examine the potential of allowing online applications for replacement class D drivers'licenses;

(18) conduct an analysis to determine whether extending the validity of a class D driver's
license would benefit the residents of the state and make recommendations to the legislature
on a renewal fee structure for renewal periods longer than four years but not more than nine
years;

(19) explore options to encourage people to conduct transactions online or in person
instead of by mail; and

(20) study the feasibility of splitting revenue from mail or online vehicle transactions
between the commissioner and deputy registrars and full-service providers.

(c) For each of the recommendations under paragraph (a), clauses (1) and (2), and
paragraph (b), the report must specify the status from one of the following categories:

(1) the recommendation is under ongoing active consideration or review, including to:

(i) describe the current state of the analysis; and

(ii) provide the anticipated timeline to conclude the review;
(2) the recommendation is in the process of being implemented, including to:

(i) describe how the recommendation is being implemented;

(ii) provide the anticipated timeline for implementation; and

(iii) provide an estimated cost of implementing the recommendation;

(3) the recommendation has been implemented, including to:

(i) describe when and how the recommendation was implemented;

(ii) describe the outcome of implementing the recommendation; and

(iii) provide an estimated cost of implementing the recommendation; or

(4) the recommendation will not be implemented, including to:

(i) provide a detailed explanation of why the recommendation will not be implemented;

(ii) provide an estimated cost to implement the recommendation;

(iii) provide an estimated timeline to implement the recommendation; and

(iv) describe any unmet needs that, if met, would allow the commissioner to implement

the recommendation.

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

**ARTICLE 5**

**DRIVER AND VEHICLE SERVICES CONFORMING CHANGES**

Section 1. Minnesota Statutes 2022, section 168.013, subdivision 8, is amended to read:

Subd. 8. **Tax proceeds to highway user fund; fee proceeds to vehicle services**

account. (a) Unless otherwise specified in this chapter, the net proceeds of the registration

tax imposed under this chapter must be collected by the commissioner, paid into the state

treasury, and credited to the highway user tax distribution fund.

(b) All fees collected under this chapter, unless otherwise specified, must be deposited

in the driver and vehicle services operating account in the special revenue fund under section

299A.705.

Sec. 2. Minnesota Statutes 2022, section 168.1293, subdivision 7, is amended to read:

Subd. 7. **Deposit of fee; appropriation.** The commissioner shall deposit the application

fee under subdivision 2, paragraph (a), clause (3), in the driver and vehicle services operating

account of the special revenue fund under section 299A.705. An amount sufficient to pay
the department's cost in implementing and administering this section, including payment
of refunds under subdivision 4, is appropriated to the commissioner from that account.

Sec. 3. Minnesota Statutes 2022, section 168.1295, subdivision 5, is amended to read:

Subd. 5. Contribution and fees credited. Contributions under subdivision 1, paragraph
(a), clause (5), must be paid to the commissioner and credited to the state parks and trails
donation account established in section 85.056. The other fees collected under this section
must be deposited in the driver and vehicle services operating account of the special revenue
fund under section 299A.705.

Sec. 4. Minnesota Statutes 2022, section 168.1296, subdivision 5, is amended to read:

Subd. 5. Contribution and fees credited. Contributions under subdivision 1, paragraph
(a), clause (5), must be paid to the commissioner and credited to the Minnesota critical
habitat private sector matching account established in section 84.943. The fees collected
under this section must be deposited in the driver and vehicle services operating account of
the special revenue fund under section 299A.705.

Sec. 5. Minnesota Statutes 2022, section 168.1298, subdivision 5, is amended to read:

Subd. 5. Contribution and fees credited. Contributions under subdivision 1, paragraph
(a), clause (5), must be paid to the commissioner and credited to the Minnesota "Support
Our Troops" account established in section 190.19. The fees collected under this section
must be deposited in the driver and vehicle services operating account in the special revenue
fund under section 299A.705.

Sec. 6. Minnesota Statutes 2022, section 168.27, subdivision 11, is amended to read:

Subd. 11. Dealers' licenses; location change notice; fee. (a) Application for a dealer's
license or notification of a change of location of the place of business on a dealer's license
must include a street address, not a post office box, and is subject to the commissioner's
approval.

(b) Upon the filing of an application for a dealer's license and the proper fee, unless the
application on its face appears to be invalid, the commissioner shall grant a 90-day temporary
license. During the 90-day period following issuance of the temporary license, the
commissioner shall inspect the place of business site and insure compliance with this section
and rules adopted under this section.
(c) The commissioner may extend the temporary license 30 days to allow the temporarily licensed dealer to come into full compliance with this section and rules adopted under this section.

(d) In no more than 120 days following issuance of the temporary license, the dealer license must either be granted or denied.

(e) A license must be denied under the following conditions:

(1) The license must be denied if within the previous ten years the applicant was enjoined due to a violation of section 325F.69 or convicted of violating section 325E.14, 325E.15, 325E.16, or 325F.69, or convicted under section 609.53 of receiving or selling stolen vehicles, or convicted of violating United States Code, title 49, sections 32701 to 32711 or pleaded guilty, entered a plea of nolo contendere or no contest, or has been found guilty in a court of competent jurisdiction of any charge of failure to pay state or federal income or sales taxes or felony charge of forgery, embezzlement, obtaining money under false pretenses, theft by swindle, extortion, conspiracy to defraud, or bribery.

(2) A license must be denied if the applicant has had a dealer license revoked within the previous ten years.

(f) If the application is approved, the commissioner shall license the applicant as a dealer for one year from the date the temporary license is granted and issue a certificate of license that must include a distinguishing number of identification of the dealer. The license must be displayed in a prominent place in the dealer's licensed place of business.

(g) Each initial application for a license must be accompanied by a fee of $100 in addition to the annual fee. The annual fee is $150. The initial fees and annual fees must be paid into the state treasury and credited to the general fund except that $50 of each initial and annual fee must be paid into the driver and vehicle services operating account in the special revenue fund under section 299A.705.

Sec. 7. Minnesota Statutes 2022, section 168.326, is amended to read:

168.326 EXPEDITED DRIVER AND VEHICLE SERVICES; FEE.

(a) When an applicant requests and pays an expedited service fee of $20, in addition to other specified and statutorily mandated fees and taxes, the commissioner shall expedite the processing of an application for a driver's license, driving instruction permit, Minnesota identification card, or vehicle title transaction.
(b) A driver's license agent or deputy registrar may retain $10 of the expedited service fee for each expedited service request processed by the licensing agent or deputy registrar.

c) When expedited service is requested, materials must be mailed or delivered to the requester within three days of receipt of the expedited service fee excluding Saturdays, Sundays, or the holidays listed in section 645.44, subdivision 5. The requester shall comply with all relevant requirements of the requested document.

(d) The commissioner may decline to accept an expedited service request if it is apparent at the time it is made that the request cannot be granted.

e) The expedited service fees collected under this section for an application for a driver's license, driving instruction permit, or Minnesota identification card minus any portion retained by a licensing agent or deputy registrar under paragraph (b) must be paid into the driver and vehicle services operating account in the special revenue fund specified under section 299A.705.

(f) The expedited service fees collected under this section for a transaction for a vehicle service minus any portion retained by a licensing agent or deputy registrar under paragraph (b) must be paid into the vehicle services operating account in the special revenue fund specified under section 299A.705.

Sec. 8. Minnesota Statutes 2022, section 168.327, subdivision 5b, is amended to read:

Subd. 5b. Custom data request record fees. (a) For purposes of this subdivision, "custom data request records" means a total of 1,000 or more (1) vehicle title records, (2) vehicle registration records, or (3) driver's license records.

(b) The commissioner must charge a fee of $0.02 per record for custom data request records.

(c) Of the fees collected for custom data request records:

(1) 20 percent must be credited:

(i) for vehicle title or registration records, to the driver and vehicle services operating account under section 299A.705, subdivision 1, and is appropriated to the commissioner for the purposes of this subdivision; and

(ii) for driver's license records, to the driver services operating account under section 299A.705, subdivision 2, and is appropriated to the commissioner for the purposes of this subdivision;
(2) 30 percent must be credited to the data security account in the special revenue fund
under section 3.9741, subdivision 5; and
(3) 50 percent must be credited to the driver and vehicle services technology account
under section 299A.705, subdivision 3.
(d) The commissioner may impose an additional fee for technical staff to create a custom
set of data under this subdivision.

Sec. 9. Minnesota Statutes 2022, section 168.381, subdivision 4, is amended to read:
Subd. 4. Appropriations. (a) Money appropriated to the Department of Public Safety
to procure the plates for any fiscal year or years is available for allotment, encumbrance,
and expenditure from and after the date of the enactment of the appropriation. Materials
and equipment used in the manufacture of plates are subject only to the approval of the
commissioner.
(b) This section contemplates that money to be appropriated to the Department of Public
Safety to carry out the terms and provisions of this section will be appropriated by the
legislature from the highway user tax distribution fund.
(c) A sum sufficient is appropriated annually from the driver and vehicle services
operating account in the special revenue fund under section 299A.705 to the commissioner
to pay the costs of purchasing, delivering, and mailing plates, registration stickers, and
registration notices.

Sec. 10. Minnesota Statutes 2022, section 168A.152, subdivision 2, is amended to read:
Subd. 2. Inspection fee; proceeds allocated. (a) A fee of $35 must be paid to the
department before the department issues a certificate of title for a vehicle that has been
inspected and for which a certificate of inspection has been issued pursuant to subdivision
1. The only additional fee that may be assessed for issuing the certificate of title is the filing
fee imposed under section 168.33, subdivision 7.
(b) Of the fee collected by the department under this subdivision, for conducting
inspections under subdivision 1, $20 must be deposited in the general fund and the remainder
of the fee collected must be deposited in the driver and vehicle services operating account
in the special revenue fund as specified in under section 299A.705.

Sec. 11. Minnesota Statutes 2022, section 168A.29, subdivision 1, is amended to read:
Subdivision 1. Amounts. (a) The department must be paid the following fees:
(1) for filing an application for and the issuance of an original certificate of title, $8.25, of which $4.15 must be paid into the driver and vehicle services operating account under section 299A.705, subdivision 1, and a surcharge of $2.25 must be added to the fee and credited to the driver and vehicle services technology account under section 299A.705, subdivision 3;

(2) for each security interest when first noted upon a certificate of title, including the concurrent notation of any assignment thereof and its subsequent release or satisfaction, $2, except that no fee is due for a security interest filed by a public authority under section 168A.05, subdivision 8;

(3) for each assignment of a security interest when first noted on a certificate of title, unless noted concurrently with the security interest, $1; and

(4) for issuing a duplicate certificate of title, $7.25, of which $3.25 must be paid into the driver and vehicle services operating account under section 299A.705, subdivision 1, and a surcharge of $2.25 must be added to the fee and credited to the driver and vehicle services technology account under section 299A.705, subdivision 3.

(b) In addition to the fee required under paragraph (a), clause (1), the department must be paid $3.50. The additional $3.50 fee collected under this paragraph must be deposited in the special revenue fund and credited to the public safety motor vehicle account established in section 299A.70.

Sec. 12. Minnesota Statutes 2022, section 168A.31, subdivision 2, is amended to read:

Subd. 2. Expenses; appropriation. All necessary expenses incurred by the department for the administration of sections 168A.01 to 168A.31 must be paid from money in the driver and vehicle services operating account of the special revenue fund as specified in under section 299A.705, and such funds are hereby appropriated.

Sec. 13. Minnesota Statutes 2022, section 168D.06, is amended to read:

168D.06 FUEL LICENSE FEES.

License fees paid to the commissioner under the International Fuel Tax Agreement must be deposited in the driver and vehicle services operating account in the special revenue fund under section 299A.705. The commissioner shall charge an annual fuel license fee of $15, an annual application filing fee of $13 for quarterly reporting of fuel tax, and a reinstatement fee of $100 to reinstate a revoked International Fuel Tax Agreement license.
Sec. 14. Minnesota Statutes 2022, section 168D.07, is amended to read:

168D.07 FUEL DECAL FEE.

The commissioner shall issue a decal or other identification to indicate compliance with the International Fuel Tax Agreement. The commissioner shall collect a fee for the decal or other identification in the amount established in section 168.12, subdivision 5. Decal or other identification fees paid to the commissioner under this section must be deposited in the driver and vehicle services operating account in the special revenue fund under section 299A.705.

Sec. 15. Minnesota Statutes 2022, section 169A.60, subdivision 16, is amended to read:

Subd. 16. Fees credited. Fees collected from the sale or reinstatement of license plates under this section must be paid into the state treasury and credited one-half to the driver and vehicle services operating account in the special revenue fund specified in under section 299A.705 and one-half to the general fund.

Sec. 16. Minnesota Statutes 2022, section 171.07, subdivision 11, is amended to read:

Subd. 11. Standby or temporary custodian. (a) Upon the written request of the applicant and upon payment of an additional fee of $4.25, the department shall issue a driver's license or Minnesota identification card bearing a symbol or other appropriate identifier indicating that the license holder has appointed an individual to serve as a standby or temporary custodian under chapter 257B.

(b) The request must be accompanied by a copy of the designation executed under section 257B.04.

(c) The department shall maintain a computerized records system of all individuals listed as standby or temporary custodians by driver's license and identification card applicants. This data must be released to appropriate law enforcement agencies under section 13.69. Upon a parent's request and payment of a fee of $4.25, the department shall revise its list of standby or temporary custodians to reflect a change in the appointment.

(d) At the request of the license or cardholder, the department shall cancel the standby or temporary custodian indication without additional charge. However, this paragraph does not prohibit a fee that may be applicable for a duplicate or replacement license or card, renewal of a license, or other service applicable to a driver's license or identification card.

(e) Notwithstanding sections 13.08, subdivision 1, and 13.69, the department and department employees are conclusively presumed to be acting in good faith when employees

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rely on statements made, in person or by telephone, by persons purporting to be law enforcement and subsequently release information described in paragraph (b). When acting in good faith, the department and department personnel are immune from civil liability and not subject to suit for damages resulting from the release of this information.

(f) The department and its employees:

(1) have no duty to inquire or otherwise determine whether a designation submitted under this subdivision is legally valid and enforceable; and

(2) are immune from all civil liability and not subject to suit for damages resulting from a claim that the designation was not legally valid and enforceable.

(g) Of the fees received by the department under this subdivision:

(1) Up to $61,000 received must be deposited in the general fund.

(2) All other fees must be deposited in the driver and vehicle services operating account in the special revenue fund specified in section 299A.705.

Sec. 17. Minnesota Statutes 2022, section 171.13, subdivision 7, is amended to read:

Subd. 7. Examination fees. (a) A fee of $10 must be paid by an individual to take a third and any subsequent knowledge test administered by the department if the individual has failed two previous consecutive knowledge tests on the subject.

(b) A fee of $20 must be paid by an individual to take a third and any subsequent skills or road test administered by the department if the individual has previously failed two consecutive skill or road tests in a specified class of motor vehicle.

(c) A fee of $20 must be paid by an individual who fails to appear for a scheduled skills or road test or who cancels a skills or road test within 24 hours of the appointment time.

(d) All fees received under this subdivision must be paid into the state treasury and credited to the driver and vehicle services operating account in the special revenue fund specified under section 299A.705.

Sec. 18. Minnesota Statutes 2022, section 171.26, is amended to read:

171.26 MONEY CREDITED TO FUNDS.

Subdivision 1. Driver and vehicle services operating account. Unless otherwise specified, all money received under this chapter must be paid into the state treasury and credited to the driver and vehicle services operating account in the special revenue fund.
specified under sections section 299A.705, except as provided in subdivision 2 of that
section; 171.06, subdivision 2a; 171.07, subdivision 11, paragraph (g); 171.20, subdivision
4, paragraph (d); and 171.29, subdivision 2, paragraph (b).

Sec. 19. Minnesota Statutes 2022, section 171.29, subdivision 2, is amended to read:

Subd. 2. Reinstatement fees and surcharges allocated and appropriated. (a) An
individual whose driver's license has been revoked by reason of one or more convictions,
pleas of guilty, forfeitures of bail not vacated, or mandatory revocations under section
169.791, 169.792, 169.797, 171.17, or 171.172, and who is otherwise eligible for
reinstatement must pay a single $30 fee before the driver's license is reinstated. An individual
whose driver's license has been revoked under provisions specified in both this paragraph
and paragraph (b) must pay the reinstatement fee as provided in paragraph (b).

(b) A person whose driver's license has been revoked under section 169A.52, 169A.54,
171.177, 609.2112, 609.2113, or 609.2114, or Minnesota Statutes 2012, section 609.21,
must pay a $250 fee plus a $430 surcharge for each instance of revocation before the driver's
license is reinstated, except as provided in paragraph (f). The $250 fee must be credited as
follows:

1) 20 percent to the driver and vehicle services operating account in the special revenue
fund as specified in under section 299A.705;

2) 67 percent to the general fund;

3) eight percent to a separate account to be known as the Bureau of Criminal
Apprehension account. Money in this account is annually appropriated to the commissioner
of public safety and the appropriated amount must be apportioned 80 percent for laboratory
costs and 20 percent for carrying out the provisions of section 299C.065; and

4) five percent to a separate account to be known as the vehicle forfeiture account,
which is created in the special revenue fund. The money in the account is annually
appropriated to the commissioner for costs of handling vehicle forfeitures.

(c) The revenue from $50 of the surcharge must be credited to a separate account to be
known as the traumatic brain injury and spinal cord injury account. The revenue from $50
of the surcharge on a reinstatement under paragraph (f) is credited from the first installment
payment to the traumatic brain injury and spinal cord injury account. The money in the
account is annually appropriated to the commissioner of health to be used as follows: 83
percent for contracts with a qualified community-based organization to provide information,
resources, and support to assist persons with traumatic brain injury and their families to
access services, and 17 percent to maintain the traumatic brain injury and spinal cord injury registry created in section 144.662. For the purposes of this paragraph, a "qualified community-based organization" is a private, not-for-profit organization of consumers of traumatic brain injury services and their family members. The organization must be registered with the United States Internal Revenue Service under section 501(c)(3) as a tax-exempt organization and must have as its purposes:

1. the promotion of public, family, survivor, and professional awareness of the incidence and consequences of traumatic brain injury;
2. the provision of a network of support for persons with traumatic brain injury, their families, and friends;
3. the development and support of programs and services to prevent traumatic brain injury;
4. the establishment of education programs for persons with traumatic brain injury; and
5. the empowerment of persons with traumatic brain injury through participation in its governance.

A patient's name, identifying information, or identifiable medical data must not be disclosed to the organization without the informed voluntary written consent of the patient or patient's guardian or, if the patient is a minor, of the parent or guardian of the patient.

