

Subject Transportation omnibus

Authors Hornstein

Analyst Matt Burress

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Overview

This is the transportation finance and policy omnibus. Its provisions include:

- setting the transportation budget for fiscal years (FY) 2022-23;
- authorizing \$413 million in trunk highway bonding; and
- making a variety of finance and policy changes.

Article 1: Transportation Appropriations

This article sets the FY 2022-23 budget for transportation, making appropriations for the Minnesota Department of Transportation (MnDOT), administrative and transportation functions within the Department of Public Safety, and transportation divisions of the Metropolitan Council. For additional details, see the tracking spreadsheet on the House Fiscal Analysis Department website, at:

<https://www.house.leg.state.mn.us/Fiscal/Home/TrackingSheets>.

Section Description – Article 1: Transportation Appropriations

1 Transportation appropriations.

Sets out the appropriations article structure and defines terms. Establishes that appropriations are from the Trunk Highway Fund unless another is named.

2 Department of Transportation.

Establishes the FY 2022-23 biennial budget for MnDOT. Makes appropriations and provides for carryforward of funds, conditional appropriations, transfers, and legislative reporting.

Changes from base include the following onetime General Fund appropriations in FY 2022:

- \$5.6 million for a grant to Karlstad for an airport runway;
- \$5 million for the Active Transportation program;

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- \$300,000 for a grant to the I-494 Corridor Commission;
- \$5 million for the Safe Routes to School program (above the base appropriations of \$500,000 annually);
- \$10 million for second daily Amtrak service between Minneapolis/St. Paul and Chicago;
- \$12 million for town roads (above the formula-based distribution);
- \$14 million for the Local Bridge program;
- \$5.5 million for the Local Road Improvement program; and
- \$18 million for the Small Cities Assistance program.

Ongoing General Fund appropriations are also made that replace equivalent amounts from the Trunk Highway fund for various MnDOT offices and functions, creating substitutions of the source of base appropriations. This includes funding for the offices of Aeronautics as well as Transit and Active Transportation; and a portion of the agency management program area (including for tourist information centers and parades).

3 Metropolitan Council.

Makes FY 2022-23 biennial appropriations for transportation functions of the Metropolitan Council.

Changes from base include the following onetime General Fund appropriations in FY 2022:

- \$57.5 million for arterial bus rapid transit projects;
- \$250,000 for a zero-emission transit vehicle transition plan; and
- \$250,000 for an analysis of transit service in a Trunk Highway 55 corridor.

4 Department of Public Safety.

Establishes the FY 2022-23 biennial budget for transportation-related and some division-wide functions of the Department of Public Safety.

Changes from base for the Trunk Highway Fund include ongoing appropriations for:

- Agency operating adjustments;
- State Patrol salaries and staffing; and
- State Patrol body-worn cameras.

Changes from base for the General Fund include ongoing appropriations for:

- Operating adjustments for Capital Security;

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- Capital Security staffing; and
- Capital Security bod-worn cameras.

A onetime \$14.8 million General Fund appropriation over the biennium is made for grants to install school bus stop-arm camera systems. Ongoing General Fund appropriations are also made that replace equivalent amounts from the Trunk Highway Fund and Highway User Tax Distribution Fund for some Department of Public Safety offices and functions, creating substitutions of the source of base appropriations. This includes funding for soft body armor reimbursements; the Office of Communications; and a portion of the technology and support services program area.

5 Trunk highway corridor studies and local road grants; appropriation.

Appropriates \$30.93 million from the General Fund to MnDOT for trunk highway and local road projects and corridor studies. Provides for grants to local units of government. Makes it a onetime appropriation available until June 30, 2025.

6 Department of Employment and Economic Development; appropriation.

Appropriates \$30,000 for the 2022-23 biennium from the General Fund to the Department of Employment and Economic Development (DEED) for staff costs of a statewide freight optimization tool procurement.

7 Appropriation cancellations.

Cancels portions of FY 2021 General Fund appropriations made in the 2019 transportation budget, which total \$491,000. Effective the day after enactment.

8 Rail service improvement; transfer.

Directs transfer of \$13 million for the 2022-23 biennium from the General Fund to the rail service improvement account, for the Minnesota Rail Service Improvement program.

9 Special revenue fund; transfer.

Directs transfer of \$10 million over fiscal years 2021-22 from the vehicle services operating account to the driver services operating account. Effective the day after enactment.