(d) The remainder of the surcharge must be credited to a separate account to be known as the remote electronic alcohol-monitoring program account. The commissioner shall transfer the balance of this account to the commissioner of management and budget on a monthly basis for deposit in the general fund.

(e) When these fees are collected by a driver's license agent, appointed under section 171.061, a filing fee is imposed in the amount specified under section 171.061, subdivision 4. The reinstatement fees, surcharge, and filing fee must be deposited in an approved depository as directed under section 171.061, subdivision 4.

(f) A person whose driver's license has been revoked as provided in subdivision 1 under section 169A.52, 169A.54, or 171.177 may choose to pay 50 percent and an additional $25 of the total amount of the surcharge and 50 percent of the fee required under paragraph (b) to reinstate the person's driver's license, provided the person meets all other requirements of reinstatement. If a person chooses to pay 50 percent of the total and an additional $25, the driver's license must expire after two years. The person must pay an additional 50 percent less $25 of the total to extend the license for an additional two years, provided the person...
is otherwise still eligible for the license. After this final payment of the surcharge and fee, the license may be renewed on a standard schedule, as provided under section 171.27. A filing fee may be imposed for each installment payment. Revenue from the filing fee is credited to the driver and vehicle services operating account in the special revenue fund under section 299A.705 and is appropriated to the commissioner.

(g) Any person making installment payments under paragraph (f), whose driver's license subsequently expires, or is canceled, revoked, or suspended before payment of 100 percent of the surcharge and fee, must pay the outstanding balance due for the initial reinstatement before the driver's license is subsequently reinstated. Upon payment of the outstanding balance due for the initial reinstatement, the person may pay any new surcharge and fee imposed under paragraph (b) in installment payments as provided under paragraph (f).

Sec. 20. Minnesota Statutes 2022, section 171.36, is amended to read:

171.36 LICENSE FEES; RENEWAL.

All licenses expire one year from the date of issuance and may be renewed upon application to the commissioner. Each application for an original or renewal school license must be accompanied by a fee of $150 and each application for an original or renewal instructor's license must be accompanied by a fee of $50. The license fees collected under sections 171.33 to 171.41 must be paid into the driver and vehicle services operating account in the special revenue fund specified under section 299A.705. A license fee must not be refunded in the event that the license is rejected or revoked.

Sec. 21. REVISOR INSTRUCTION.

The revisor of statutes must change the terms "driver services operating account" and "vehicle services operating account" to "driver and vehicle services operating account" wherever the terms appear in Minnesota Statutes.

Sec. 22. REPEALER.

Minnesota Statutes 2022, sections 168.121, subdivision 5; 168.1282, subdivision 5; 168.1294, subdivision 5; 168.1299, subdivision 4; and 299A.705, subdivision 2, are repealed.
ARTICLE 6

METROPOLITAN COUNCIL GOVERNANCE AND OPERATIONS

Section 1. Minnesota Statutes 2022, section 151.37, subdivision 12, is amended to read:

Subd. 12. Administration of opiate antagonists for drug overdose. (a) A licensed physician, a licensed advanced practice registered nurse authorized to prescribe drugs pursuant to section 148.235, or a licensed physician assistant may authorize the following individuals to administer opiate antagonists, as defined in section 604A.04, subdivision 1:

(1) an emergency medical responder registered pursuant to section 144E.27;
(2) a peace officer as defined in section 626.84, subdivision 1, paragraphs (c) and (d);
(3) correctional employees of a state or local political subdivision;
(4) staff of community-based health disease prevention or social service programs;
(5) a volunteer firefighter; and
(6) a licensed school nurse or certified public health nurse employed by, or under contract with, a school board under section 121A.21; and
(7) transit rider investment program personnel authorized under section 473.4075.

(b) For the purposes of this subdivision, opiate antagonists may be administered by one of these individuals only if:

(1) the licensed physician, licensed physician assistant, or licensed advanced practice registered nurse has issued a standing order to, or entered into a protocol with, the individual; and
(2) the individual has training in the recognition of signs of opiate overdose and the use of opiate antagonists as part of the emergency response to opiate overdose.

(c) Nothing in this section prohibits the possession and administration of naloxone pursuant to section 604A.04.

EFFECTIVE DATE. This section is effective July 1, 2023.

Sec. 2. [174.48] CONSTRUCTION OF NONARTERIAL BUS RAPID TRANSIT FACILITIES.

If a planned bus rapid transit line has either a total estimated construction cost of more than $100,000,000 or 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 all bus rapid transit projects excluding the Gold Line bus rapid transit project.

Sec. 3. Minnesota Statutes 2022, section 357.021, subdivision 6, is amended to read:

Subd. 6. Surcharges on criminal and traffic offenders. (a) Except as provided in this
subdivision, the court shall impose and the court administrator shall collect a $75 surcharge
on every person convicted of any felony, gross misdemeanor, misdemeanor, or petty
misdemeanor offense, other than a violation of: (1) a law or ordinance relating to vehicle
parking, for which there shall be is a $12 surcharge; and (2) section 609.855, subdivision
1, 3, or 3a, for which there is a $25 surcharge. When a defendant is convicted of more than
one offense in a case, the surcharge shall be imposed only once in that case. In the Second
Judicial District, the court shall impose, and the court administrator shall collect, an additional
$1 surcharge on every person convicted of any felony, gross misdemeanor, misdemeanor,
or petty misdemeanor offense, including a violation of a law or ordinance relating to vehicle
parking, if the Ramsey County Board of Commissioners authorizes the $1 surcharge. The
surcharge shall be imposed whether or not the person is sentenced to imprisonment or the
sentence is stayed. The surcharge shall not be imposed when a person is convicted of a petty
misdemeanor for which no fine is imposed.

(b) The court may reduce the amount or waive payment of the surcharge required under
this subdivision on a showing of indigency or undue hardship upon the convicted person
or the convicted person's immediate family. Additionally, the court may permit the defendant
to perform community work service in lieu of a surcharge.

(c) The court administrator or other entity collecting a surcharge shall forward it to the
commissioner of management and budget.

(d) If the convicted person is sentenced to imprisonment and has not paid the surcharge
before the term of imprisonment begins, the chief executive officer of the correctional
facility in which the convicted person is incarcerated shall collect the surcharge from any
earnings the inmate accrues from work performed in the facility or while on conditional
release. The chief executive officer shall forward the amount collected to the court
administrator or other entity collecting the surcharge imposed by the court.

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(e) A person who enters a diversion program, continuance without prosecution, continuance for dismissal, or stay of adjudication for a violation of chapter 169 must pay the surcharge described in this subdivision. A surcharge imposed under this paragraph shall be imposed only once per case.

(f) The surcharge does not apply to administrative citations issued pursuant to section 169.999.

**EFFECTIVE DATE.** This section is effective July 1, 2023, and applies to violations committed on or after that date.

Sec. 4. Minnesota Statutes 2022, section 357.021, subdivision 7, is amended to read:

Subd. 7. Disbursement of surcharges by commissioner of management and budget. (a) Except as provided in paragraphs (b) to (d), the commissioner of management and budget shall disburse surcharges received under subdivision 6 as follows:

1. one percent shall be credited to the peace officer training account in the game and fish fund to provide peace officer training for employees of the Department of Natural Resources who are licensed under sections 626.84 to 626.863, and who possess peace officer authority for the purpose of enforcing game and fish laws; and
2. 99 percent shall be credited to the general fund.

(b) The commissioner of management and budget shall credit $3 of each surcharge received under subdivision 6 to the general fund.

(c) In addition to any amounts credited under paragraph (a), the commissioner of management and budget shall credit the following to the general fund:

- $47 of each surcharge received under subdivision 6
- the $12 parking surcharge
- the $25 surcharge for a violation of section 609.855, subdivision 1, 3, or 3a.

(d) If the Ramsey County Board of Commissioners authorizes imposition of the additional $1 surcharge provided for in subdivision 6, paragraph (a), the court administrator in the Second Judicial District shall transmit the surcharge to the commissioner of management and budget. The $1 special surcharge is deposited in a Ramsey County surcharge account in the special revenue fund and amounts in the account are appropriated to the trial courts for the administration of the petty misdemeanor diversion program operated by the Second Judicial District Ramsey County Violations Bureau.

**EFFECTIVE DATE.** This section is effective July 1, 2023, and applies to violations committed on or after that date.
Sec. 5. [473.1201] METROPOLITAN COUNCIL GOVERNANCE; CHARTER COMMISSION.

Subdivision 1. Metropolitan Council legislative delegation. For purposes of this act the "Metropolitan Council legislative delegation" means all elected members of the house of representatives and senate whose legislative district includes a portion of Carver, Hennepin, Scott, Anoka, Ramsey, Dakota, or Washington counties.

Subd. 2. Chair of the delegation. The chair of the Metropolitan Council house of representatives delegation and the chair of the Metropolitan Council senate delegation shall be chosen by their respective bodies and act as co-chairs of the Metropolitan Council legislative delegation.

EFFECTIVE DATE. This section is effective August 1, 2023, and applies to the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 6. [473.1202] CHARTER COMMISSION; NOMINATIONS AND APPOINTMENTS; TERMS.

Subdivision 1. Nominations and appointments. (a) Within 30 days of the effective date of this act the Metropolitan Council legislative delegation shall nominate 38 persons as candidates for the appointment of a charter commission to frame a charter to provide for the form of government for the Metropolitan Council. Two persons from each of the 16 Metropolitan Council districts and six persons at-large shall be nominated. Nominated persons cannot be an employee of a city or county, an elected official, or a registered lobbyist.

(b) Within 30 days of the selection of nominees, the judges of the second judicial district shall appoint the charter commission of 17 members consisting of one appointee from each Metropolitan Council district and one appointee to serve at-large.

Subd. 2. Terms. Members of the charter commission shall hold office until December 31, 2024. Vacancies shall be filled by the appointing authority. Appointments shall be made by filing with the Metropolitan Council. An appointee shall file acceptance of the appointment with the Metropolitan Council within ten days or be considered to have declined the appointment. If a charter is adopted at the November 2024 election, the members shall continue to serve until a new commission is appointed or until the effective date of the charter in 2026, whichever occurs first.

Subd. 3. Chair; rules. The charter commission shall meet within 30 days after the initial appointment, elect a chair, and establish rules, including quorum requirements for its operation and procedures.
Subd. 4. **Expenses and administration.** The members of the charter commission shall receive no compensation except reimbursement for expenses actually incurred in the course of their duties. The Metropolitan Council may make an appropriation to the charter commission to be used to employ research and clerical assistance, for supplies, and to meet expenses considered necessary by the charter commission. The charter commission shall have the right to request and receive assistance from the Metropolitan Council staff.

**EFFECTIVE DATE.** This section is effective August 1, 2023, and applies to the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 7. [473.1203] **POWERS AND DUTIES.**

Before December 31, 2024, the charter commission shall deliver to the Metropolitan Council a draft of a proposed charter. The report must be signed by a majority of the members of the charter commission. The proposed charter may provide for any form of government consistent with the Constitution of the state of Minnesota. Notwithstanding any law to the contrary, it may provide for the election of Metropolitan Council members.

**EFFECTIVE DATE.** This section is effective August 1, 2023, and applies to the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 8. [473.1204] **ELECTION; BALLOT.**

Subdivision 1. **Procedure; notice.** Upon delivery of the proposed charter to the Metropolitan Council, the chair of the council must present the charter to the secretary of state. The secretary of state shall forward the charter to the county auditor of each county in the metropolitan area. The county auditor of each county must submit an identical question to the voters at the general election in 2024. The election shall be conducted as nearly as possible in accordance with chapters 410 and 200 to 209. The notice of election must contain the complete charter and must be published once a week for two successive weeks in a qualified newspaper of general circulation within the county.

Subd. 2. **Ballot form.** The ballot must be in the following form:

"Shall the proposed Metropolitan Council charter be adopted?"

Yes .......

No .......

The voter shall place an "X" after one of the last two words to express the voter's choice.

**EFFECTIVE DATE.** This section is effective August 1, 2023, and applies to the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.
Sec. 9. [473.1205] EFFECTIVE DATE.

If a majority of all the voters voting in the counties at the election vote in favor of the proposed charter, it shall be adopted. The charter shall take effect two years after the election. At that time the courts shall take judicial notice of the new charter.

EFFECTIVE DATE. This section is effective August 1, 2023, and applies to the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 10. [473.1206] CONFORMING AMENDMENTS.

If the charter includes a provision requiring Metropolitan Council members to be elected, the legislature shall amend state statute to effectuate the new charter provision.

EFFECTIVE DATE. This section is effective August 1, 2023, and applies to the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 11. Minnesota Statutes 2022, section 473.146, subdivision 1, is amended to read:

Subdivision 1. Requirement. The council shall adopt a long-range comprehensive policy plan for transportation, climate action, and wastewater treatment. The plans must substantially conform to all policy statements, purposes, goals, standards, and maps in the development guide developed and adopted by the council under this chapter. Each policy plan must include, to the extent appropriate to the functions, services, and systems covered, the following:

1. forecasts of changes in the general levels and distribution of population, households, employment, land uses, and other relevant matters, for the metropolitan area and appropriate subareas;
2. a statement of issues, problems, needs, and opportunities with respect to the functions, services, and systems covered;
3. a statement of the council’s goals, objectives, and priorities with respect to the functions, services, and systems covered, addressing areas and populations to be served, the levels, distribution, and staging of services; a general description of the facility systems required to support the services; the estimated cost of improvements required to achieve the council’s goals for the regional systems, including an analysis of what portion of the funding for each improvement is proposed to come from the state, Metropolitan Council levies, and cities, counties, and towns in the metropolitan area, respectively, and other similar matters;
(4) a statement of policies to effectuate the council's goals, objectives, and priorities;

(5) a statement of the fiscal implications of the council's plan, including a statement of:

(i) the resources available under existing fiscal policy; (ii) the adequacy of resources under existing fiscal policy and any shortfalls and unattended needs; (iii) additional resources, if any, that are or may be required to effectuate the council's goals, objectives, and priorities; and (iv) any changes in existing fiscal policy, on regional revenues and intergovernmental aids respectively, that are expected or that the council has recommended or may recommend;

(6) a statement of the relationship of the policy plan to other policy plans and chapters of the Metropolitan Development Guide;

(7) a statement of the relationships to local comprehensive plans prepared under sections 473.851 to 473.871; and

(8) additional general information as may be necessary to develop the policy plan or as may be required by the laws relating to the metropolitan agency and function covered by the policy plan; and

(9) forecasts pertaining to greenhouse gas emissions that are generated from activity that occurs within local jurisdictions, including from transportation, land use, energy use, solid waste, livestock, and agriculture and the estimated impact of strategies that reduce or naturally sequester greenhouse gas emissions across sectors.

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. 12. Minnesota Statutes 2022, section 473.146, is amended by adding a subdivision to read:

Subd. 5. Development guide; climate action. The climate action chapter must include policies that describe how metropolitan system plans, as defined under section 473.852, subdivision 8, meet greenhouse gas emissions reduction goals established by the state under section 216H.02, subdivision 1, and transportation targets established by the commissioner of transportation, including vehicle miles traveled reduction targets established in the statewide multimodal transportation plan under section 174.03, subdivision 1a.

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. 13. [473.248] METROPOLITAN AREA ACTIVE TRANSPORTATION PROGRAM.

Subdivision 1. Definition. For purposes of this section, "active transportation" means bicycling, pedestrian activities, and other forms of nonmotorized transportation.

Subd. 2. Program established. Subject to available funds received under section 473.4465, the council must establish a program to support active transportation within the metropolitan area.

Subd. 3. Program administration. (a) The council must establish active transportation program requirements, including:

(1) assistance eligibility, subject to the requirements under subdivision 4;

(2) a solicitation and application process that minimizes the burden on applicants; and

(3) procedures to award and pay financial assistance.

(b) The council must annually conduct a solicitation for active transportation projects under this program.

(c) The council must make reasonable efforts to publicize each application solicitation among all eligible recipients. The council must assist applicants to create and submit applications, with an emphasis on providing assistance in communities that are historically and currently underrepresented in local or regional planning, including communities of color, low-income households, people with disabilities, and people with limited English proficiency.

(d) The council may provide grants or other financial assistance for a project.

(e) The council is prohibited from expending more than one percent of available funds in a fiscal year under this section on program administration.

Subd. 4. Eligibility. An eligible recipient of financial assistance under this section includes:

(1) a political subdivision; or

(2) a tax-exempt organization under section 501(c)(3) of the Internal Revenue Code, as amended.

Subd. 5. Use of funds. The council must determine permissible uses of financial assistance under this section, which are limited to:
Subd. 6. **Project evaluation and selection.** The council must establish a project evaluation and selection committee. The chair of the council must appoint one city council member or mayor from each council district to serve on the committee. The committee must establish a process to select projects that are competitive, criteria-based, and objective. The process must include criteria and prioritization of projects based on:

1. the project's inclusion in a municipal or regional nonmotorized transportation system plan;
2. the extent to which policies or practices of the political subdivision encourage and promote complete street planning, design, and construction;
3. the extent to which the project supports connections between communities and to key destinations within a community;
4. identified barriers or deficiencies in the nonmotorized transportation system;
5. identified safety or health benefits;
6. geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and
7. the ability of a grantee to maintain the active transportation infrastructure following project completion.

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

Sec. 14. Minnesota Statutes 2022, section 473.3994, subdivision 1a, is amended to read:

Subd. 1a. **Designation of responsible authority.** For each proposed light rail transit facility in the metropolitan area, the governor must designate either the Metropolitan Council or the state of Minnesota acting through the commissioner of transportation as the entity responsible for planning, designing, acquiring, constructing, and equipping the facility. Notwithstanding such designation, the commissioner and the council may enter into one or more cooperative agreements with the Metropolitan Council with respect to the planning, designing, acquiring, constructing, or equipping of a particular light rail transit facility that provide for the parties to exercise their respective authorities in support of the project in a manner that best serves the project and the public.
87.1 **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.

87.2 Sec. 15. Minnesota Statutes 2022, section 473.3994, subdivision 4, is amended to read:

87.3 Subd. 4. **Preliminary design plans; council hearing.** If the governing body of one or more cities, counties, or towns disapproves the preliminary design plans within the period allowed under subdivision 3, the council shall hold a hearing on the plans, giving the commissioner of transportation, if the responsible authority, any disapproving local governmental units, and other persons an opportunity to present their views on the plans.

87.4 The council may conduct independent study as it deems desirable and may mediate and attempt to resolve disagreements about the plans. Within 60 days after the hearing, the council shall review the plans and shall decide what amendments to the plans, if any, must be made to accommodate the objections presented by the disapproving local governmental units. Amendments to the plans as decided by the council must be made before continuing the planning and designing process.

87.5 **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.

87.6 Sec. 16. Minnesota Statutes 2022, section 473.3994, subdivision 7, is amended to read:

87.7 Subd. 7. **Council review.** If the commissioner is the responsible authority, Before proceeding with construction of a light rail transit facility, the commissioner must submit preliminary and final design plans to the Metropolitan Council. The council must review the plans for consistency with the council's development guide and approve the plans.

87.8 **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.

87.9 Sec. 17. Minnesota Statutes 2022, section 473.3994, subdivision 9, is amended to read:

87.10 Subd. 9. **Light rail transit operating costs.** (a) Before submitting an application for federal assistance for light rail transit facilities in the metropolitan area, the Metropolitan Council must prepare an estimate of the amount of operating subsidy which will be required to operate light rail transit in the corridor to which the federal assistance would be applied. The estimate must indicate the amount of operating subsidy estimated to be required in each of the first ten years of operation of the light rail transit facility. If the commissioner of transportation is the responsible authority, The commissioner must provide information requested by the council that is necessary to make the estimate.
(b) The council must review and evaluate the estimate developed under paragraph (a) with regard to the effect of operating the light rail transit facility on the currently available mechanisms for financing transit in the metropolitan area.

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. 18. Minnesota Statutes 2022, section 473.3994, subdivision 14, is amended to read:

Subd. 14. Transfer of facility after construction. If the commissioner of transportation is the responsible authority for a particular light rail transit facility, the commissioner must transfer to the Metropolitan Council all facilities constructed and all equipment and property acquired in developing the particular light rail transit facility upon completion of 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. 19. Minnesota Statutes 2022, section 473.3995, is amended to read:

473.3995 LIGHT RAIL TRANSIT; DESIGN-BUILD METHOD.

(a) A responsible authority may use a design-build method of project development and construction for light rail transit. Notwithstanding any law to the contrary, a responsible authority may award a design-build contract on the basis of requests for proposals or requests for qualifications without bids. "Design-build method of project development and construction" means a project delivery system in which a single contractor is responsible for both the design and construction of the project and bids the design and construction together.

(b) If a responsible authority utilizes a design-build method of project development and construction for light rail transit, the requirements and procedures in sections 161.3410 to 161.3426 apply to the procurement, subject to the following conditions and exceptions:

(1) if the Metropolitan Council is the responsible authority for a particular light rail transit project, when used in sections 161.3410 to 161.3426, (i) the terms "commissioner," "Minnesota Department of Transportation," "department," "state agencies," and "road authority" refer to the Metropolitan Council, and (ii) the term "state" refers to the Metropolitan Council except in references to state law or in references to the state as a geographical location;
the provisions of section 161.3412, subdivisions 3 and 4, are not applicable to
the procurement; and

if any federal funds are used in developing or constructing the light rail transit
project, any provisions in sections 161.3410 to 161.3426 that are inconsistent with, or
prohibited by, any federal law, regulation, or other requirement are not applicable to the
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. 20. 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. 21. 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. 22. [473.4065] TRANSIT RIDER ACTIVITY.

Subdivision 1. Code of conduct; establishment. (a) The council must adopt a rider code of conduct for transit passengers. The council must post a copy of the code of conduct in a prominent location at each light rail transit station and each park-and-ride station.

(b) The code of conduct must not prohibit sleeping in a manner that does not otherwise violate conduct requirements.

Subd. 2. Code of conduct; violations. (a) For purposes of this subdivision:

(1) "peace officer" has the meaning given in section 626.84, subdivision 1, paragraph (c); and

(2) "transit official" has the meaning given in section 473.4075, subdivision 1.

(b) A peace officer may order a person to depart a transit vehicle or transit facility for a violation of the rider code of conduct established under subdivision 1 if the person continues to act in violation of the code of conduct after being warned once by a transit official to stop.

Subd. 3. Paid fare zones. The council must establish and clearly designate paid fare zones at each light rail transit station where the council utilizes self-service, barrier-free fare collection.

Subd. 4. Light rail transit facility monitoring. (a) The council must implement public safety monitoring and response activities at light rail transit facilities that include:

(1) placement of security cameras and sufficient associated lighting that provide live coverage for (i) the entire area of each light rail transit station, and (ii) each light rail transit vehicle;

(2) installation of a public address system at each light rail transit station that is capable of providing information and warnings to passengers; and

(3) real-time active monitoring of passenger activity and potential violations throughout the light rail transit system.

(b) The monitoring activities must include timely maintenance or replacement of malfunctioning cameras or public address systems.

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. 23. [473.4075] TRANSIT RIDER INVESTMENT PROGRAM.

Subdivision 1. Definitions. (a) For purposes of this section, the following terms and the terms defined in section 609.855, subdivision 7, have the meanings given.

(b) "Transit official" means an individual who is authorized as TRIP personnel, a community service officer, or a peace officer as defined in section 626.84, subdivision 1, paragraph (c).

(c) "TRIP personnel" means persons specifically authorized by the council for the TRIP program under this section, including but not limited to fare inspection and enforcement, who are not peace officers or community service officers.

(d) "TRIP" or "program" means the transit rider investment program established in this section.

Subd. 2. Program established. (a) Subject to available funds, the council must implement a transit rider investment program that provides for TRIP personnel deployment, fare payment inspection, administrative citation issuance, rider education and assistance, and improvements to the transit experience.

(b) As part of program implementation, the council must:

(1) adopt a resolution that establishes the program and establishes fine amounts in accordance with subdivision 8;

(2) establish policies and procedures that govern authorizing and training TRIP personnel, TRIP personnel uniforms, issuing an administrative citation, and contesting an administrative citation;

(3) consult with interested stakeholders on the design of the program;

(4) develop a TRIP personnel recruitment plan that includes informing and supporting potential applicants who are:

   (i) representative of transit users; and

   (ii) from cultural, ethnic, and racial communities that are historically underrepresented in state or local public service; and

(5) develop a TRIP personnel strategic deployment plan that:

   (i) requires teams of at least two individuals; and
(ii) targets deployment to times and locations with identified concentrations of activity
that are subject to an administrative citation, other citations, or arrest or that negatively
impact the rider experience.

Subd. 3. TRIP manager. The council must appoint a TRIP manager to manage the
program. The TRIP manager must have managerial experience in social services, transit
service, or law enforcement. The TRIP manager is a TRIP personnel staff member.

Subd. 4. TRIP personnel; duties; requirements. (a) The duties of the TRIP personnel
include:

1. monitoring and responding to passenger activity including:
   (i) educating passengers and specifying expectations related to the council's rider code
   of conduct; and
   (ii) assisting passengers in obtaining social services, such as through information and
   referrals;
   (2) acting as a liaison to social service agencies;
   (3) providing information to passengers on using the transit system;
   (4) providing direct navigation assistance and accompaniment to passengers who have
   a disability, are elderly, or request enhanced personal aid;
   (5) performing fare payment inspections;
   (6) issuing administrative citations as provided in subdivision 6; and
   (7) obtaining assistance from peace officers or community service officers as necessary.

(b) An individual who is authorized as TRIP personnel must be an employee of the
council and must wear the uniform as established by the council at all times when on duty.

Subd. 5. TRIP personnel; training. Training for TRIP personnel must include the
following topics:

1. early warning techniques, crisis intervention, conflict de-escalation, and conflict
resolution;

2. identification of persons likely in need of social services;

3. locally available social service providers, including services for homelessness, mental
health, and addiction;

4. policies and procedures for administrative citations; and
(5) administration of opiate antagonists in a manner that meets the requirements under
section 151.37, subdivision 12.

Subd. 6. Administrative citations; authority; issuance. (a) A transit official has the
exclusive authority to issue an administrative citation to a person who commits a violation
under section 609.855, subdivision 1, 3, or 3a.

(b) An administrative citation must include notification that the person has the right to
contest the citation, basic procedures for contesting the citation, and information on the
timeline and consequences for failure to contest the citation or pay the fine.

(c) The council must not mandate or suggest a quota for the issuance of administrative
citations under this section.

(d) Issuance and resolution of an administrative citation is a bar to prosecution under
section 609.855, subdivision 1, 3, or 3a, or for any other violation arising from the same
conduct.

Subd. 7. Administrative citations; disposition. (a) A person who commits a violation
under section 609.855, subdivision 1, 3, or 3a, and is issued an administrative citation under
this section must, within 90 days of issuance, pay the fine as specified or contest the citation.
A person who fails to either pay the fine or contest the citation within the specified period
is considered to have waived the contested citation process and is subject to collections.

(b) The council must provide a civil process for a person to contest the administrative
citation before a neutral third party. The council may employ a council employee not
associated with its transit operations to hear and rule on challenges to administrative citations
or may contract with another unit of government or a private entity to provide the service.

(c) The council may contract with credit bureaus, public and private collection agencies,
the Department of Revenue, and other public or private entities providing collection services
as necessary for the collection of fine debts under this section. As determined by the council,
collection costs are added to the debts referred to a public or private collection entity for
collection. Collection costs include the fees of the collection entity and may include, if
separately provided, skip tracing fees, credit bureau reporting charges, and fees assessed
by any public entity for obtaining information necessary for debt collection. If the collection
entity collects an amount less than the total due, the payment is applied proportionally to
collection costs and the underlying debt.

Subd. 8. Administrative citations; penalties. (a) The amount of a fine under this section
must be set at no less than $35 and no more than $100.
(b) Subject to paragraph (a), the council may adopt a graduated structure that increases the fine amount for second and subsequent violations.

(c) The council may adopt an alternative resolution procedure under which a person may resolve an administrative citation in lieu of paying a fine by complying with terms established by the council for community service, prepayment of future transit fares, or both. The alternative resolution procedure must be available only to a person who has committed a violation under section 609.855, subdivision 1, 3, or 3a, for the first time, unless the person demonstrates financial hardship under criteria established by the council.

EFFECTIVE DATE; APPLICATION. This section is effective July 1, 2023, except that subdivisions 1 and 3 are effective the day following final enactment. This section applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 24. [473.4077] LEGISLATIVE REPORT; TRANSIT SAFETY AND RIDER EXPERIENCE.

Subdivision 1. Definitions. For purposes of this section, the terms defined in section 473.4075 have the meanings given.

Subd. 2. Legislative report. (a) Annually by February 15, the council must submit a report on transit safety and rider experience to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

(b) At a minimum, the report must:

(1) provide an overview of transit safety issues and actions taken by the council to improve safety, including improvements made to equipment and infrastructure;

(2) provide an overview of the rider code of conduct and measures required under section 473.4065;

(3) provide an overview of the transit rider investment program (TRIP) under section 473.4075 and the program's structure and implementation;

(4) provide an overview of the activities of TRIP personnel, including specifically describing the activities of uniformed transit safety officials;

(5) provide a description of all policies adopted pursuant to section 473.4075, the need for each policy, and a copy of each policy;

(6) if the council adopted an alternative resolution procedure pursuant to section 473.4075, subdivision 5, provide:
(i) a description of that procedure;
(ii) the criteria used to determine financial hardship; and
(iii) for each of the previous three calendar years, how frequently the procedure was used, the number of community service hours performed, and the total amount paid as prepayment of transit fares;
(7) for each of the previous three calendar years:
(i) identify the number of fare compliance inspections that were completed including the total number and the number as a percentage of total rides;
(ii) state the number of warnings and citations issued by the Metro Transit Police Department and transit agents, including a breakdown of which type of officer or official issued the citation, the statutory authority for issuing the warning or citation, the reason given for each warning or citation issued, and the total number of times each reason was given;
(iii) state the number of administrative citations that were appealed pursuant to section 473.4075, the number of those citations that were dismissed on appeal, and a breakdown of the reasons for dismissal;
(iv) include data and statistics on crime rates occurring on public transit vehicles and surrounding transit stops and stations;
(v) state the number of peace officers employed by the Metro Transit Police Department;
(vi) state the average number of peace officers employed by the Metro Transit Police Department; and
(vii) state the number of uniformed transit safety officials and community service officers who served as transit agents;
(8) analyze impacts of the TRIP on fare compliance and customer experience for riders including rates of fare violations; and
(9) make recommendations on the following:
(i) changes to the administrative citation program; and
(ii) methods to improve safety on public transit and at transit stops and stations.

**EFFECTIVE DATE; APPLICATION.** This section is effective July 1, 2023, and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.
Sec. 25. Minnesota Statutes 2022, section 473.859, is amended by adding a subdivision to read:

Subd. 7. Climate action plan. The council must specify how the information in section 473.146, subdivision 5, must be incorporated into comprehensive plan content.

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. 26. Minnesota Statutes 2022, section 609.855, subdivision 1, is amended to read:

Subdivision 1. Unlawfully obtaining services; petty misdemeanor. (a) A person is guilty of a petty misdemeanor who intentionally obtains or attempts to obtain service for himself, herself, or another person from a provider of public transit or from a public conveyance by doing any of the following:

1. occupies or rides in any public transit vehicle without paying the applicable fare or otherwise obtaining the consent of the transit provider including:
   (i) the use of a reduced fare when a person is not eligible for the fare; or
   (ii) the use of a fare medium issued solely for the use of a particular individual by another individual;

2. presents a falsified, counterfeit, photocopied, or other deceptively manipulated fare medium as fare payment or proof of fare payment;

3. sells, provides, copies, reproduces, or creates any version of any fare medium without the consent of the transit provider; or

4. puts or attempts to put any of the following into any fare box, pass reader, ticket vending machine, or other fare collection equipment of a transit provider:
   (i) papers, articles, instruments, or items other than fare media or currency; or
   (ii) a fare medium that is not valid for the place or time at, or the manner in, which it is used.

(b) Where self-service barrier-free fare collection is utilized by a public transit provider, it is a violation of this subdivision to intentionally fail to exhibit proof of fare payment upon the request of an authorized transit representative when entering, riding upon, or leaving a transit vehicle or when present in a designated paid fare zone located in a transit facility.

(c) A person who violates this subdivision must pay a fine of no more than $10.
EFFECTIVE DATE. This section is effective July 1, 2023, and applies to violations committed on or after that date.

Sec. 27. Minnesota Statutes 2022, section 609.855, subdivision 3, is amended to read:

Subd. 3. Prohibited activities; petty misdemeanor. (a) A person is guilty of a petty misdemeanor who, while riding in a vehicle providing public transit service:

(1) operates a radio, television, tape player, electronic musical instrument, or other electronic device, other than a watch, which amplifies music, unless the sound emanates only from earphones or headphones and except that vehicle operators may operate electronic equipment for official business;

(2) smokes or carries lighted smoking paraphernalia;

(3) consumes food or beverages, except when authorized by the operator or other official of the transit system;

(4) who throws or deposits litter, or while riding in a vehicle providing public transit service is guilty of a petty misdemeanor.

(b) A person is guilty of a violation of this subdivision only if the person continues to act in violation of this subdivision after being warned once by an authorized transit representative to stop the conduct.

EFFECTIVE DATE. This section is effective July 1, 2023, and applies to violations committed on or after that date.

Sec. 28. Minnesota Statutes 2022, section 609.855, is amended by adding a subdivision to read:

Subd. 3a. Prohibited activities; misdemeanor. (a) A person who performs any of the following while in a transit vehicle or at a transit facility is guilty of a misdemeanor:

(1) smokes, as defined in section 144.413, subdivision 4;

(2) urinates or defecates;

(3) consumes an alcoholic beverage, as defined in section 340A.101, subdivision 2;

(4) damages a transit vehicle or transit facility in a manner that meets the requirements for criminal damage to property in the fourth degree under section 609.595, subdivision 3.
which includes but is not limited to vandalism, defacement, and placement of graffiti as defined in section 617.90, subdivision 1; or

(5) engages in disorderly conduct as specified in section 609.72, subdivision 1, clause (3).

(b) A peace officer, as defined in section 626.84, subdivision 1, paragraph (c), may order a person to depart a transit vehicle or transit facility for a violation under paragraph (a).

EFFECTIVE DATE. This section is effective July 1, 2023, and applies to violations committed on or after that date.

Sec. 29. Minnesota Statutes 2022, section 609.855, subdivision 7, is amended to read:

Subd. 7. Definitions. (a) The definitions in this subdivision apply in this section.

(b) "Public transit" or "transit" has the meaning given in section 174.22, subdivision 7.

(c) "Public transit vehicle" or "transit vehicle" means any vehicle used for the purpose of providing public transit, whether or not the vehicle is owned or operated by a public entity.

(d) "Public transit facilities" or "transit facilities" means any vehicles, equipment, property, structures, stations, improvements, plants, parking or other facilities, or rights that are owned, leased, held, or used for the purpose of providing public transit, whether or not the facility is owned or operated by a public entity.

(e) "Fare medium" means a ticket, smart card, pass, coupon, token, transfer, or other medium sold or distributed by a public transit provider, or its authorized agents, for use in gaining entry to or use of the public transit facilities or vehicles of the provider.

(f) "Proof of fare payment" means a fare medium valid for the place or time at, or the manner in, which it is used. If using a reduced-fare medium, proof of fare payment also includes proper identification demonstrating a person's eligibility for the reduced fare. If using a fare medium issued solely for the use of a particular individual, proof of fare payment also includes an identification document bearing a photographic likeness of the individual and demonstrating that the individual is the person to whom the fare medium is issued.

(g) "Authorized transit representative" means the person authorized by the transit provider to operate the transit vehicle, a peace officer, a transit official under section 473.4075, subdivision 1, or any other person designated by the transit provider as an authorized transit representative under this section.

EFFECTIVE DATE. This section is effective the day following final enactment.
Sec. 30. Laws 2021, First Special Session chapter 5, article 4, section 143, is amended to read:

Sec. 143. STUDY ON POST-COVID PANDEMIC PUBLIC TRANSPORTATION.

(a) From funds specified under Minnesota Statutes, section 161.53, paragraph (b), the commissioner of transportation Using existing resources, the Metropolitan Council must arrange and pay for a study by the Center for Transportation Studies at the University of Minnesota that examines public transportation after the COVID-19 pandemic is substantially curtailed in the United States. At a minimum, the study must:

(1) focus primarily on transit service for commuters in throughout the metropolitan area, as defined in Minnesota Statutes, section 473.121, subdivision 2;

(2) specifically review Northstar Commuter Rail and commuter-oriented transit service by the Metropolitan Council and by the suburban transit providers; and

(3) provide analysis and projections for the public transit system in the metropolitan area, as defined in Minnesota Statutes, section 473.121, subdivision 2, on anticipated changes in:

(i) ridership;

(ii) demand for different modes and forms of active and public transportation;

(iii) transit service levels and features;

(iv) revenue and expenditures; and

(v) long-term impacts.