10 Appropriations budget.

Requires MnDOT and the Department of Public Safety to produce budget narratives and proposals for the 2024-25 biennium that match the budget structure set in the

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- bill. Requires additional budgeting detail to be provided by the Metropolitan Council as part of its budget submission.
- 11 **State Patrol.**
Makes \$1.718 million from a FY 2021 appropriation available in FY 2022 (until December 31, 2021), for the State Patrol trooper academy.
- 12 **Minnesota Law Enforcement Association retroactive contract funding.**
Provides for cancellation (from FY 2021) and re-appropriation (in FY 2022) of portions of appropriations to the Department of Public Safety if, by June 30, 2021, there is not an implemented collective bargaining agreement with the Minnesota Law Enforcement Association, for the period of July 1, 2019, to June 30, 2021.

Article 2: Trunk Highway Bonds

The article contains \$413 million in trunk highway bonding authorization and appropriations.

Section Description – Article 2: Trunk Highway Bonds

- 1 **Bond appropriations.**
Provides for bond proceeds appropriations and a summary.
- 2 **Department of Transportation.**
Appropriates the following to MnDOT from trunk highway bond proceeds:
- \$200 million for the Corridors of Commerce program, made available in the amounts of \$100 million in FY 2024 and \$100 million in FY 2025;
 - \$100 million for general state road construction; and
 - \$113 million for state road construction projects under MnDOT’s Regional and Community Investment Priorities planning category, with \$25 million identified for a two-lane to four-lane expansion project in Carver County.
- 3 **Bond sale expenses.**
Appropriates \$413,000 to the Department of Management and Budget for expenses in selling the bonds.
- 4 **Bond sale authorization.**
Authorizes sale of trunk highway bonds to fund the appropriations in this article.

Article 3: Law Enforcement Salaries

This article provides for salary increases, retroactive supplemental salary pay, and associated appropriations for State Patrol troopers who are represented by the Minnesota Law Enforcement Association as well as peace officers who are supervisors and managers of those troopers.

Article 4: Transportation Policy

This article contains various provisions involving transportation finance and policy. The changes are effective July 1, 2021, unless specified otherwise.

Section Description – Article 4: Transportation Policy

- 1 **Highway User Tax Distribution Fund and Trunk Highway Funds details.**
Directs state agency commissioners to provide details on proposed Trunk Highway Fund or Highway User Tax Distribution (HUTD) Fund spending as part of the narrative in biennial budget submissions. Effective July 1, 2022.
- 2 **Greater Minnesota transit account.**
Revises the share of motor vehicle sales tax revenue that is made available to MnDOT for greater Minnesota transit program administration, to be up to two percent of annual revenue (instead of a fixed dollar amount).
- 3 **Off-highway motorcycle.**
Establishes that electric-assisted bicycles are not included in the definition of “off-highway motorcycle” in the chapter of state statutes governing Department of Natural Resources regulation of vehicles operated off-road.
- 4 **Off-road vehicle.**
Establishes that electric-assisted bicycles are not included in the definition of “off-road vehicle” in the chapter of state statutes governing Department of Natural Resources regulation of vehicles operated off-road.
- 5 **All-terrain vehicle or vehicle.**
Establishes that electric-assisted bicycles are not included in the definition of “all-terrain vehicle” in the chapter of state statutes governing Department of Natural Resources regulation of vehicles operated off-road.
- 6 **Appoint commissioners for damages.**
Requires that a person must reside in Minnesota to be appointed by a court to serve on a property valuation panel in the eminent domain process.

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- 7 **Commissioner qualifications.**
Modifies the timing of a court’s inquiry into potential conflicts of interest, or appearance of impropriety, of a person appointed by the court to serve on a property valuation panel in the eminent domain process, so that the inquiry does not have to take place prior to appointment.
- 8 **Bikeway.**
Centralizes bicycle-related definitions.
- 9 **Designation.**
Establishes a process for designating a bikeway on a segment of road where there is a disability parking space.
- 10 **Prohibition.**
Allows for single-occupant vehicle operation in MNPASS lanes during specified holidays, if approved by the Federal Highway Administration.
- 11 **[Adds § 161.045] Highway User Tax Distribution Fund appropriations; Trunk Highway Fund appropriations.**
Recodifies an existing prohibition on use of Trunk Highway Fund dollars for specified purposes. Broadens the prohibitions list and expands the prohibition to apply to all commissioners as well as restrict money from the HUTD Fund. Effective July 1, 2025.
- 12 **Project selection process; criteria (Corridors of Commerce).**
Revises the criteria and requirements for selecting projects in the Corridors of Commerce program.
- 13 **Report on dedicated fund expenditures.**
Broadens existing requirements for a legislative report on highway funds expenditures and transfers, to include additional information on cybersecurity spending.
- 14 **Route No. 96.**
Modifies the statutory route description for Trunk Highway 96 to only go from White Bear Lake to Dellwood, subject to a county turnback agreement that turns over jurisdiction of the rest of the current Trunk Highway 96 route (from Dellwood to Stillwater) over to Washington County.