(b) By February October 1, 2024, the commissioner chair of the Metropolitan Council must provide a copy of the study to the members of the legislative committees with jurisdiction over transportation policy and finance.

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. 31. Laws 2022, chapter 39, section 2, is amended to read:

Sec. 2. SOUTHWEST LIGHT RAIL TRANSIT; EXPENDITURES AND SCHEDULE.

(a) Annually by January 1 and July 1, the Metropolitan Council must provide status updates on the Southwest light rail transit project to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. Each status update must include:

(1) total expenditures on the project during the previous six months as compared to projections;

(2) total expenditures on the project anticipated over the next six months; and

(3) total expenditures on the project to date;

(4) the total project cost estimate; and

(5) any change in the date of anticipated project completion.

(b) The Metropolitan Council must notify the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance within seven calendar days of making a determination that:

(1) the anticipated Southwest light rail project completion date is delayed by six months or more beyond the estimated completion date determined as of the effective date of this section;

(2) the anticipated Southwest light rail project completion date is delayed by six months or more beyond the most recent estimated completion date;

(3) the total Southwest light rail project cost is anticipated to increase by five percent or more above the project cost estimate determined as of the effective date of this section;

(4) the total Southwest light rail project cost is anticipated to increase by five percent or more above the most recent cost estimate.

(c) On a monthly basis and at least 30 days prior to making an expenditure for the Southwest light rail transit project, the Metropolitan Council must submit an expenditure notification for review and comment, to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance, and to the
members of the Legislative Commission on Metropolitan Government. A notification must include the following for each expenditure or for a subtotal of related expenditures:

(1) the expenditure or subtotal amount;

(2) the specific standard cost category; and

(3) identification or a brief summary of the nature of the expenditure.

(d) It is the intent of the legislature that the requirements in paragraph (c) are repealed following enactment of substantive changes to the governance structure of the Metropolitan Council.

EFFECTIVE DATE; APPLICATION. This section is effective the day following final enactment and applies to expenditures made on or after October 1, 2023. This section applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 32. COMMISSION ON METROPOLITAN GOVERNANCE.

Subdivision 1. Established. A study commission on metropolitan governance is established to study and make recommendations to the legislature on reform and governance of the Metropolitan Council and the advisability of adopting the metropolitan home rule charter.

Subd. 2. Membership. (a) The commission consists of the following members:

(1) the chairs and ranking minority members of the legislative committees with primary jurisdiction over transportation finance and policy and state and local government finance and policy;

(2) two persons representing cities in the metropolitan area, appointed by the Association of Metropolitan Municipalities;

(3) two county commissioners representing counties in the metropolitan area, appointed by the Association of Minnesota Counties;

(4) one person representing townships in the metropolitan area, appointed by the Minnesota Association of Townships;

(5) one person representing an employee collective bargaining unit of the Metropolitan Council, appointed by the Minnesota AFL-CIO;

(6) one person representing private business, appointed by the Minnesota Chamber of Commerce;

(7) one person representing transit, appointed by Move Minnesota;
(8) one person representing institutions of higher education, appointed by the Office of Higher Education; and

(9) two members of the public, appointed by the Legislative Coordinating Commission.

(b) The appointing authorities under paragraph (a) must make the appointments by July 15, 2023.

Subd. 3. Chair; other officers. The commission must elect from among its members a chair and vice-chair and any other officers that the commission determines would be necessary or convenient.

Subd. 4. Duties. The commission must study and evaluate options to reform and reconstitute governance of the Metropolitan Council. The study must include an analysis of the costs and benefits of:

(1) direct election of members to the Metropolitan Council;

(2) a combination of directly elected and appointed members to the Metropolitan Council;

(3) a council of governments which would replace the current Metropolitan Council;

(4) reapportioning responsibilities of the Metropolitan Council to state agencies and local units of government;

(5) any other regional governance approaches that are viable alternatives to the current structure of the Metropolitan Council; and

(6) after reviewing all the evidence, the study commission has the authority to prepare a home rule charter for the metropolitan council that will be submitted to the voters during the 2024 election.

Subd. 5. State; metropolitan agencies must cooperate; subcommittees. The Metropolitan Council and state and metropolitan agencies must cooperate with the commission and provide information requested in a timely fashion. The commission may establish subcommittees and invite other stakeholders to participate in the commission's study and development of recommendations.

Subd. 6. No compensation or expenses; grants. Members of the commission may not receive compensation or per diem for participation on the commission. The commission may accept grant funds from any federal, state, local, or nongovernmental source to support its work and offset any costs, provided accepting the money does not create a conflict of interest for the commission or its members. The Legislative Coordinating Commission may administer any grant money given to the commission.
Subd. 7. **Administrative support; staff.** The Legislative Coordinating Commission must provide meeting space, administrative support, and staff support for the commission. The commission may hold meetings in any publicly accessible location in the Capitol complex that is equipped with technology that can facilitate remote testimony.

Subd. 8. **Open meeting law.** Meetings of the commission are subject to Minnesota Statutes, chapter 13D.

Subd. 9. **Report.** By February 1, 2024, the commission must report its findings and recommendations to the chairs and ranking minority members of the legislative committees with responsibility for or jurisdiction over the Metropolitan Council and metropolitan agencies.

**EFFECTIVE DATE; EXPIRATION; APPLICATION.** This section is effective the day following final enactment and expires June 30, 2024. Subdivisions 5, 6, and 7 apply in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Sec. 33. **MASS TRANSIT REPORTS; RIDERSHIP; CRIME.**

(a) The Metropolitan Council must post on the council's website a monthly report including ridership statistics for each guideway and busway in revenue operation. In each report, the council must also include the ridership projections made at the time of the full funding grant agreement for each guideway and busway. The council must post each monthly report within 60 days after the end of that month. The council must ensure that a report is available on the council's website for a minimum of five years after the report is posted.

(b) The council must post on the council's website a quarterly report including crime statistics for crimes occurring on a light rail transit vehicle, bus, commuter rail car, or at any transit platform, stop, or facility. The report must break down the data by mode of transit and type of crime. The council must ensure that a report is available on the council's website for a minimum of five years after the report is posted.

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

Sec. 34. **METRO MOBILITY ENHANCEMENT PILOT PROGRAM.**

Subdivision 1. **Definition.** For purposes of this section, "pilot program" means the Metro Mobility enhancement pilot program established in this section.

Subd. 2. **Establishment.** Subject to available funds, the Metropolitan Council must implement a pilot program to enhance the existing service levels of Metro Mobility under Minnesota Statutes, section 473.386.
Subd. 3. Requirements. The pilot program must:

1. commence by September 1, 2023, and operate until December 31, 2025;
2. provide for advanced scheduling of enhanced Metro Mobility service;
3. to the extent feasible, provide service outside of the current Metro Mobility hours of service, as follows:
   (i) on weekdays from 6:00 a.m. to 10:00 p.m.;
   (ii) on Saturdays from 7:00 a.m. to 11:00 p.m.; and
   (iii) on Sundays from 7:00 a.m. to 10:00 p.m.;
4. cover the entirety of the geographic area specified in Minnesota Statutes, section 473.386, subdivision 3, clause (9); and
5. establish rider eligibility and fares in a manner that is substantially comparable to the requirements under Metro Mobility.

Subd. 4. Legislative report. By February 1, 2026, the Metropolitan Council must submit a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance concerning the pilot program. At a minimum, the report must:

1. summarize pilot program implementation;
2. provide a fiscal review that identifies uses of funds;
3. analyze results under the pilot program, including improvements to service and customer experience;
4. evaluate accessibility impacts and constraints for riders who use a wheelchair or otherwise require specialized equipment or service;
5. consider service models, technologies, partnership models, and anticipated industry changes;
6. identify findings, practices, and considerations for replication in communities throughout the state;
7. review any modifications under consideration, planned, or implemented for the Metro Mobility program; and
8. make any recommendations on service improvements related to Metro Mobility, including fiscal implications.
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. 35. METROPOLITAN COUNCIL; LAND USE STUDY.

Subdivision 1. Definitions. The definitions provided in Minnesota Statutes, section
473.121, apply to this section.

Subd. 2. Metropolitan land use study. The Metropolitan Council must conduct and
complete a metropolitan land use and transportation policy study on or before June 30,
2024, that analyzes the degree to which current land use and transportation policies in the
metropolitan area support or hinder state and local governmental unit transportation,
environmental, greenhouse gas emissions, and equity goals. The study must be used to
inform the 2050 comprehensive development guide for the metropolitan area.

Subd. 3. Study contents. The study under this section must include:

(1) a comparison of current land use policies in the metropolitan area with alternative
growth development scenarios, including efficient land use and compact growth;

(2) a determination of the costs to local and regional metropolitan area government
services to implement efficient land use policies, including the costs to construct and maintain
transportation and water infrastructure and emergency services;

(3) an analysis of how implementation of efficient land use policies would reduce future
costs to local and regional metropolitan area government with regard to transportation and
water infrastructure and emergency services;

(4) an assessment of transportation and related infrastructure necessary to facilitate
efficient land use policies including but not limited to estimations of road lane miles, utility
miles, and land acreage necessary to facilitate such policies;

(5) an analysis of sewer access and water access charges and policies, including an
analysis of the differences in the charges between property classifications and charges in
urban, suburban, and rural areas;

(6) the estimated impact implementation of efficient land use policies would have on
vehicle miles traveled, access to jobs in essential services, transit viability, and commute
modal share in the metropolitan area; and

(7) any other data or analyses the Metropolitan Council deems relevant.
Subd. 4. **Report.** The Metropolitan Council must submit a copy of the study under this section to the chairs and ranking minority members of the legislative committees with jurisdiction over local government and transportation policy and finance by February 1, 2025.

**EFFECTIVE DATE.** This section is effective July 1, 2023.

Sec. 36. **TRANSIT SERVICE INTERVENTION PROJECT.**

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

(b) "Council" means the Metropolitan Council established under Minnesota Statutes, chapter 473.

(c) "Intervention project" means the transit service intervention project established in this section.

Subd. 2. **Establishment.** A transit service intervention project is established to provide coordinated, high-visibility interventions on light rail transit lines that provide for enhanced social services outreach and engagement, code of conduct regulation, and law enforcement.

Subd. 3. **Project management.** The transit rider investment program (TRIP) manager under Minnesota Statutes, section 473.4075, subdivision 3, must implement the intervention project.

Subd. 4. **Participating organizations.** The TRIP manager must seek the participation of the following entities to provide for coordination on the intervention project:

1. the Department of Human Services;
2. the Department of Public Safety;
3. the Minnesota State Patrol;
4. the Metropolitan Council;
5. the Metro Transit police;
6. each county within which a light rail transit line operates;
7. each city within which a light rail transit line operates;
8. the National Alliance on Mental Illness Minnesota;
9. the exclusive representative of transit vehicle operators; and
10. other interested community-based social service organizations.
Subd. 5. **Duties.** (a) In collaboration with the participating organizations under subdivision 4, the TRIP manager must:

1. establish social services intervention teams that consist of social services personnel and personnel from nonprofit organizations having mental health services or support capacity to perform on-site social services engagement with:

   (i) transit riders experiencing homelessness;

   (ii) transit riders with substance use disorders or mental or behavioral health disorders; or

   (iii) a combination of items (i) and (ii);

2. establish coordinated intervention teams that consist of personnel under clause (1), community service officers, and peace officers;

3. implement interventions in two phases as follows:

   (i) by June 1, 2023, and for a period of three weeks, deploy the social services intervention teams on a mobile basis on light rail transit lines and facilities; and

   (ii) beginning at the conclusion of the period under item (i), and for a period of at least nine weeks, deploy the coordinated intervention teams on a mobile basis on light rail transit lines and facilities, utilizing both social services and law enforcement partners; and

4. evaluate impacts of the intervention teams related to social services outreach, code of conduct violations, and rider experience.

   (b) Social services engagement under paragraph (a) includes but is not limited to providing outreach, preliminary assessment and screening, information and resource sharing, referral or connections to service providers, assistance in arranging for services, and precrisis response.

Subd. 6. **Administration.** Using existing resources, the council must provide staff assistance and administrative support for the project.

Subd. 7. **Reports.** By the 15th of each month, the TRIP manager must submit a status report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. At a minimum, each report must include:

1. a summary of activities under the intervention project;

2. a fiscal review of expenditures; and
(3) analysis of impacts and outcomes related to social services outreach, violations under Minnesota Statutes, sections 473.4065 and 609.855, and rider experience.

Subd. 8. Expiration. This section expires June 30, 2024.

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.

ARTICLE 7

NONMOTORIZED AND ACTIVE TRANSPORTATION

Section 1. Minnesota Statutes 2022, section 123B.90, subdivision 2, is amended to read:

Subd. 2. Student training. (a) Each district must provide public school pupils enrolled in kindergarten through grade 10 with age-appropriate school bus safety training, as described in this section, of the following concepts:

1. transportation by school bus is a privilege and not a right;
2. district policies for student conduct and school bus safety;
3. appropriate conduct while on the school bus;
4. the danger zones surrounding a school bus;
5. procedures for safely boarding and leaving a school bus;
6. procedures for safe street or road crossing; and
7. school bus evacuation.

(b) Each nonpublic school located within the district must provide all nonpublic school pupils enrolled in kindergarten through grade 10 who are transported by school bus at public expense and attend school within the district's boundaries with training as required in paragraph (a).

(c) Students enrolled in kindergarten through grade 6 who are transported by school bus and are enrolled during the first or second week of school must receive the school bus safety training competencies by the end of the third week of school. Students enrolled in grades 7 through 10 who are transported by school bus and are enrolled during the first or second week of school and have not previously received school bus safety training must receive the training or receive bus safety instructional materials by the end of the sixth week of school. Students taking driver's training instructional classes must receive training in the laws and proper procedures when operating a motor vehicle in the vicinity of a school bus.
as required by section 169.446, subdivisions 2 and 3. Students enrolled in kindergarten
through grade 10 who enroll in a school after the second week of school and are transported
by school bus and have not received training in their previous school district shall undergo
school bus safety training or receive bus safety instructional materials within four weeks
of the first day of attendance. Upon request of the superintendent of schools, the school
transportation safety director in each district must certify to the superintendent that all
students transported by school bus within the district have received the school bus safety
training according to this section. Upon request of the superintendent of the school district
where the nonpublic school is located, the principal or other chief administrator of each
nonpublic school must certify to the school transportation safety director of the district in
which the school is located that the school's students transported by school bus at public
expense have received training according to this section.

(d) A district and a nonpublic school with students transported by school bus at public
expense may provide kindergarten pupils with bus safety training before the first day of
school.

(e) A district and a nonpublic school with students transported by school bus at public
expense may also provide student safety education for bicycling and pedestrian safety, for
students enrolled in kindergarten through grade 5.

(f) A district and a nonpublic school with students transported by school bus at public
expense must make reasonable accommodations for the school bus safety training of pupils
known to speak English as a second language and pupils with disabilities.

(g) The district and a nonpublic school with students transported by school bus at public
expense must provide students enrolled in kindergarten through grade 3 school bus
safety training twice during the school year.

(h) A district and a nonpublic school with students transported by school bus at public
expense must conduct a school bus evacuation drill at least once during the school year.

EFFECTIVE DATE. This section is effective August 1, 2023.

Sec. 2. [123B.935] ACTIVE TRANSPORTATION SAFETY TRAINING.

Subdivision 1. Training required. (a) Each district must provide public school pupils
enrolled in kindergarten through grade 3 with age-appropriate active transportation safety
training. At a minimum, the training must include pedestrian safety, including crossing
roads.
(b) Each district must provide public school pupils enrolled in grades 4 through 8 with age-appropriate active transportation safety training. At a minimum, the training must include:

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

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

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

Subd. 2. Deadlines. (a) Students under subdivision 1, paragraph (a), who are enrolled during the first or second week of school and have not previously received active transportation safety training specified in that paragraph must receive the safety training by the end of the third week of school.

(b) Students under subdivision 1, paragraph (b), who are enrolled during the first or second week of school and have not previously received active transportation safety training specified in that paragraph must receive the safety training by the end of the sixth week of school.

(c) Students under subdivision 1, paragraph (a) or (b), who enroll in a school after the second week of school and have not received the appropriate active transportation safety training in their previous school district must undergo the training or receive active transportation safety instructional materials within four weeks of the first day of attendance.

(d) A district and a nonpublic school may provide kindergarten pupils with active transportation safety training before the first day of school.

Subd. 3. Instruction. (a) A district may provide active transportation safety training through distance learning.

(b) A district and a nonpublic school must make reasonable accommodations for the active transportation safety training of pupils known to speak English as a second language and pupils with disabilities.

Subd. 4. Model program. The commissioner of transportation must maintain a comprehensive collection of active transportation safety training materials that meets the requirements under this section.

EFFECTIVE DATE. This section is effective August 1, 2023.
Sec. 3. Minnesota Statutes 2022, section 160.262, subdivision 3, is amended to read:

Subd. 3. Cooperation among agencies and governments. (a) The departments and agencies on the active transportation advisory committee identified in section 174.375 must provide information and advice for the bikeway design guidelines maintained by the commissioner.

(b) The commissioner must provide technical assistance to local units of government in:

(1) local planning and development of bikeways;

(2) establishing connections to state bicycle routes; and

(3) implementing statewide bicycle plans maintained by the commissioner.

(c) The commissioner may cooperate with and enter into agreements with the United States government, any department of the state of Minnesota, any unit of local government, any tribal government, or any public or private corporation in order to effect the purposes of this section.

EFFECTIVE DATE. This section is effective August 1, 2023.

Sec. 4. Minnesota Statutes 2022, section 160.266, subdivision 1b, is amended to read:

Subd. 1b. State bicycle routes. The commissioner of transportation must identify state bicycle routes primarily on existing road right-of-way and trails. State bicycle routes must be identified in cooperation with road and trail authorities, including the commissioner of natural resources and with the advice of the active transportation advisory committee under section 174.375. In a metropolitan area, state bicycle routes must be identified in coordination with the plans and priorities established by metropolitan planning organizations, as defined in United States Code, title 23, section 134.

EFFECTIVE DATE. This section is effective August 1, 2023.