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- 15 **Corporal Caleb L. Erickson Memorial Highway.**
Designates a segment of Trunk Highway 13 that runs through and in the vicinity of Waseca as the “Corporal Caleb L. Erickson Memorial Highway.”
- 16 **Chief Daryl "Taddy" Drusch Memorial Highway.**
Designates a segment of U.S. Highway 12 within Howard Lake as the "Chief Daryl "Taddy" Drusch Memorial Highway.”
- 17 **Private Joseph Marthaler Memorial Bridge.**
Designates a memorial bridge on U.S. Highway 52, at Wentworth in West Saint Paul, as the “Private Joseph Marthaler Memorial Bridge.”
- 18 **Patrol Inspector Robert H. Lobdell Memorial Highway.**
Designates Trunk Highway 11 from Roseau to Warroad as the “Patrol Inspector Robert H. Lobdell Memorial Highway.”
- 19 **Deputy Richard K. Magnuson Memorial Highway.**
Designates a portion of Trunk Highway 310, from Roseau to Canada, as the “Deputy Richard K. Magnuson Memorial Highway.”
- 20 **Conveyance of excess.**
Broadens MnDOT’s authority to sell excess real estate that has been recently acquired beyond what is needed for trunk highway purposes, to provide for offers to abutting landowners as well as allow sale at the established minimum bid.
- 21 **Services of licensed real estate broker.**
Lowers the threshold where MnDOT can sell excess real estate as negotiated through a broker (following unsuccessful bidding), to allow the sale price to be as low as 80 percent of the appraised market value (decreased from 90 percent).
- 22 **Selection authority; limitation.**
Reduces the limit, from four to three, on the annual number of contracts for which MnDOT can use the Construction Manager/General Contractor (CM/GC) method of contracting.
- 23 **Services of licensed real estate broker.**
Lowers the threshold where MnDOT can sell excess real estate as negotiated through a broker (following a public auction and withdrawal from sale), to allow the sale price to be as low as 80 percent of the appraised market value (decreased from 90 percent).

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- 24 **Unsold lands.**
Lowers the threshold where MnDOT can sell excess real estate (following unsuccessful bidding), to be as low as 80 percent of the minimum bid established for a public sale. Requires approval of the commissioner for sales below the minimum bid amount.
- 25 **Administration.**
Makes a technical change, to fix a cross reference.
- 26 **Qualifications, salary, and term.**
Eliminates a requirement that an appointed county highway engineer must be a citizen and resident of Minnesota.
- 27 **Operation costs for central office building, payment.**
Prohibits the use of Trunk Highway Fund dollars for MnDOT’s central office building operation and maintenance, and creates a statutory appropriation from the General Fund for this purpose. Effective July 1, 2025.
- 28 **Motor vehicle.**
Clarifies that electric-assisted bicycles are not included in the definition of “motor vehicle” in the chapter of state statutes governing motor vehicle registration. Makes technical changes, to centralize a list of excluded vehicle types.
- 29 **[Adds § 168.0135] Motor vehicle registration self-service kiosks.**
Directs the Department of Public Safety to implement a process for self-service kiosks for motor vehicle registration renewals. Specifies requirements, including program standards, direction to use a vendor, and administration by deputy registrars. Sets a filing fee to match the current amount and allows a convenience fee of up to \$5 that is retained by a kiosk vendor. Effective the day following final enactment.
- 30 **Plates; design, visibility, periods of issuance.**
Provides for lifetime issuance for additional veteran’s license plates.
- 31 **Additional fee.**
Modifies validation sticker fees and license plate fees for various types of regular, disability, and specialty plates. Effective August 1, 2021.
- 32 **[Adds § 168.1284] Minnesota 100 Club plates.**
Creates a new Minnesota 100 club special license plate. Sets requirements for eligibility, plate design, and transfer of plates. Provides exemptions from new plate