Sec. 5. Minnesota Statutes 2022, section 160.266, subdivision 6, is amended to read:

Subd. 6. Mississippi River Trail. The Mississippi River Trail bikeway is designated as a state bicycle route. It must originate at Itasca State Park in Clearwater, Beltrami, and Hubbard Counties, then generally parallel the Mississippi River through the cities of Bemidji in Beltrami County, Grand Rapids in Itasca County, Brainerd in Crow Wing County, Little Falls in Morrison County, Sauk Rapids in Benton County, St. Cloud in Stearns County, Minneapolis in Hennepin County, St. Paul in Ramsey County, Hastings in Dakota County,
Red Wing in Goodhue County, Wabasha in Wabasha County, Winona in Winona County, and La Crescent in Houston County to Minnesota's boundary with Iowa and there terminate. Where opportunities exist, the bikeway may be designated on both sides of the Mississippi River.

**EFFECTIVE DATE.** This section is effective August 1, 2023.

Sec. 6. Minnesota Statutes 2022, section 160.266, is amended by adding a subdivision to read:

**Subd. 7. Jim Oberstar Bikeway.** The Jim Oberstar Bikeway is designated as a state bicycle route. It must originate in the city of St. Paul in Ramsey County, then proceed north and east to Duluth in St. Louis County, then proceed north and east along the shore of Lake Superior through Grand Marais in Cook County to Minnesota's boundary with Canada, and there terminate.

**EFFECTIVE DATE.** This section is effective August 1, 2023.

Sec. 7. Minnesota Statutes 2022, section 169.18, subdivision 3, is amended to read:

**Subd. 3. Passing.** The following rules shall govern the overtaking and passing of vehicles proceeding in the same direction, subject to the limitations, exceptions, and special rules hereinafter stated:

1. **(1) (a)** The driver of a vehicle overtaking another vehicle proceeding in the same direction shall pass to the left of the other vehicle at a safe distance and shall not again drive is prohibited from returning to the right side of the roadway until safely clear of the overtaken vehicle; and

2. **(2) (b)** Except when overtaking and passing on the right is permitted, the driver of an overtaken vehicle shall give way to the right in favor of the overtaking vehicle on audible warning, and shall not increase the speed of the overtaken vehicle until completely passed by the overtaking vehicle; and

3. **(3) (c)** The operator of a motor vehicle overtaking a bicycle or individual proceeding in the same direction on the roadway shall leave or shoulder must:

1. **(i) either:**

   (a) maintain a safe clearance distance while passing, but in no case less than which must be at least the greater of three feet clearance, when passing the bicycle or individual or one-half the width of the motor vehicle; or
(ii) completely enter another lane of the roadway while passing; and shall

(2) maintain clearance until the motor vehicle has safely passed the overtaken bicycle or individual.

**EFFECTIVE DATE.** This section is effective August 1, 2023.

Sec. 8. Minnesota Statutes 2022, section 169.222, subdivision 4, is amended to read:

Subd. 4. **Riding rules.** (a) Every person operating a bicycle upon a roadway shall on a road must ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations road as the bicycle operator determines is safe. A person operating a bicycle is not required to ride as close to the right-hand curb or edge when:

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

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

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

(4) when operating on the shoulder of a roadway or in a bicycle lane;

(5) operating in a right-hand turn lane before entering an intersection.

(b) If a bicycle is traveling on a shoulder of a roadway, the bicycle operator must travel in the same direction as adjacent vehicular traffic.

(c) Persons riding bicycles upon a roadway or shoulder shall not ride more than two abreast and shall not impede the normal and reasonable movement of traffic and, on a laned roadway, shall ride within a single lane.

(d) A person operating a bicycle upon a sidewalk, or across a roadway or shoulder on a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal when necessary before overtaking and passing any pedestrian. No A person shall not ride a bicycle upon a sidewalk within a business district unless permitted by local authorities. Local authorities may prohibit the operation of bicycles on any sidewalk or crosswalk under their jurisdiction.

(e) An individual operating a bicycle or other vehicle on a bikeway shall (1) give an audible signal a safe distance prior to overtaking a bicycle or individual, (2) leave a safe
clearance distance when overtaking a bicycle or individual proceeding in the same direction
on the bikeway, and shall (3) maintain clearance until safely past the overtaken bicycle or
individual.

(g) Notwithstanding section 169.06, subdivision 4, a bicycle operator may cross an
intersection proceeding from the leftmost one-third of a dedicated right-hand turn lane
without turning right.

**EFFECTIVE DATE.** This section is effective August 1, 2023.

Sec. 9. Minnesota Statutes 2022, section 169.222, is amended by adding a subdivision to
read:

**Subd. 4a. Stopping requirements.** (a) For purposes of this subdivision, "in the vicinity"
means located in an intersection or approaching an intersection in a manner that constitutes
a hazard of collision during the time that a bicycle operator would occupy the intersection.

(b) A bicycle operator who approaches a stop sign must slow to a speed that allows for
stopping before entering the intersection or the nearest crosswalk. Notwithstanding
subdivision 1 and section 169.06, subdivision 4, if there is not a vehicle in the vicinity, the
operator may make a turn or proceed through the intersection without stopping.

(c) A bicycle operator who approaches a traffic-control signal with a steady red indication,
including a circular red signal or red arrow signal, must slow to a speed that allows for
stopping before entering the intersection or the nearest crosswalk. Notwithstanding
subdivision 1 and section 169.06, subdivision 5, if there is not a vehicle in the vicinity, the
operator:

(1) may make a right-hand turn, or a left-hand turn onto a one-way roadway, without
stopping; and

(2) must otherwise perform a complete stop and then may make a turn or proceed through
the intersection before the traffic-control signal indication changes to green.

(d) Nothing in this subdivision alters the right-of-way requirements under section 169.20.
The provisions under this subdivision do not apply when traffic is controlled by a peace
officer or a person authorized to control traffic under section 169.06.

**EFFECTIVE DATE.** This section is effective August 1, 2023.
Sec. 10. [174.375] ACTIVE TRANSPORTATION ADVISORY COMMITTEE.

Subdivision 1. Committee established; duties. (a) The commissioner of transportation must establish an active transportation advisory committee. The advisory committee must make recommendations to the commissioner on items related to:

(1) active transportation, including safety, education, and development programs;

(2) the active transportation program under section 174.38; and

(3) the safe routes to school program under section 174.40.

(b) The committee must review and analyze issues and needs relating to active transportation on public rights-of-way and identify solutions and goals for addressing identified issues and needs.

(c) For purposes of this section, "active transportation" includes bicycling, pedestrian activities, and other forms of nonmotorized transportation.

Subd. 2. Membership. (a) The advisory committee consists of the members specified in this subdivision.

(b) The commissioner of transportation must appoint up to 18 public members as follows: one member from each of the department's seven greater Minnesota districts; four members from the department's metropolitan district; and no more than seven members at large. Each of the members at large must represent nonmotorized interests or organizations.

(c) The commissioners of each of the following state agencies must appoint an employee of the agency to serve as a member: administration, education, health, natural resources, public safety, transportation, and pollution control. The chair of the Metropolitan Council must appoint an employee of the council to serve as a member. The director of Explore Minnesota Tourism must appoint an employee of the agency to serve as a member.

(d) The division administrator of the Federal Highway Administration may appoint an employee of the agency to serve as a member.

(e) Each member of the committee serves a four-year term at the pleasure of the appointing authority.

(f) The committee must select a chair from its membership.

Subd. 3. Meetings; staffing. (a) The advisory committee must establish a meeting schedule and meet at least annually.
(b) The commissioner of transportation must provide department staff support to the advisory committee.

Subd. 4. Expenses. (a) Members of the advisory committee serve without compensation, but members who are not employees of government agencies must be reimbursed for expenses in the same manner and amount as authorized by the commissioner’s plan adopted under section 43A.18, subdivision 2.

(b) To provide compensation under paragraph (a), the commissioner of transportation may expend the amount necessary from general fund appropriations.

Subd. 5. Reports. The advisory committee must submit an annual report to the commissioner of transportation.


EFFECTIVE DATE. This section is effective the day following final enactment. The commissioner of transportation must convene the first meeting by October 15, 2023.

Sec. 11. Minnesota Statutes 2022, section 174.38, subdivision 6, is amended to read:

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

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

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

(b) Of the amount made available in each fiscal year, the first $500,000 is for grants to develop, maintain, and implement active transportation safety curriculum for youth ages five to 14 years old, and if remaining funds are available, for (1) youth ages 15 to 17 years old, (2) adult active transportation safety programs, and (3) adult learn-to-ride programs.

The curriculum must include resources for teachers and must meet the model training materials requirements under section 123B.935, subdivision 4.

EFFECTIVE DATE. This section is effective August 1, 2023.
ARTICLE 8
MISCELLANEOUS

Section 1. Minnesota Statutes 2022, section 3.9741, subdivision 5, is amended to read:

Subd. 5. State Data security; account; appropriation. (a) The data security account is created in the special revenue fund. Receipts credited to the account are appropriated to the legislative auditor.

(b) Subject to available funds appropriated under paragraph (a), the legislative auditor shall:

(1) review and audit the audit reports of subscribers and requesters submitted under section 168.327, subdivision 6, including producing findings and opinions;

(2) in collaboration with the commissioner and affected subscribers and requesters, recommend corrective action plans to remediate any deficiencies identified under clause (1); and

(3) review and audit driver records subscription services and bulk data practices of the Department of Public Safety, including identifying any deficiencies and making recommendations to the commissioner.

(c) The legislative auditor shall submit any reports, findings, and recommendations under this subdivision to the legislative commission on data practices.

Sec. 2. [4.076] ADVISORY COUNCIL ON TRAFFIC SAFETY.

Subdivision 1. Definition. For purposes of this section, "advisory council" means the Advisory Council on Traffic Safety established in this section.

Subd. 2. Establishment. (a) The Advisory Council on Traffic Safety is established to advise, consult with, assist in planning coordination, and make program recommendations to the commissioners of public safety, transportation, and health on the development and implementation of projects and programs intended to improve traffic safety on all Minnesota road systems.

(b) The advisory council serves as the lead for the state Toward Zero Deaths program.

Subd. 3. Membership; chair. (a) The advisory council consists of the following members:

(1) the chair, which is filled on a two-year rotating basis by a designee from:

(i) the Office of Traffic Safety in the Department of Public Safety;
(ii) the Office of Traffic Engineering in the Department of Transportation; and

(iii) the Injury and Violence Prevention Section in the Department of Health;

(2) two vice chairs, which must be filled by the two designees who are not currently serving as chair of the advisory council under clause (1);

(3) the statewide Toward Zero Deaths coordinator;

(4) a regional coordinator from the Toward Zero Deaths program;

(5) the chief of the State Patrol or a designee;

(6) the state traffic safety engineer in the Department of Transportation or a designee;

(7) a law enforcement liaison from the Department of Public Safety;

(8) a representative from the Department of Human Services;

(9) a representative from the Department of Education;

(10) a representative from the Council on Disability;

(11) a representative for Tribal governments;

(12) a representative from the Center for Transportation Studies at the University of Minnesota;

(13) a representative from the Minnesota Chiefs of Police Association;

(14) a representative from the Minnesota Sheriffs’ Association;

(15) a representative from the Minnesota Safety Council;

(16) a representative from AAA Minnesota;

(17) a representative from the Minnesota Trucking Association;

(18) a representative from the Insurance Federation of Minnesota;

(19) a representative from the Association of Minnesota Counties;

(20) a representative from the League of Minnesota Cities;

(21) the American Bar Association State Judicial Outreach Liaison;

(22) a representative from the City Engineers Association of Minnesota;

(23) a representative from the Minnesota County Engineers Association;

(24) a representative from the Bicycle Alliance of Minnesota;
(25) two individuals representing vulnerable road users, including pedestrians, bicyclists, and other operators of a personal conveyance;
(26) a representative from Minnesota Operation Lifesaver;
(27) a representative from the Minnesota Driver and Traffic Safety Education Association;
(28) a representative from the Minnesota Association for Pupil Transportation;
(29) a representative from the State Trauma Advisory Council;
(30) a person representing metropolitan planning organizations; and
(31) a person representing contractors engaged in construction and maintenance of highways and other infrastructure.

(b) The commissioners of public safety and transportation must jointly appoint the advisory council members under paragraph (a), clauses (11), (25), (30), and (31).

Subd. 4. Duties. The advisory council must:

(1) advise the governor and heads of state departments and agencies on policies, programs, and services affecting traffic safety;
(2) advise the appropriate representatives of state departments on the activities of the Toward Zero Deaths program, including but not limited to educating the public about traffic safety;
(3) encourage state departments and other agencies to conduct needed research in the field of traffic safety;
(4) review recommendations of the subcommittees and working groups;
(5) review and comment on all grants dealing with traffic safety and on the development and implementation of state and local traffic safety plans; and
(6) make recommendations on safe road zone safety measures under section 169.065.

Subd. 5. Administration. (a) The Office of Traffic Safety in the Department of Public Safety, in cooperation with the Departments of Transportation and Health, must serve as the host agency for the advisory council and must manage the administrative and operational aspects of the advisory council's activities. The commissioner of public safety must perform financial management on behalf of the council.

(b) The advisory council must meet no less than four times per year, or more frequently as determined by the chair, a vice chair, or a majority of the council members. The advisory council is subject to chapter 13D.
(c) The chair must regularly report to the respective commissioners on the activities of
the advisory council and on the state of traffic safety in Minnesota.

(d) The terms, compensation, and appointment of members are governed by section
15.059.

(e) The advisory council may appoint subcommittees and working groups. Subcommittees
must consist of council members. Working groups may include nonmembers. Nonmembers
on working groups must be compensated pursuant to section 15.059, subdivision 3, only
for expenses incurred for working group activities.

EFFECTIVE DATE. This section is effective August 1, 2023.

Sec. 3. Minnesota Statutes 2022, section 13.69, subdivision 1, is amended to read:

Subdivision 1. Classifications. (a) The following government data of the Department
of Public Safety are private data:

(1) medical data on driving instructors, licensed drivers, and applicants for parking
certificates and special license plates issued to physically disabled persons;

(2) other data on holders of a disability certificate under section 169.345, except that (i)
data that are not medical data may be released to law enforcement agencies, and (ii) data
necessary for enforcement of sections 169.345 and 169.346 may be released to parking
enforcement employees or parking enforcement agents of statutory or home rule charter
cities and towns;

(3) Social Security numbers in driver's license and motor vehicle registration records,
except that Social Security numbers must be provided to the Department of Revenue for
purposes of debt collection and tax administration, the Department of Labor and Industry
for purposes of workers' compensation administration and enforcement, the judicial branch
for purposes of debt collection, and the Department of Natural Resources for purposes of
license application administration, and except that the last four digits of the Social Security
number must be provided to the Department of Human Services for purposes of recovery
of Minnesota health care program benefits paid; and

(4) data on persons listed as standby or temporary custodians under section 171.07,
subdivision 11, except that the data must be released to:

(i) law enforcement agencies for the purpose of verifying that an individual is a designated
caregiver; or
(ii) law enforcement agencies who state that the license holder is unable to communicate
at that time and that the information is necessary for notifying the designated caregiver of
the need to care for a child of the license holder; and

(5) race and ethnicity data on driver's license holders and identification card holders
under section 171.06, subdivision 3. The Department of Public Safety Office of Traffic
Safety is authorized to receive race and ethnicity data from Driver and Vehicle Services for
only the purposes of research, evaluation, and public reports.

The department may release the Social Security number only as provided in clause (3)
and must not sell or otherwise provide individual Social Security numbers or lists of Social
Security numbers for any other purpose.

(b) The following government data of the Department of Public Safety are confidential
data: data concerning an individual's driving ability when that data is received from a member
of the individual's family.

EFFECTIVE DATE. This section is effective for driver's license and identification
card applications received on or after January 1, 2024.

Sec. 4. [160.2325] HIGHWAYS FOR HABITAT PROGRAM.

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

(b) "Integrated roadside vegetation management" means an approach to right-of-way
maintenance that combines a variety of techniques with sound ecological principles to
establish and maintain safe, healthy, and functional roadsides. Integrated roadside vegetation
management includes but is not limited to judicious use of herbicides, spot mowing,
biological control, prescribed burning, mechanical tree and brush removal, erosion prevention
and treatment, and prevention and treatment of other right-of-way disturbances.

(c) "Program" means the highways for habitat program established in this section.

Subd. 2. Program establishment. The commissioner must establish a highways for
habitat program to enhance roadsides with pollinator and other wildlife habitat and vegetative
buffers.

Subd. 3. General requirements. In implementing the program, the commissioner must:

(1) identify and prioritize highways for habitat installations under an integrated roadside
vegetation management plan with priority given to new construction and reconstruction;
(2) develop and erect signage, where appropriate, that identifies highways for habitat projects and clearly marks the habitat and management restrictions;

(3) develop training for department personnel and contractors that apply pesticides and manage vegetation on the use of integrated roadside vegetation management and native plant identification;

(4) assess, in consultation with the commissioners of natural resources and agriculture, the categorization and management of noxious weeds to reduce the use of mowing and pesticides;

(5) maintain a website that includes information on program implementation, program funding and expenditures, integrated roadside vegetation management, and related best management practices; and

(6) identify funding sources and develop proposals for ongoing funding for the program.

Subd. 4. Management standards. (a) The commissioner, in consultation with the commissioner of natural resources and the Board of Water and Soil Resources, must develop standards and best management practices for integrated roadside vegetation management plans under the program.

(b) To the extent feasible, the standards and best management practices must include:

(1) guidance on seed and vegetation selection based on the Board of Water and Soil Resources' native vegetation establishment and enhancement guidelines;

(2) requirements for roadside vegetation management protocols that avoid the use of pollinator lethal insecticides as defined under section 18H.02, subdivision 28a;

(3) practices that are designed to avoid habitat destruction and protect nesting birds, pollinators, and other wildlife; and

(4) identification of appropriate right-of-way tracts for wildflower and native habitat establishment.

EFFECTIVE DATE. This section is effective August 1, 2023.

Sec. 5. [161.0895] HIGHWAY PURPOSE; REPORT.

(a) To ensure compliance with the Minnesota Constitution, article XIV, sections 2, 5, and 6, commissioners of state agencies must not include in a biennial budget any expenditures from the trunk highway fund for a nonhighway purpose as jointly determined by the commissioner of management and budget and the attorney general.
(b) At the time of submission of the biennial budget proposal to the legislature under section 16A.11, the commissioner of management and budget and the attorney general must jointly submit a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance. The report must examine any expenditure that is proposed to be appropriated from the trunk highway fund and explain the highway purpose of the proposed expenditure.

Sec. 6. [161.178] TRANSPORTATION GREENHOUSE GAS EMISSIONS IMPACT ASSESSMENT.

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

(b) "Assessment" means the capacity expansion impact assessment under this section.

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

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

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

(d) "Embodied carbon emissions" means the total carbon dioxide emissions from all stages of production of a product or material including but not limited to mining, processing of raw materials, and manufacturing.

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

Subd. 2. Project assessment. (a) Prior to including a capacity expansion project in the state transportation improvement program, the commissioner must perform a capacity expansion impact assessment of the project. Following the assessment, the commissioner must determine if the project conforms with:

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

(2) the vehicle miles traveled reduction targets established in the statewide multimodal transportation plan under section 174.03, subdivision 1a; and
(3) providing neutral environmental effects in areas of persistent poverty or historically disadvantaged communities disrupted, displaced, or otherwise harmed by past transportation infrastructure decisions.

(b) If the commissioner determines that the capacity expansion project is not in conformance under paragraph (a), the commissioner must:

1. alter the scope or design of the project and perform a revised assessment that meets the requirements under this section;
2. interlink sufficient impact mitigation as provided in subdivision 4; or
3. halt project development and disallow inclusion of the project in the state transportation improvement program.

Subd. 3. Assessment requirements. (a) The commissioner must establish a process to perform capacity expansion impact assessments. An assessment must provide for the determination under subdivision 2.

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

1. total embodied carbon emissions;
2. greenhouse gas emissions over a period of 50 years;
3. change in vehicle miles traveled for the trunk highway segment and in other impacted areas within the state; and
4. a calculation of positive, neutral, or negative environmental effects based on:
   i. air quality and pollution;
   ii. noise pollution;
   iii. general public health; and
   iv. other measures as determined by the commissioner.

(c) The commissioner must establish criteria to identify areas of persistent poverty and historically disadvantaged communities based on measures and definitions in state and federal law and federal guidance. The criteria must include a consideration of whether a historically disadvantaged community was disrupted, displaced, or otherwise harmed by past transportation decisions.

Subd. 4. Impact mitigation. (a) To provide for impact mitigation, the commissioner must interlink the capacity expansion project as provided in this subdivision. Impact
mitigation is sufficient under subdivision 2, paragraph (b), if the capacity expansion project is interlinked to mitigation actions such that:

1. the total greenhouse gas emissions reduction from the mitigation actions, after accounting for the greenhouse gas emissions otherwise resulting from the capacity expansion project, is consistent with meeting the benchmarks and targets specified under subdivision 2, paragraph (a), clauses (1) and (2); and

2. the total positive environmental effects from the actions equals or exceeds the negative environmental effects, as determined under subdivision 3, paragraph (b), clause (4), otherwise resulting from the capacity expansion project.

(b) Each comparison under paragraph (a), clauses (1) and (2), must be performed over equal comparison periods.

(c) A mitigation action consists of a project, program, or operations modification in one or more of the following areas:

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

2. transit service improvements, including but not limited to increased service level, transit fare reduction, transit priority treatments;

3. active transportation infrastructure;

4. micromobility infrastructure and service, including but not limited to shared vehicle services;

5. transportation demand management, including but not limited to vanpool and share vehicle programs, remote work, and broadband access expansion;

6. parking management, including but not limited to parking requirements reduction or elimination and parking cost adjustments;

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

8. highway construction materials or practices modifications to provide for greenhouse gas emissions reductions.

(d) A mitigation action may be identified as interlinked to the capacity expansion project if:

1. there is a specified project, program, or modification;
(2) the necessary funding sources are identified and sufficient amounts are committed;

(3) the mitigation is localized as provided in paragraph (e); and

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

(e) The area or corridor of a mitigation action must be localized in the following priority
order:

(1) within or associated with at least one of the communities impacted by the capacity
expansion project;

(2) if there is not a reasonably feasible location under clause (1), in the region of the
capacity expansion project; or

(3) if there is not a reasonably feasible location under clauses (1) and (2), on a statewide
basis.

(f) The commissioner must include an explanation regarding the feasibility and rationale
for each mitigation action located under paragraph (e), clauses (2) and (3).

Subd. 5. Public information. The commissioner must publish information regarding
capacity expansion impact assessments on the department's website. The information must
include:

(1) identification of capacity expansion projects; and

(2) for each project, a summary that includes an overview of the expansion impact
assessment, the impact determination by the commissioner, and project disposition including
a review of any mitigation actions.

EFFECTIVE DATE. This section is effective February 1, 2025.

Sec. 7. Minnesota Statutes 2022, section 161.53, is amended to read:

161.53 RESEARCH ACTIVITIES.

(a) The commissioner may set aside in each fiscal year up to two percent of the total
amount of all funds appropriated to the commissioner other than county state-aid and
municipal state-aid highway funds for transportation research including public and private
research partnerships. The commissioner shall spend this money for (1) research to improve
the design, construction, maintenance, management, and environmental compatibility of
transportation systems, including research into and implementation of innovations in
bridge-monitoring technology and bridge inspection technology; bridge inspection techniques
and best practices; and the cost-effectiveness of deferred or lower cost highway and bridge
design and maintenance activities and their impacts on long-term trunk highway costs and
maintenance needs; (2) research on transportation policies that enhance energy efficiency
and economic development; (3) programs for implementing and monitoring research results;
and (4) development of transportation education and outreach activities.

(b) Of all funds appropriated to the commissioner other than state-aid funds, the
commissioner shall spend at least 0.1 percent, but not exceeding $2,000,000 in any fiscal
year, for research and related activities performed by the Center for Transportation Studies
of the University of Minnesota. The center shall establish a technology transfer and training
center for Minnesota transportation professionals.

EFFECTIVE DATE. This section is effective July 1, 2023.

Sec. 8. Minnesota Statutes 2022, section 168.27, subdivision 31, is amended to read:

Subd. 31. Documentary fee. (a) A motor vehicle dealer may not charge a documentary
fee or document administration fee in excess of the amounts provided under paragraph (b)
for services actually rendered to, for, or on behalf of the retail buyer or lessee to prepare,
handle, and process documents for the closing of a motor vehicle retail sale or lease of a
vehicle being registered in the state of Minnesota. The fee must be separately stated on the
sales agreement maintained under Minnesota Rules, part 7400.5200, and may be excluded
from the dealer's advertised price.

(b) For motor vehicle sales or leases made on or after July 1, 2017 through June 30, 2020, the maximum fee is $100 the lesser of $200 or an amount equal to ten percent
of the value of the sale or lease. For motor vehicle sales or leases made on or after July 1, 2020 through June 30, 2024, the maximum fee is $125 the lesser of $275 or an amount
equal to ten percent of the value of the sale or lease. For motor vehicle sales or leases made
on or after July 1, 2025, the maximum fee is the lesser of $350 or an amount equal to ten
percent of the value of the sale or lease.

(c) "Documentary fee" and "document administration fee" do not include an optional
electronic transfer fee as defined under section 53C.01, subdivision 14.

EFFECTIVE DATE. This section is effective for motor vehicle sales and leases made
on or after July 1, 2023.
Sec. 9. [169.065] SAFE ROAD ZONES.

Subdivision 1. Definition. For purposes of this section, "local request" means a formal request collectively submitted by the chief law enforcement officer of a political subdivision serving the proposed safe road zone, the local road authority for the proposed safe road zone, and the chief executive officer, board, or designee by resolution of the political subdivision encompassing the proposed safe road zone.

Subd. 2. Establishment. (a) The commissioner may designate a safe road zone as provided in this section.

(b) Upon receipt of a local request, the commissioner, in consultation with the commissioner of public safety, must consider designating a segment of a street or highway as a safe road zone. In determining the designation of a safe road zone, the commissioner must evaluate traffic safety concerns for the street or highway, including but not limited to: excessive speed; crash history; safety of pedestrians, bicyclists, or other vulnerable road users; intersection risks; and roadway design.

Subd. 3. Implementation. The Advisory Council on Traffic Safety must make recommendations to the commissioners of public safety and transportation on supporting the local authority with implementation of safety measures for each safe road zone through education, public awareness, behavior modification, and traffic engineering efforts. Safety measures for a safe road zone may include:

1. providing safe road zone signs to the local authority for use in the zone;
2. consulting with the local authority on roadway design modifications to improve safety;
3. performing statewide safe road zone public awareness and educational outreach;
4. providing safe road zone outreach materials to the local authority for distribution to the general public;
5. working with the local authority to enhance safety conditions in the zone;
6. establishing a speed limit as provided under section 169.14, subdivision 5i, with supporting speed enforcement and education measures; and
7. evaluating the impacts of safety measures in the zone on: crashes; injuries and fatalities; property damage; transportation system disruptions; safety for vulnerable roadway users, including pedestrians and bicyclists; and other measures as identified by the commissioner.
Subd. 4. Traffic enforcement. The commissioner of public safety must coordinate with local law enforcement agencies to determine implementation of enhanced traffic enforcement in a safe road zone designated under this section.

Subd. 5. Program information. The commissioner of transportation must maintain information on a website that summarizes safe road zone implementation, including but not limited to identification of requests for and designations of safe road zones, an overview of safety measures and traffic enforcement activity, and a review of annual expenditures.

EFFECTIVE DATE. This section is effective August 1, 2023.

Sec. 10. Minnesota Statutes 2022, section 169.14, is amended by adding a subdivision to read:

Subd. 5i. Speed limits in safe road zone. (a) Upon request by the local authority, the commissioner may establish a temporary or permanent speed limit in a safe road zone designated under section 169.065, other than the limits provided in subdivision 2, based on an engineering and traffic investigation.

(b) The speed limit under this subdivision is effective upon the erection of appropriate signs designating the speed and indicating the beginning and end of the segment on which the speed limit is established. Any speed in excess of the posted limit is unlawful.

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

Sec. 11. Minnesota Statutes 2022, section 169.18, subdivision 11, is amended to read:

Subd. 11. Passing parked authorized vehicle; citation; probable cause. (a) For purposes of this subdivision, "authorized vehicle" means an authorized emergency vehicle, as defined under section 169.011, subdivision 3; a tow truck or towing vehicle, as defined under section 168B.011, subdivision 12a; a freeway service patrol vehicle; a road maintenance vehicle; a utility company vehicle; a construction vehicle; a solid waste vehicle; or a recycling vehicle.

(b) (a) When approaching and before passing an authorized vehicle with its emergency, flashing, or warning lights activated that is parked or otherwise stopped on or next to a street or highway having two lanes in the same direction, the driver of a vehicle shall safely move the vehicle to the lane farthest away from the authorized vehicle, if it is possible to do so.

(c) (b) When approaching and before passing an authorized vehicle with its emergency, flashing, or warning lights activated that is parked or otherwise stopped on or next to a street or highway having more than two lanes in the same direction, the driver of a vehicle shall...
safely move the vehicle so as to leave a full lane vacant between the driver and any lane in
which the authorized parked or stopped vehicle is completely or partially parked or otherwise
stopped, if it is possible to do so.

(c) If a lane change under paragraph (b) or (e) (a) or (b) is impossible, or when
approaching and before passing an authorized vehicle with its emergency, flashing, or
warning lights activated that is parked or otherwise stopped on or next to a street or highway
having only one lane in the same direction, the driver of a vehicle must reduce the speed of
the motor vehicle to a speed that is reasonable and prudent under the conditions until the
motor vehicle has completely passed the parked or stopped authorized vehicle, if it is possible
to do so.

(d) A peace officer may issue a citation to the driver of a motor vehicle if the peace
officer has probable cause to believe that the driver has operated the vehicle in violation of
this subdivision within the four-hour period following the termination of the incident or a
receipt of a report under paragraph (e) (d). The citation may be issued even though the
violation was not committed in the presence of the peace officer.

(e) Although probable cause may be otherwise satisfied by other evidentiary elements
or factors, probable cause is sufficient for purposes of this subdivision when the person
cited is operating the vehicle described by a member of the crew of an authorized emergency
vehicle or a towing vehicle as defined in section 168B.011, subdivision 12a, responding to
an incident in a timely report of the violation of this subdivision, which includes a description
of the vehicle used to commit the offense and the vehicle's license plate number. For the
purposes of issuance of a citation under paragraph (e) (d), "timely" means that the report
must be made within a four-hour period following the termination of the incident.

EFFECTIVE DATE. This section is effective July 1, 2023, and applies to violations
committed on or after that date.

Sec. 12. Minnesota Statutes 2022, section 169.345, subdivision 2, is amended to read:

Subd. 2. Definitions. (a) For the purpose of section 168.021 and this section, the following
terms have the meanings given them in this subdivision.

(b) "Health professional" means a licensed physician, licensed physician assistant,
advanced practice registered nurse, licensed physical therapist, or licensed chiropractor.

(c) "Long-term certificate" means a certificate issued for a period greater than 12 months
but not greater than 71 months.
(d) "Organization certificate" means a certificate issued to an entity other than a natural person for a period of three years.

(e) "Permit" refers to a permit that is issued for a period of 30 days, in lieu of the certificate referred to in subdivision 3, while the application is being processed.

(f) "Physically disabled person" means a person who:

1. because of disability cannot walk without significant risk of falling;
2. because of disability cannot walk 200 feet without stopping to rest;
3. because of disability cannot walk without the aid of another person, a walker, a cane, crutches, braces, a prosthetic device, or a wheelchair;
4. is restricted by a respiratory disease to such an extent that the person's forced (respiratory) expiratory volume for one second, when measured by spirometry, is less than one liter;
5. has an arterial oxygen tension (PaO$_2$) of less than 60 mm/Hg on room air at rest;
6. uses portable oxygen;
7. has a cardiac condition to the extent that the person's functional limitations are classified in severity as class III or class IV according to standards set by the American Heart Association;
8. has lost an arm or a leg and does not have or cannot use an artificial limb; or
9. has a disability that would be aggravated by walking 200 feet under normal environmental conditions to an extent that would be life threatening; or
10. is legally blind.

(g) "Short-term certificate" means a certificate issued for a period greater than six months but not greater than 12 months.

(h) "Six-year certificate" means a certificate issued for a period of six years.

(i) "Temporary certificate" means a certificate issued for a period not greater than six months.

Sec. 13. Minnesota Statutes 2022, section 169.475, subdivision 2, is amended to read:

Subd. 2. Prohibition on use; penalty. (a) Except as provided in subdivision 3, when a motor vehicle is in motion or a part of traffic, the person operating the vehicle upon a street or highway is prohibited from:
(1) holding a wireless communications device with one or both hands; or

(2) using a wireless communications device to:

(i) initiate, compose, send, retrieve, or read an electronic message;

(ii) engage in a cellular phone call, including initiating a call, talking or listening, and participating in video calling; and

(iii) access the following types of content stored on the device: video content, audio content, images, games, or software applications.

(b) A person who violates paragraph (a) a second or subsequent time must pay a fine of $275.

EFFECTIVE DATE. This section is effective August 1, 2023, and applies to violations committed on or after that date.

Sec. 14. Minnesota Statutes 2022, section 169.475, subdivision 3, is amended to read:

(a) The prohibitions in subdivision 2 do not apply if a person uses a wireless communications device:

(1) solely in a voice-activated or hands-free mode to (i) initiate or participate in a cellular phone call, provided that the person does not hold the device with one or both hands; or (ii) initiate, compose, send, or listen to an electronic message;

(2) to view or operate a global positioning system or navigation system in a manner that does not require the driver to type while the vehicle is in motion or a part of traffic, provided that the person does not hold the device with one or both hands;

(3) to listen to audio-based content in a manner that does not require the driver to scroll or type while the vehicle is in motion or a part of traffic, provided that the person does not hold the device with one or both hands;

(4) to obtain emergency assistance to (i) report a traffic accident, medical emergency, or serious traffic hazard, or (ii) prevent a crime about to be committed;

(5) in the reasonable belief that a person's life or safety is in immediate danger; or

(6) in an authorized emergency vehicle while in the performance of official duties.

(b) The exception in paragraph (a), clause (1), does not apply to accessing nonnavigation video content, engaging in video calling, engaging in live-streaming, accessing gaming data, or reading electronic messages.
133.1 EFFECTIVE DATE. This section is effective August 1, 2023, and applies to violations committed on or after that date.

133.2 Sec. 15. [169.8296] WEIGHT LIMITS; TOWING AND RECOVERY VEHICLE.

133.3 Subdivision 1. Annual permit. The commissioner may issue permits to an applicant who pays a single $300 annual fee to cover all tow trucks and towing vehicles owned by the applicant and who meets any other conditions prescribed by the commissioner. The proceeds of this fee must be deposited in the trunk highway fund. The permit authorizes the tow truck or towing vehicle, when towing a disabled or damaged vehicle to a place of repair or safekeeping, to exceed the length and weight limitations of this chapter.

133.4 Subd. 2. Applicability with urgent movement. Sections 169.823 to 169.828 do not apply to a tow truck or towing vehicle when towing a disabled or damaged vehicle and the movement is (1) urgent, and (2) for the purpose of removing the disabled vehicle from the roadway to a place of repair or safekeeping. A permit is not required for a vehicle operating under this subdivision.

133.5 Subd. 3. Seasonal load restrictions; exemption. (a) For purposes of this subdivision, "recovery vehicle" means a vehicle equipped with a boom that is used to move or recover an inoperable vehicle.

133.6 (b) The seasonal load restrictions under section 169.87, subdivisions 1 and 2, do not apply to a tow truck, towing vehicle, or a recovery vehicle that does not exceed a weight of 20,000 pounds per single axle and is being operated for the purpose of towing or recovering another vehicle that:

133.7 (1) is involved in a vehicle crash or is inoperable and is located within a public road right-of-way; or

133.8 (2) has entered a public body of water adjacent to the roadway.

133.9 EFFECTIVE DATE. This section is effective August 1, 2023.

133.10 Sec. 16. [171.0411] RESTRICTED DISABLED RELATIVE LICENSE.

133.11 (a) For purposes of this section, "relative" means the applicant's grandparent, parent, sibling, or legal guardian, including adoptive, half, step, and in-law relationships, who has a disability that makes it difficult to drive or who does not have a driver's license due to a disability.
(b) Notwithstanding any provisions of section 171.04 relating to the age of an applicant to the contrary, the commissioner may issue a restricted disabled relative license to operate a motor vehicle to a person who has attained the age of 15 years and who, except for age, is qualified to hold a driver's license. The applicant is not required to comply with the six-month instruction permit possession provisions of sections 171.04, subdivision 1, clause (2), and 171.05, subdivision 2a, or with the 12-month provisional license possession provision of section 171.04, subdivision 1, clause (1), item (i).

c) The restricted disabled relative license must be issued solely for the purpose of authorizing the person to whom the restricted license is issued to assist the person's relative with transportation necessary for daily living, including but not limited to driving to and from work, appointments, shopping, or errands.

d) A person holding a restricted disabled relative license may operate a motor vehicle between 5 a.m. and midnight and only within a radius of 40 miles of the relative's residence.

e) An applicant for a restricted disabled relative license must apply to the commissioner on forms prescribed by the commissioner. The application must be accompanied by a written verified statement by the applicant's relative setting forth the reason the applicant is qualified for the restricted license.