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- applications. Requires an annual \$40 donation and allocates the funds. Effective January 1, 2022.
- 33 **[Adds § 168.1285] Minnesota agriculture plates.**
Creates a new Minnesota agriculture special license plate. Sets requirements for eligibility, plate design, and transfer of plates. Provides exemptions from new plate applications. Requires an annual \$20 donation and allocates the funds. Effective January 1, 2022.
- 34 **[Adds § 168.1286] Honorary consul plates.**
Creates a new honorary consul special license plate. Sets requirements for eligibility, plate design, and transfer of plates. Provides exemptions from new plate applications. Effective January 1, 2022.
- 35 **Motor vehicles of certain nonresidents.**
Sets a weight-based fee structure for some commercial trucks and buses of out-of-state carriers that are issued a temporary permit for operation in Minnesota.
- 36 **Trip permit.**
Revises the fee for a 30-day trip permit to be one-twelfth of the registration tax amount imposed for trucks and tractors.
- 37 **Surrender plates and credit tax paid.**
Adds a cross reference to an existing motor vehicle title transfer fee (which is codified outside of the chapter of statutes on motor vehicle registration).
- 38 **Installments; registration generally.**
Modifies the due dates when registration tax is paid in installments for a truck, farm truck, recreational vehicle, or trailer, to be in two equal parts due June 1 and November 1. Makes technical changes.
- 39 **Records and fee.**
Makes a conforming change. Effective the earlier of August 1, 2021, or on completion of the necessary programming changes.
- 40 **Vehicle records subscription service.**
Authorizes and sets a fee structure for bulk access to motor vehicle records (which matches the fees in place for subscription to driver records). Allocates fee revenue. Effective the earlier of August 1, 2021, or on completion of the necessary programming changes.

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- 41 Custom data request record fees.**
Sets a per record fee for data requests of 1,000 or more driver or vehicle records, and authorizes an additional fee for customized data. Allocates fee revenue. Effective the earlier of August 1, 2021, or on completion of the necessary programming changes.
- 42 Review and audit of subscription services.**
Requires annual audits for each subscriber to bulk driver or motor vehicle records. Effective the earlier of August 1, 2021, or on completion of the necessary programming changes.
- 43 Requirements upon subsequent transfer; service fee.**
Sets a service fee at \$7, instead of a variable amount of up to \$7, which a deputy registrar may charge a motor vehicle dealer to handle notification to the Department of Public Safety of a vehicle sold for use outside of the state.
- 44 Notification on vehicle held for resale; service fee.**
Sets a service fee at \$7, instead of a variable amount of up to \$7, which a deputy registrar may charge a motor vehicle dealer to handle to the Department of Public Safety of acquisition of a vehicle held by the dealer for resale.
- 45 Bicycle lane.**
Establishes that bicycle lanes are part of the roadway (that is, the main traveled portion of a road) and not a shoulder (the contiguous portion of the road that is not traveled upon). Effective August 1, 2021.
- 46 Bikeway.**
Broadens a definition of “bikeway” for the chapter of statutes on traffic regulations (which substantially matches the definition being centralized in this article). Effective August 1, 2021.
- 47 Class 1 electric-assisted bicycle.**
Creates a classification of electric-assisted bicycle, “class 1,” for e-bikes with a motor that only assists when the rider is pedaling and does not assist at speeds of 20 m.p.h. or higher. Effective August 1, 2021.
- 48 Class 2 electric-assisted bicycle.**
Creates a classification of electric-assisted bicycle, “class 2,” for e-bikes with a motor that can assist when the rider is not pedaling and does not assist at speeds of 20 m.p.h. or higher. Effective August 1, 2021.