EFFECTIVE DATE. This section is effective July 1, 2024, and applies to applications submitted on or after that date.

Sec. 17. Minnesota Statutes 2022, section 171.05, subdivision 2, is amended to read: Subd. 2. Person less than 18 years of age. (a) The department may issue an instruction permit to an applicant who is 15, 16, or 17 years of age and who:

1) has completed a course of driver education in another state, has a previously issued valid license from another state, or;

2) is enrolled in either:

i) a public, private, or commercial driver education program, including a teleconferenced program, that is approved by the commissioner of public safety and that includes classroom and behind-the-wheel training; or

ii) an approved behind-the-wheel driver education program when the student is receiving full-time instruction in a home school within the meaning of sections 120A.22 and 120A.24, the student is working toward a homeschool diploma, the student is taking home-classroom driver training with classroom materials approved by the commissioner of public safety,
and the student's parent has certified the student's homeschool and home-classroom driver training status on the form approved by the commissioner;

(2) (3) has completed the classroom phase of instruction in the driver education program or has completed 15 hours of classroom instruction in a program that presents classroom and behind-the-wheel instruction concurrently;

(3) (4) has passed a test of the applicant's eyesight;

(4) (5) has passed a department-administered test of the applicant's knowledge of traffic laws;

(5) (6) has completed the required application, which must be approved by (i) either parent when both reside in the same household as the minor applicant or, if otherwise, then (ii) the parent or spouse of the parent having custody or, in the event there is no court order for custody, then (iii) the parent or spouse of the parent with whom the minor is living or, if items (i) to (iii) do not apply, then (iv) the guardian having custody of the minor, (v) the foster parent or the director of the transitional living program in which the child resides or, in the event a person under the age of 18 has no living father, mother, or guardian, or is married or otherwise legally emancipated, then (vi) the applicant's adult spouse, adult close family member, or adult employer; provided, that the approval required by this clause contains a verification of the age of the applicant and the identity of the parent, guardian, adult spouse, adult close family member, or adult employer; and

(6) (7) has paid all fees required in section 171.06, subdivision 2.

(b) In addition, the applicant may submit a certification stating that a primary driving supervisor has completed the supplemental parental curriculum under section 171.0701, subdivision 1a, for the purposes of provisional license requirements under section 171.055, subdivision 1, paragraph (a), clause (6). The certification must be completed by a driver education instructor, as defined under section 171.0701, subdivision 1a.

(c) For the purposes of determining compliance with the certification of paragraph (a), clause (1), item (ii), the commissioner may request verification of a student's homeschool status from the superintendent of the school district in which the student resides and the superintendent shall provide that verification.

(d) The instruction permit is valid for two years from the date of application and may be renewed upon payment of a fee equal to the fee for issuance of an instruction permit under section 171.06, subdivision 2.

**EFFECTIVE DATE.** This section is effective July 1, 2023.
Sec. 18. Minnesota Statutes 2022, section 171.06, subdivision 2, is amended to read:

Subd. 2. Fees. (a) The fees for a license and Minnesota identification card are as follows:

<table>
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<tr>
<th>Type of License</th>
<th>REAL ID Compliant or Noncompliant Classified</th>
<th>Driver's License</th>
<th>Enhanced Driver's License</th>
<th>Under-21 D.L.</th>
<th>REAL ID Compliant or Noncompliant Under-21 Driver's License</th>
<th>Enhanced Provisional</th>
<th>Commercial Learner's Permit</th>
<th>Enhanced Instruction</th>
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From August 1, 2019, to June 30, 2022, the fee is increased by $0.75 for REAL ID compliant or noncompliant classified driver's licenses, REAL ID compliant or noncompliant classified under-21 driver's licenses, and enhanced driver's licenses.
(b) In addition to each fee required in paragraph (a), the commissioner shall collect a surcharge of $2.25. Surcharges collected under this paragraph must be credited to the driver and vehicle services technology account under section 299A.705.

(c) Notwithstanding paragraph (a), an individual who holds a provisional license and has a driving record free of (1) convictions for a violation of section 169A.20, 169A.33, 169A.35, sections 169A.50 to 169A.53, or section 171.177, (2) convictions for crash-related moving violations, and (3) convictions for moving violations that are not crash related, shall have a $3.50 credit toward the fee for any classified under-21 driver's license. "Moving violation" has the meaning given it in section 171.04, subdivision 1.

(d) In addition to the driver's license fee required under paragraph (a), the commissioner shall collect an additional $4 processing fee from each new applicant or individual renewing a license with a school bus endorsement to cover the costs for processing an applicant's initial and biennial physical examination certificate. The department shall not charge these applicants any other fee to receive or renew the endorsement.

(e) In addition to the fee required under paragraph (a), a driver's license agent may charge and retain a filing fee as provided under section 171.061, subdivision 4.

(f) In addition to the fee required under paragraph (a), the commissioner shall charge a filing fee at the same amount as a driver's license agent under section 171.061, subdivision 4. Revenue collected under this paragraph must be deposited in the driver services operating account under section 299A.705.

(g) An application for a Minnesota identification card, instruction permit, provisional license, or driver's license, including an application for renewal, must contain a provision that allows the applicant to add to the fee under paragraph (a), a $2 donation for the purposes of public information and education on anatomical gifts under section 171.075.

Sec. 19. Minnesota Statutes 2022, section 171.06, subdivision 3, as amended by Laws 2023, chapter 13, article 1, section 3, is amended to read:

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

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

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

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

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

(4) contain a notification to the applicant of the availability of a living will/health care directive designation on the license under section 171.07, subdivision 7; and

(5) include a method for the applicant to:

(i) request a veteran designation on the license under section 171.07, subdivision 15, and the driving record under section 171.12, subdivision 5a;

(ii) indicate a desire to make an anatomical gift under subdivision 3b, paragraph (e);

(iii) as applicable, designate document retention as provided under section 171.12, subdivision 3c; and

(iv) indicate emergency contacts as provided under section 171.12, subdivision 5b; and

(v) indicate the applicant's race and ethnicity.

(b) Applications must be accompanied by satisfactory evidence demonstrating:

(1) identity, date of birth, and any legal name change if applicable; and

(2) for driver's licenses and Minnesota identification cards that meet all requirements of the REAL ID Act:

(i) principal residence address in Minnesota, including application for a change of address, unless the applicant provides a designated address under section 5B.05;

(ii) Social Security number, or related documentation as applicable; and

(iii) lawful status, as defined in Code of Federal Regulations, title 6, section 37.3.

(c) An application for an enhanced driver's license or enhanced identification card must be accompanied by:

(1) satisfactory evidence demonstrating the applicant's full legal name and United States citizenship; and

(2) a photographic identity document.

(d) A valid Department of Corrections or Federal Bureau of Prisons identification card containing the applicant's full name, date of birth, and photograph issued to the applicant.
is an acceptable form of proof of identity in an application for an identification card, instruction permit, or driver's license as a secondary document for purposes of Minnesota Rules, part 7410.0400, and successor rules.

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

EFFECTIVE DATE. This section is effective for driver's license and identification card applications submitted on or after January 1, 2024.

Sec. 20. Minnesota Statutes 2022, section 171.07, subdivision 15, is amended to read:

Subd. 15. Veteran designation. (a) At the request of an eligible applicant and on payment of the required fee, the department shall issue, renew, or reissue to the applicant a driver's license or Minnesota identification card bearing a graphic or written designation of:

(1) Veteran; or

(2) Veteran 100% T&P.

(b) At the time of the initial application for the designation provided under this subdivision, the applicant must:

(1) be one of the following:

(i) a veteran, as defined in section 197.447; or

(ii) a retired member of the National Guard or a reserve component of the United States armed forces;

(2) have provide a certified copy of the veteran's discharge papers that confirms an honorable or general discharge under honorable conditions status, or a military retiree identification card, veteran identification card, or veteran health identification card; and

(3) if the applicant is seeking the disability designation under paragraph (a), clause (2), provide satisfactory evidence of a 100 percent total and permanent service-connected disability as determined by the United States Department of Veterans Affairs.

(e) The commissioner of public safety is required to issue drivers' licenses and Minnesota identification cards with the veteran designation only after entering a new contract or in
coordination with producing a new card design with modifications made as required by law.

EFFECTIVE DATE; APPLICATION. This section is effective August 1, 2023, and applies to applications submitted on or after that date.

Sec. 21. [171.301] REINTEGRATION LICENSE.

Subdivision 1. Conditions of issuance. (a) The commissioner may issue a reintegration driver's license to any person:

(1) who is 18 years of age or older;

(2) who has been released from a period of at least 180 consecutive days of confinement or incarceration in:

(i) an adult correctional facility under the control of the commissioner of corrections or licensed by the commissioner of corrections under section 241.021;

(ii) a federal correctional facility for adults; or

(iii) an adult correctional facility operated under the control or supervision of any other state; and

(3) whose license has been suspended or revoked under the circumstances listed in section 171.30, subdivision 1, paragraph (a), clauses (1) to (4), for a violation that occurred before the individual was incarcerated for the period described in clause (2).

(b) If the person's driver's license or permit to drive has been revoked under section 169.792 or 169.797, the commissioner may only issue a reintegration driver's license to the person after the person has presented an insurance identification card, policy, or written statement indicating that the driver or owner has insurance coverage satisfactory to the commissioner.

(c) If the person's driver's license or permit to drive has been suspended under section 171.186, the commissioner may only issue a reintegration driver's license to the person after the commissioner receives notice of a court order provided pursuant to section 518A.65, paragraph (e), showing that the person's driver's license or operating privileges should no longer be suspended.

(d) If the person's driver's license has been revoked under section 171.17, subdivision 1, paragraph (a), clause (1), the commissioner may only issue a reintegration driver's license to the person after the person has completed the applicable revocation period.
The commissioner must not issue a reintegration driver's license:

1. to any person described in section 171.04, subdivision 1, clause (7), (8), (10), or (11);
2. to any person described in section 169A.55, subdivision 5;
3. if the person has committed a violation after the person was released from custody that results in the suspension, revocation, or cancellation of a driver's license, including suspension for nonpayment of child support or maintenance payments as described in section 171.186, subdivision 1; or
4. if the issuance would conflict with the requirements of the nonresident violator compact.

(f) The commissioner must not issue a class A, class B, or class C reintegration driver's license.

Subd. 2. Application. (a) Application for a reintegration driver's license must be made in the form and manner approved by the commissioner.

(b) A person seeking a reintegration driver's license who was released from confinement or incarceration on or after April 1, 2024, must apply for the license within one year of release. A person seeking a reintegration driver's license who was released from confinement or incarceration before April 1, 2024, must apply for the license by April 1, 2025.

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

1. the commissioner must not impose:
   1. a fee, surcharge, or filing fee under section 171.06, subdivision 2; and
   2. an endorsement fee under section 171.06, subdivision 2a; and
2. a driver's license agent must not impose a filing fee under section 171.061, subdivision 4.

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

Subd. 4. Cancellation of license. (a) The commissioner must cancel the reintegration driver's license of any person who commits a violation that would result in the suspension, revocation, or cancellation of a driver's license, including suspension for nonpayment of child support or maintenance payments as described in section 171.186, subdivision 1. The commissioner must not cancel a reintegration driver's license for payment of a fine or
resolution of a criminal charge if the underlying incident occurred before the reintegration
driver's license was issued, unless the conviction would have made the person ineligible to
receive a reintegration driver's license. Except as described in paragraph (b), a person whose
reintegration driver's license is canceled under this subdivision may not be issued another
reintegration driver's license and may not operate a motor vehicle for the remainder of the
period of suspension or revocation, or 30 days, whichever is longer.

(b) A person whose reintegration driver's license is canceled under paragraph (a) may
apply for a new reintegration driver's license if the person is incarcerated or confined for a
period of at least 180 consecutive days after the cancellation and the person meets the
conditions described in subdivision 1.

c) Nothing in this section prohibits cancellation and reinstatement of a reintegration
driver's license for any other reason described in section 171.14 provided any factor making
the person not eligible for a driver's license under section 171.04 occurred or became known
to the commissioner after issuance of the reintegration driver's license.

Subd. 5. Expiration. A reintegration driver's license expires 15 months from the date
of issuance of the license. A reintegration driver's license may not be renewed.

Subd. 6. Issuance of regular driver's license. (a) Notwithstanding any statute or rule
to the contrary, the commissioner must issue a REAL ID compliant or noncompliant license
to a person who possesses a reintegration driver's license if:

(1) the person has possessed the reintegration driver's license for at least one full year;

(2) the reintegration driver's license has not been canceled under subdivision 4 and has
not expired under subdivision 5;

(3) the person meets the application requirements under section 171.06, including payment
of the applicable fees, surcharge, and filing fee under sections 171.06, subdivisions 2 and
2a, and 171.061, subdivision 4; and

(4) issuance of the license does not conflict with the requirements of the nonresident
violator compact.

(b) The commissioner must forgive any outstanding balance due on a fee or surcharge
under section 171.29, subdivision 2, for a person who is eligible and applies for a license
under paragraph (a).

EFFECTIVE DATE. This section is effective April 1, 2024.
Sec. 22. [171.395] TELECONFERENCE DRIVER EDUCATION PROGRAM.

Subdivision 1. Authorization. A licensed driver education program that provides both classroom and behind-the-wheel instruction may provide teleconference driver education as provided in this section. For purposes of this section, the driver education program must provide both classroom and behind-the-wheel instruction. If a program partners or contracts with a second program to provide any portion of classroom or behind-the-wheel instruction, the first program is not eligible to provide teleconference driver education instruction.

Subd. 2. Curriculum and instruction requirements. (a) A teleconference driver education program must:

   (1) meet the requirements as provided in section 171.0701, subdivision 1, and Minnesota Rules, chapter 7411, or successor rules;

   (2) use teleconferencing, or another similar method, that provides live synchronous distance learning and ensures that student questions and comments can be addressed in real time;

   (3) ensure all locations are linked using both picture and sound;

   (4) use classroom instruction curriculum that is identical to the curriculum used by the driver education program in an in-person setting;

   (5) provide teleconference instruction to any student that is enrolled in the approved driver education program; and

   (6) provide teleconference interactive supplemental parent curriculum consistent with section 171.0701, subdivision 1a.

(b) A student may receive teleconference instruction only if the driver education instructor confirms that picture and sound allow the student to interact with the instructor in real time.

EFFECTIVE DATE. This section is effective July 1, 2023.

Sec. 23. Minnesota Statutes 2022, section 174.01, is amended by adding a subdivision to read:

Subd. 3. Greenhouse gas emissions benchmarks. (a) In association with the goals under subdivision 2, clauses (10) and (13) to (16), the commissioner of transportation must establish benchmarks for the statewide greenhouse gas emissions reduction goal under section 216H.02, subdivision 1.

(b) The benchmarks must include:
(1) establishment of proportional emissions reduction performance targets for the transportation sector;

(2) specification of the performance targets on a four-year or more frequent basis; and

(3) allocation across the transportation sector, which:

(i) must provide for an allocation to the metropolitan area, as defined in section 473.121, subdivision 2;

(ii) must account for differences in the feasibility and extent of emissions reductions across forms of land use and across regions of the state; and

(iii) may include performance targets based on Department of Transportation district, geographic region, a per capita calculation, or transportation mode, or a combination.

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

Sec. 24. Minnesota Statutes 2022, section 174.03, subdivision 1a, is amended to read:

Subd. 1a. **Revision of statewide multimodal transportation plan.** (a) The commissioner must revise the statewide multimodal transportation plan by January 15, 2022, and by January 15 of every five years thereafter. Before final adoption of a revised plan, the commissioner must hold a hearing to receive public comment on the preliminary draft of the revised plan.

(b) Each revised statewide multimodal transportation plan must:

(1) incorporate the goals of the state transportation system in section 174.01;

(2) establish objectives, policies, and strategies for achieving those goals; and

(3) identify performance targets for measuring progress and achievement of transportation system goals, objectives, or policies; and

(4) establish procedures and guidance for capacity expansion project development to conform with section 161.178, subdivision 2, paragraph (a).

**EFFECTIVE DATE; APPLICATION.** This section is effective the day following final enactment and applies to plan revisions adopted on or after that date.

Sec. 25. **[174.46] DISADVANTAGED COMMUNITIES CARSHARING GRANT ACCOUNT; GRANTS.**

(a) The disadvantaged communities carsharing grant account is established in the special revenue fund. The account consists of funds provided by law and any other money donated,
allotted, transferred, or otherwise provided to the account. Money in the account is annually
appropriated to the commissioner to make grants as provided in paragraph (b).

(b) The commissioner must administer a program to provide grants to nonprofit
organizations or carsharing operators to support the growth of carsharing in disadvantaged
communities through programs, marketing, and community engagement. A grant recipient
may use grant proceeds for capital and operational costs of a program. Eligible grant
recipients must be based in Minnesota and be either a nonprofit organization or carsharing
operator, with a preference given to nonprofit carsharing operators. Transportation
management organizations are not eligible to receive grants under this section.

EFFECTIVE DATE. This section is effective July 1, 2023.

Sec. 26. [174.47] ELECTRIC VEHICLE INFRASTRUCTURE PROGRAM.

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

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

(c) "Program" means the electric vehicle infrastructure program established in this
section.

(d) "Project" includes but is not limited to planning, predesign, design, preliminary and
final engineering, environmental analysis, property acquisition, construction, and
maintenance.

Subd. 2. Electric vehicle infrastructure program. The commissioner must establish
a statewide electric vehicle infrastructure program for the purpose of implementing the
National Electric Vehicle Infrastructure Formula Program and successor programs to
maximize the use of federal funds available to the state.

Subd. 3. Authority to contract. The commissioner may enter into an agreement with
any private or public entity to provide financial assistance for, or engage in the planning,
designing, developing, hosting, constructing, equipping, operating, or maintaining of, electric
vehicle infrastructure, including but not limited to environmental studies, preliminary
engineering, final design, construction, and developing financial and operating plans.

Subd. 4. Program requirements. (a) The commissioner must require that electric vehicle
infrastructure funded under the program is constructed, installed, and maintained in
conformance with the requirements under Code of Federal Regulations, title 23, section
680.106, paragraph (j), or successor requirements.
(b) An electric vehicle infrastructure project that receives funds under the program is subject to the requirement of paying the prevailing wage rate as defined in section 177.42, and the requirements and enforcement provisions in sections 177.27, 177.30, 177.32, 177.41 to 177.435, and 177.45.

Subd. 5. Report. (a) Every even-numbered year by February 1, the commissioner must submit a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance regarding the electric vehicle infrastructure program. At a minimum, the report must include:

1. an itemization of federal funds spent for the program, including the purpose of the expenditure and the recipient of the expenditure;
2. an itemization of state funds spent for the program, including the purpose of the expenditure and the recipient of the expenditure;
3. the amount of funds, from any source, that was used for department staff related to the program;
4. any changes to the plan that were made since the previous report was submitted;
5. the locations of electric vehicle infrastructure created with the program, including the type of infrastructure and whether the infrastructure is on public or private property;
6. a description of how projects were selected; and
7. a description of how the commissioner is ensuring electric vehicle infrastructure is regionally balanced.

(b) The commissioner is not required to submit a report pursuant to this subdivision if, since the previous report was submitted, no funds have been spent pursuant to this section.

EFFECTIVE DATE. This section is effective August 1, 2023.

Sec. 27. Minnesota Statutes 2022, section 297A.64, subdivision 1, is amended to read:

Subdivision 1. Tax imposed. (a) A tax is imposed on the lease or rental in this state for not more than 28 days of a passenger automobile as defined in section 168.002, subdivision 24, a van as defined in section 168.002, subdivision 40, or a pickup truck as defined in section 168.002, subdivision 26. The rate of tax is 9.2 percent of the sales price. The tax applies whether or not the vehicle is licensed in the state.
(b) The provisions of paragraph (a) do not apply to the vehicles of a nonprofit corporation or similar entity, consisting of individual or group members who pay the organization for the use of a motor vehicle, if the organization:

(1) owns, leases, or operates a fleet of vehicles of the type subject to the tax under this subdivision that are available to its members for use, priced on the basis of intervals of one hour or less;

(2) parks its vehicles in the public right-of-way or at unstaffed, self-service locations that are accessible at any time of the day; and

(3) maintains its vehicles, insures its vehicles on behalf of its members, and purchases fuel for its fleet.

EFFECTIVE DATE. This section is effective for sales and purchases made after June 30, 2023.

Sec. 28. Minnesota Statutes 2022, section 297A.64, subdivision 2, is amended to read:

Subd. 2. Fee imposed. (a) A fee equal to five percent of the sales price is imposed on leases or rentals of vehicles subject to the tax under subdivision 1. The lessor on the invoice to the customer may designate the fee as "a fee imposed by the State of Minnesota for the registration of rental cars."

(b) The provisions of this subdivision do not apply to the vehicles of a nonprofit corporation or similar entity, consisting of individual or group members who pay the organization for the use of a motor vehicle, if the organization:

(1) owns or leases a fleet of vehicles of the type subject to the tax under subdivision 1 that are available to its members for use, priced on the basis of intervals of one hour or less;

(2) parks its vehicles in the public right-of-way or at unstaffed, self-service locations that are accessible at any time of the day; and

(3) maintains its vehicles, insures its vehicles on behalf of its members, and purchases fuel for its fleet; and

(4) does not charge usage rates that decline on a per unit basis, whether specified based on distance or time.

EFFECTIVE DATE. This section is effective for sales and purchases made after June 30, 2023.
Sec. 29. Minnesota Statutes 2022, section 299A.01, is amended by adding a subdivision to read:

Subd. 8. Traffic safety report. Annually by January 2, the commissioner of public safety must submit a traffic safety report to the governor and the chairs and ranking minority members of the legislative committees with jurisdiction over traffic safety and enforcement. In preparing the report, the commissioner must seek advice and comments from the Advisory Council on Traffic Safety under section 4.076. The report must analyze the safety of Minnesota's roads and transportation system, including but not limited to:

(1) injuries and fatalities that occur on or near a roadway or other transportation system facility;
(2) factors that caused crashes resulting in injuries and fatalities;
(3) roadway and system improvements broadly and at specific locations that could reduce injuries and fatalities;
(4) enforcement and education efforts that could reduce injuries and fatalities;
(5) other safety improvements or programs to improve the quality of the roadway and transportation use experience; and
(6) existing resources and resource gaps for roadway and transportation system safety improvements.

EFFECTIVE DATE. This section is effective July 1, 2023.

Sec. 30. Minnesota Statutes 2022, section 360.915, subdivision 6, is amended to read:

Subd. 6. Administration. (a) The commissioner must maintain records on stand-alone meteorological towers under this section and must provide information on stand-alone meteorological tower locations on the department's website.
(b) The commissioner must deposit revenue received under this section in the state airports fund.
Sec. 31. Laws 2005, First Special Session chapter 6, article 3, section 103, is amended to read:

Sec. 103. ADDITIONAL DEPUTY REGISTRAR OF MOTOR VEHICLES FOR HENNEPIN COUNTY.

Notwithstanding Minnesota Statutes, section 168.33, and rules adopted by the commissioner of public safety, limiting sites for the office of deputy registrar based on either the distance to an existing deputy registrar office or the annual volume of transactions processed by any deputy registrar within Hennepin County before or after the proposed appointment, the commissioner of public safety shall appoint a new deputy registrar of motor vehicles and driver's license agent for Hennepin County to operate a new full-service office of deputy registrar, with full authority to function as a registration and motor vehicle tax collection and driver's license bureau, at the Midtown Exchange Building and the North Minneapolis Service Center at 1001 Plymouth Avenue North in the city of Minneapolis. The addition of a deputy registrar shall make the North Minneapolis Service Center a full-service office of deputy registrar with full authority to function as a registration and motor vehicle tax collection and driver's license bureau. All other provisions regarding the appointment and operation of a deputy registrar of motor vehicles and driver's license agent under Minnesota Statutes, sections 168.33 and 171.061, and Minnesota Rules, chapter 7406, apply to the office.

Sec. 32. CLEAN TRANSPORTATION STANDARDS AND SUSTAINABLE AVIATION FUEL WORKING GROUP; REPORT REQUIRED.

(a) By July 1, 2023, the commissioners of the Pollution Control Agency, transportation, and commerce must convene a working group to study and develop a clean transportation standard for transportation fuel supplied and used in Minnesota. The task force must study the creation and incorporation of a carbon intensity standard to achieve an aggregate reduction in carbon intensity of transportation fuel. The working group must also study and address information gaps identified in the 2021 Clean Fuel Standard stakeholder group process. The working group must state findings and recommendations concerning clean fuel standards for transportation fuel supplied to Minnesota and propose legislation to reduce the aggregate carbon intensity of transportation fuel supplied to Minnesota.

(b) For purposes of this section, "sustainable aviation fuel" means liquid aviation fuel that meets the technical and certification requirements for use in commercial aircraft and is derived from produced from biological resources such as feedstock, biomass, plant oils,
seed oils, or any raw material as an alternative to crude oil. The task force must analyze and
draft proposed legislation on establishing a sustainable aviation fuel production incentive
program in Minnesota and analyze the barriers to integrating Minnesota-sourced feedstock,
biomass, plant oils, or seed oils into the program. The task force must also recommend
economic development and tax incentives for blenders and producers of sustainable aviation
fuels. The task force must consult with aviation industry representatives to determine the
production levels of sustainable aviation fuel needed to deliver net-zero emission reductions
in aviation by 2050. The report must consider what technical specifications should apply
to sustainable aviation fuel blended, produced, or stored in Minnesota and propose legislation
for certification and inspection. The report must also determine whether the sustainable
aviation fuel produced and blended in Minnesota should utilize either:

(1) the fuel production pathway showing a 50 percent lifecycle greenhouse gas emission
reduction under the Argonne National Laboratory's GREET model; or

(2) the fuel production pathway that achieves a 50 percent reduction of the aggregate
attributional core lifecycle emissions and the positive induced land use change values under
the lifecycle methodology for sustainable aviation fuels adopted by the International Civil
Aviation Organization with the agreement of the United States.

(c) By February 15, 2024, the working group must submit a report to the chairs and
ranking minority members of the committees in the senate and house of representatives
with jurisdiction over transportation finance and policy. The report must contain the working
group's findings and highlight barriers to incorporating a carbon intensity standard. The
report must propose legislation to achieve aggregate reduction in carbon intensity of
transportation fuel. The report must also contain the task force's proposed recommendations
for creating a sustainable aviation fuel producer incentive program in Minnesota and suggest
proposed legislation that determines the appropriate standard for determining a 50 percent
lifecycle greenhouse gas emission reduction.

(d) The working group expires on January 1, 2025, or upon submission of the reports
required under paragraph (c), whichever is earlier.

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

Sec. 33. FEDERAL TRANSPORTATION GRANTS TECHNICAL ASSISTANCE.

Subdivision 1. Definition. For purposes of this section, "commissioner" means the
commissioner of transportation.

Article 8 Sec. 33. 150
Subd. 2. **Technical assistance grants.** (a) Subject to an appropriation, the commissioner must establish a process to provide grants for technical assistance to a requesting local unit of government or Tribal government that seeks to submit an application for a federal discretionary grant for a transportation-related purpose.

(b) A transportation-related purpose includes but is not limited to a project, a program, planning, program delivery, administrative costs, ongoing operations, and other related expenditures. Technical assistance includes but is not limited to hiring consultants for identification of available grants, grant writing, analysis, data collection, technical review, legal interpretations necessary to complete an application, planning, pre-engineering, application finalization, and similar activities.

Subd. 3. **Evaluation criteria.** (a) The commissioner must establish a process for solicitation, submission of requests for technical assistance, screening requests, and award of technical assistance grants.

(b) The process must include criteria for projects or purposes that:

1. address or mitigate the impacts of climate change, including through:
   1. reduction in transportation-related pollution or emissions; and
   2. improvements to the resiliency of infrastructure that is subject to long-term risks from natural disasters, weather events, or changing climate conditions;
2. are located in areas of persistent poverty or historically disadvantaged communities disrupted, displaced, or otherwise harmed by the past infrastructure decisions as measured and defined in federal law, guidance, and notices of funding opportunity;
3. improve safety for motorized and nonmotorized users;
4. are located in townships or in cities that are eligible for small cities assistance aid under Minnesota Statutes, section 162.145;
5. support grants to Tribal governments; and
6. provide for geographic balance of grants throughout the state.

Subd. 4. **Limitations.** (a) A technical assistance grant may not exceed $30,000.

(b) The commissioner may not award more than one grant to each unit of government in a calendar year. The commissioner may award multiple grants to a Tribal government in a calendar year.
(c) Not less than 15 percent of the available funding must be reserved for Tribal governments. Not less than 15 percent of the available funding must be reserved for townships and for cities that are eligible for small cities assistance aid under Minnesota Statutes, section 162.145. Unused reserved funds at the end of a fiscal year may be used for grants to any eligible recipient in the following fiscal year.

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

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Sec. 34. LEGISLATIVE REPORT; SPEED SAFETY CAMERAS.

(a) By January 3, 2024, the commissioner of public safety must submit a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance that identifies a process and associated policies for issuance of a mailed citation to the owner or lessee of a motor vehicle that a speed safety camera system detects is operated in violation of a speed limit. The commissioner must convene a task force to assist in the development of the report. The task force must include the Advisory Council on Traffic Safety established by Minnesota Statutes, section 4.076, a representative from the Minnesota County Attorneys Association, a person with expertise in data privacy, and may include other members as the commissioner determines are necessary to develop the report.

(b) At a minimum, the report must include consideration and analysis of:

1. methods to identify the owner, operator, and any lessee of the motor vehicle;
2. compliance with federal enforcement requirements related to holders of a commercial driver's license;
3. authority of individuals who are not peace officers to issue citations;
4. data practices, including but not limited to concerns related to data privacy;
5. due process, an appeals process, and the judicial system;
6. technology options, constraints, and factors;
7. other legal issues; and
8. recommendations regarding implementation, including but not limited to any legislative proposal and information on implementation costs.

**EFFECTIVE DATE.** This section is effective the day following final enactment.
Sec. 35. RETROACTIVE DRIVER'S LICENSE REINSTATEMENT.

(a) The commissioner of public safety must make an individual's driver's license eligible for reinstatement if the license is solely suspended pursuant to:

(1) Minnesota Statutes 2020, section 169.92, subdivision 4, if the person did not appear in court (i) in compliance with the terms of a citation for a petty misdemeanor, or (ii) for a violation of Minnesota Statutes, section 171.24, subdivision 1;

(2) Minnesota Statutes 2020, section 171.16, subdivision 2, if the person was convicted only under Minnesota Statutes, section 171.24, subdivision 1 or 2;

(3) Minnesota Statutes 2020, section 171.16, subdivision 3; or

(4) any combination of clauses (1), (2), and (3).

(b) By December 1, 2023, the commissioner must provide written notice to an individual whose license has been made eligible for reinstatement under paragraph (a), addressed to the licensee at the licensee's last known address.

(c) Notwithstanding any law to the contrary, before the license is reinstated, an individual whose driver's license is eligible for reinstatement under paragraph (a) must pay a single reinstatement fee of $20.

(d) The following applies for an individual who is eligible for reinstatement under paragraph (a) and whose license was suspended, revoked, or canceled under any other provision in Minnesota Statutes:

(1) the suspension, revocation, or cancellation under any other provision in Minnesota Statutes remains in effect;

(2) subject to clause (1), the individual may become eligible for reinstatement under paragraph (a); and

(3) the commissioner is not required to send the notice described in paragraph (b).

(e) Paragraph (a) applies notwithstanding Minnesota Statutes 2020, sections 169.92, subdivision 4; and 171.16, subdivision 2 or 3; or any other law to the contrary.

EFFECTIVE DATE. This section is effective August 1, 2023.

Sec. 36. TRAFFIC SAFETY VIOLATIONS DISPOSITION ANALYSIS.

(a) The commissioner of public safety must enter into an agreement with the Center for Transportation Studies at the University of Minnesota to conduct an evaluation of the disposition in recent years of citations for speeding, impairment, distraction, and seatbelt

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violations. The evaluation under the agreement must include but is not limited to analysis of:

(1) rates of citations issued compared to rates of citations contested in court and the outcomes of the cases;

(2) amounts of fines imposed compared to counts and amounts of fine payments; and

(3) any related changes in patterns of traffic enforcement from 2017 to 2022.

(b) The agreement must require the Center for Transportation Studies to submit an interim progress report by July 1, 2024, and a final report by July 1, 2025, to the commissioner and the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance and public safety.

EFFECTIVE DATE. This section is effective July 1, 2023.

Sec. 37. REPEALER.

(a) Minnesota Statutes 2022, sections 167.45; and 360.915, subdivision 5, are repealed.

(b) Minnesota Statutes 2022, sections 168B.15; and 169.829, subdivision 2, are repealed.

(c) Minnesota Rules, parts 7411.0530; and 7411.0535, are repealed.

EFFECTIVE DATE. Paragraph (b) is effective August 1, 2023. Paragraph (c) is effective July 1, 2023."

Delete the title and insert:

"A bill for an act relating to transportation; establishing a budget for transportation; appropriating money for transportation purposes, including Department of Transportation, Metropolitan Council, and Department of Public Safety activities; authorizing the sale and issuance of state bonds; modifying various provisions governing transportation finance including vehicle registration, driver's licenses, and the motor vehicle sales tax; authorizing the Metropolitan Council to impose a metropolitan region sales tax for roads, transit, and active transportation projects; amending various provisions relating to transportation, motor vehicles, drivers, bicycle safety, traffic safety, transit safety, and the Metropolitan Council; requiring reports; creating an advisory council; establishing a commission; making technical changes; amending Minnesota Statutes 2022, sections 3.9741, subdivision 5; 13.69, subdivision 1; 123B.90, subdivision 2; 151.37, subdivision 12; 160.262, subdivision 3; 160.266, subdivisions 1b, 6, by adding a subdivision; 161.53; 162.145, subdivisions 2, 3, 4; 168.002, by adding a subdivision; 168.013, subdivisions 1a, 8; 168.1293, subdivision 7; 168.1295, subdivision 5; 168.1296, subdivision 5; 168.1298, subdivision 5; 168.27, subdivisions 11, 31; 168.326; 168.327, subdivisions 1, 2, 3, 5b, by adding a subdivision; 168.33, subdivision 7; 168.345, subdivision 2; 168.381, subdivision 4; 168A.152, subdivision 2; 168A.29, subdivision 1; 168A.31, subdivision 2; 168D.06; 168D.07; 169.09, subdivision 13, by adding a subdivision; 169.14, by adding a subdivision; 169.18, subdivisions 3, 11; 169.222, subdivision 4, by adding a subdivision; 169.345, subdivision 2;
169.475, subdivisions 2, 3; 169A.60, subdivision 16; 171.01, by adding a
subdivision; 171.05, subdivision 2; 171.06, subdivisions 2, 3, as amended, by
adding a subdivision; 171.061, subdivision 4; 171.07, subdivisions 11, 15;
171.0705, by adding a subdivision; 171.12, subdivision 1a; 171.13, subdivisions
1, 1a, 7; 171.26; 171.29, subdivision 2; 171.36; 174.01, by adding a subdivision;
174.03, subdivision 1a; 174.38, subdivisions 3, 6; 256.9752, by adding a
subdivision; 270C.15; 297A.61, subdivision 7; 297A.64, subdivisions 1, 2;
297A.94; 297A.99, subdivision 1; 297B.02, subdivision 1; 297B.09; 299A.01, by
adding a subdivision; 299A.705, subdivisions 1, 3, by adding a subdivision;
357.021, subdivisions 6, 7; 360.915, subdivision 6; 473.146, subdivision 1, by
adding a subdivision; 473.3994, subdivisions 1a, 4, 7, 9, 14; 473.3995; 473.3997;
473.405, subdivision 4; 473.859, by adding a subdivision; 609.855, subdivisions
1, 3, 7, by adding a subdivision; Laws 2005, First Special Session chapter 6, article
3, section 103; Laws 2021, First Special Session chapter 5, article 1, sections 2,
subdivision 2; 4, subdivision 5; article 4, section 143; Laws 2022, chapter 39,
section 2; proposing coding for new law in Minnesota Statutes, chapters 4; 123B;
160; 161; 162; 169; 171; 174; 297A; 299A; 473; proposing coding for new law
as Minnesota Statutes, chapter 168E; repealing Minnesota Statutes 2022, sections
167.45; 168.121, subdivision 5; 168.1282, subdivision 5; 168.1294, subdivision
5; 168.1299, subdivision 4; 168B.15; 169.829, subdivision 2; 299A.705, subdivision
2; 360.915, subdivision 5; Minnesota Rules, parts 7411.0530; 7411.0535."