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- 49 **Class 3 electric-assisted bicycle.**
Creates a classification of electric-assisted bicycle, “class 3,” for e-bikes with a motor that only assists when the rider is pedaling and does not assist at speeds of 28 m.p.h. or higher. Effective August 1, 2021.
- 50 **Electric-assisted bicycle.**
Revises the definition of electric-assisted bicycle, to reduce the maximum power capability of the motor (from 1,000 to 750 watts); require that the device fits the class 1, 2, or 3 category; and no longer reference federal regulations for motor vehicles (regulations for consumer products continue to apply). Effective August 1, 2021.
- 51 **Motor vehicle.**
Clarifies that electric-assisted bicycles are not included in the definition of “motor vehicle” in the chapter of state statutes governing traffic regulation. Effective August 1, 2021.
- 52 **Narrow-width lane.**
Defines “narrow-width lane” for the chapter of statutes on traffic regulations. Effective August 1, 2021.
- 53 **Transportation by animal.**
Updates terminology and makes technical and clarifying changes, including to establish cross references.
- 54 **Reports confidential; evidence, fee, penalty, appropriation.**
Broadens the disclosure of motor vehicle crash reports produced by law enforcement officers following a collision, so that the Department of Public Safety or a law enforcement agency must disclose the report on request of a local prosecutor who is involved in an implied consent case with a traffic or criminal offense that is identified as a result of a traffic crash investigation by law enforcement.
- 55 **Penalties.**
Makes a conforming change.
- 56 **Slower vehicles.**
Clarifies that the requirement for slower vehicles to operate on the right-hand side of the roadway also applies to animal-drawn vehicles.

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- 57 **Traffic laws apply.**
Clarifies that bicyclists operating on a shoulder have the same rights and duties as when operating on the road generally. Makes a technical change, to substantially reproduce language on sidewalk and crosswalk operating authority that is being moved from another subdivision in the statute. Effective August 1, 2021.
- 58 **Riding rules.**
Removes a provision permitting e-bike operation on roads and trails, which is replaced by similar authorization in a separate subdivision. Removes a provision on bicyclist rights and duties, which is substantially reproduced in another subdivision. Effective August 1, 2021.
- 59 **Electric-assisted bicycle; riding rules.**
Establishes revised operating rules specifically for electric-assisted bicycles, including to (1) generally allow operation on roads and trails where nonmotorized bicycles are permitted, and (2) provide for restriction or regulation by state and local authorities. Effective August 1, 2021.
- 60 **Electric-assisted bicycle; equipment.**
Sets equipment and labeling requirements on electric-assisted bikes. Effective January 1, 2022, for manufacturer labeling requirements, and August 1, 2021, for other changes.
- 61 **Inspection criteria.**
Codifies school bus inspection standards, including to base inspections on vehicle standards developed by a national organization for pupil transportation standards, and to clarify procedures. (This replaces administrative rules on school bus inspections that are repealed elsewhere in this article.)
- 62 **Member of the State Patrol.**
Clarifies that school bus inspection authority includes application to non-sworn employees of the State Patrol.
- 63 **Displaying emblem; rules.**
Makes a clarifying change, to establish a cross reference.
- 64 **Animal-drawn vehicles.**
Sets lighting requirements for animal-drawn vehicles. Provides exceptions.

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- 65 **Escort vehicles required; width.**
Modifies escort vehicle mandates when a load exceeds the dimensional limits in state statutes, to require both lead and rear escort vehicles when the load extends past the centerline of an undivided highway.
- 66 **[169.8665] Special soybean meal-hauling vehicle permit.**
Authorizes a special permit for overweight and overdimensional vehicles to transport soybean meal on segments of U.S. Highways 2 and 75 from Crookston to the North Dakota border.
- 67 **Failure to appear.**
Prohibits the Department of Public Safety from suspending (or “re-suspending”) a person’s driver’s license based on failure to appear in court after receiving a citation for (1) a petty misdemeanor, or (2) driving after suspension. Effective January 1, 2022.
- 68 **Two-wheeled vehicle endorsement fee.**
Increases the fees for a motorcycle endorsement on a driver’s license. Makes technical changes. Effective August 1, 2021.
- 69 **Contents of application; other information.**
Makes a technical change, to fix a cross reference.
- 70 **Remote application.**
Authorizes remote renewal or reinstatement of a Minnesota driver’s license or ID card for some applicants, applicants’ spouses or domestic partners, or applicants’ parents or guardians (for a dependent under age 26) who are residing outside the United States. Specifies various requirements. Effective the earlier of August 1, 2021, or on completion of the necessary programming changes.
- 71 **Variance for homebound individuals.**
Authorizes the Department of Public Safety to provide, for a person who is homebound, a variance from in-person photo requirements to obtain or renew a Minnesota identification card. Identifies conditions that must be met.
- 72 **Data privacy; noncompliant license or identification card.**
Authorizes the Department of Public Safety to share driver’s license data as part of an individual’s application for replacement Social Security cards. Effective the earlier of February 1, 2022, or on completion of the necessary programming changes.

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- 73 **Examination subjects and locations; provisions for color blindness, disabled veterans.**
Makes a conforming change.
- 74 **Two-wheeled vehicle endorsement examination fee.**
Makes conforming and clarifying changes, including to centralize motorcycle endorsement fees (which are increased elsewhere in this article). Effective August 1, 2021.
- 75 **Repeat examination fees.**
Imposes a \$20 “no-show” fee for missing a knowledge or road test or cancelling within 24 hours of the appointment time. Effective the earlier of November 1, 2021, or on completion of the necessary programming changes.
- 76 **Online driver’s license knowledge testing authorization.**
Modifies online knowledge testing for a driver’s license, to specify requirements for a proctor who monitors the test-taker.
- 77 **Suspension on conviction.**
Prohibits the suspension of a person’s driver’s license following a conviction for driving after suspension or driving after revocation. Effective January 1, 2022.
- 78 **Failure to pay fine.**
Forbids suspension of a person’s driver’s license based solely on a person’s failure to pay a traffic ticket, parking fine, or surcharge following a conviction for a vehicle operation or parking citation. Effective January 1, 2022.
- 79 **Suspension under reciprocal agreement.**
Provides that, notwithstanding a general prohibition, the Department of Public Safety can suspend a driver’s license in conformance with the nonresident violator compact. Effective January 1, 2022.
- 80 **Offenses.**
Broadens a ban on suspending (or “re-suspending”) a driver’s license following from prior violations, so that it also prohibits suspensions that would result from a prior conviction for driving after revocation. Effective January 1, 2022.
- 81 **Reinstatement fee (suspended license).**
Establishes that a single fee is imposed to reinstate a suspended driver’s license, regardless of the number of violations committed that each led to a suspension. Sets the fee for a license that has been both suspended and revoked to use the

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reinstatement fee for revoked licenses. Makes technical changes. Effective the earlier of March 1, 2022, or on completion of the necessary programming changes.

82 License expiration and renewal; exceptions.

Broadens a driver's license expiration date extension provision to include Peace Corps volunteers serving outside Minnesota as well as federal employees while assigned to foreign service. Applies the extensions to include spouses, domestic partners, children, and dependents under age 26. Makes technical changes. Effective the earlier of August 1, 2021, or on completion of the necessary programming changes.

83 Reinstatement fees (revoked license).

(a) and (b) Establish that a single fee is imposed to reinstate a driver's license that was revoked for non-DWI/DUI related offenses, regardless of the number of violations committed that each led to a revocation. Makes technical changes. Effective the earlier of March 1, 2022, or on completion of the necessary programming changes.

(f) Eliminates a required certification as eligible for a public defender in order to pay some revoked license reinstatement fees in two installments. Effective August 1, 2021.

84 [Adds § 171.325] Driver's license suspensions and revocations; reports.

Requires the Department of Public Safety to provide an annual report on driver's licenses issued, suspended, and revoked. Requires the state court administrator to report on charges and convictions for driving after suspension or revocation, as well as information on the payment of fines for all motor vehicle violations listed on the uniform fine schedule.

85 Statewide freight and passenger rail plan.

Sets evaluation, scoring, prioritization, and web publishing requirements for the statewide freight and passenger rail plan. Requires plan updates within two years of an update to the statewide multimodal transportation plan. Removes obsolete language.

86 Minnesota state highway investment plan.

Modifies requirements for the Minnesota State Highway Investment Plan, including to prioritize investment in trunk highway system preservation and maintenance. Makes conforming and technical changes. Applies to the next plan update. Effective the day after enactment.

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- 87 **Salaries and expenses.**
Clarifies that a provision requiring payments from the Trunk Highway Fund for MnDOT’s highway purposes does not include purposes that are otherwise specified as restricted.
- 88 **Trunk highway performance, resiliency, and sustainability.**
Sets requirements for transportation planning, performance measurement tracking, and asset management. Specifies information in district capital highway investment plans. Requires an annual legislative report, which is first due December 15, 2022.
- 89 **[Adds § 174.13] Transportation Programming and Investment Committee.**
Codifies a Transportation Programming and Investment Committee (TPIC) within MnDOT. Provides for duties, membership, meetings, public information on decision-making by TPIC and the commissioner, and creation of an investment opportunity plan.
- 90 **Report.**
Makes a technical change, to remove an obsolete date.
- 91 **[Adds § 174.20] Pavement selection guidelines.**
Requires MnDOT to create a pavement investment guide.
- 92 **Transit service for disabled veterans.**
Makes a technical change, to remove an obsolete date.
- 93 **Report.**
Makes a technical change, to remove an obsolete date.
- 94 **Program administration (Safe Routes to School program).**
Requires MnDOT to make information available on Safe Routes to School program requirements and the selection process, including posting information on its website that lists projects considered and provides a required manual for applicants. Makes a technical change, to remove an obsolete date.
- 95 **Major local bridges.**
Revises MnDOT’s authority on local bridge program grants that can be made for major local bridges (i.e., those with a total cost estimate of over \$7 million), to be based on the cost estimate of bridge instead of the grant award amount. Clarifies that the major local bridges grant provision only applies when specifically referenced.

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- 96 **Bridge grant program; rulemaking.**
Revises local bridge program requirements, including to require ongoing maintenance of a bridge project list and to allow grants of up to \$7 million for major local bridges under the general program (as opposed to the specific provision for major local bridges). Directs MnDOT to post program requirements on its website.
- 97 **Total bridge cost estimate; definition.**
Specifies that “total bridge cost estimate” for the local bridge program includes work directly relating the bridge itself.
- 98 **Grant procedures and criteria (Local Road Improvement program).**
Directs MnDOT to post local road improvement program information on its website, including grantmaking procedures and projects considered and selected.
- 99 **Report required.**
Makes a technical change, to remove an obsolete date.
- 100 **[Adds § 174.58] State road construction prior appropriations.**
Authorizes MnDOT to carry forward state road construction appropriations from prior fiscal years, for money that had been encumbered for a project in the biennium of the original appropriation.
- 101 **Program established; inspector powers and duties (State Rail Safety Inspection program).**
Modifies the state rail inspection program to broaden the inspection categories and make the list of inspection categories permissive. Eliminates a provision on inspection program positions, which is being reproduced in a different subdivision. Makes technical changes.
- 102 **Railroad company assessment; account; appropriation.**
Revises and clarifies the railroad company assessment calculation for the state rail inspection program. Specifies that the assessment is for all program costs to support up to four state rail safety inspector positions, which is reproduced and revised from another subdivision. Makes technical changes.
- 103 **Debt service forecast.**
Shifts the due date (from March 1 to April 1 annually) for Minnesota Management and Budget reporting on trunk highway bonding debt service. Removes an obsolete date.

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- 104 **Allocation of funds.**
Revises prioritization of funds for a Department of Public Safety program that provides for preparedness and response to an incident involving a discharge of oil or other hazardous substances transported by rail or pipeline.
- 105 **Salary and benefits survey.**
Amends specified years for the Office of the Legislative Auditor to conduct compensation and benefit surveys of law enforcement police departments.
- 106 **Transfer of motor vehicle mileage; mileage disclosure.**
Revises the incorporation of federal regulations on odometer disclosure, to reference the current regulations. Allows for electronic mileage reporting. Effective the day after enactment.
- 107 **[Add § 345.16] State; unclaimed property; disposition; duty of State Patrol.**
Governs authority of the State Patrol to seize, provide notice, and dispose of abandoned personal property. Directs resulting money to the General Fund.
- 108 **Ordinances of political subdivisions.**
Requires local units of government to provide review and notice to MnDOT regarding ordinances that impact unmanned aircraft.
- 109 **Small unmanned aircraft.**
Defines “small unmanned aircraft” in the chapter on aeronautics.
- 110 **Small unmanned aircraft system.**
Defines “small unmanned aircraft system” in the chapter on aeronautics.
- 111 **Small unmanned aircraft systems.**
Amends registration and fee requirements for small unmanned aircraft systems that weigh less than 55 pounds, to (1) eliminate required registration as well as a fee for those used only for recreation, and otherwise set a \$25 fee; and (2) eliminate imposition of the aircraft registration tax.
- 112 **Certificate of insurance.**
Revises insurance coverage requirements for unmanned aircraft.
- 113 **Fares.**
Requires that fares from Metro Mobility are set in accordance with federal law and are used only for that program.

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- 114 **Forecasted funding.**
Establishes Metro Mobility as a forecasted program for General Fund spending. Specifies state obligations, provides for forecast adjustments, and requires financial reviews in conjunction with each forecast. Effective starting with funding in fiscal year 2026.
- 115 **Obligations.**
Authorizes the Metropolitan Council to issue a total of an additional \$98.4 million in “regional transit capital” bonds or similar forms of debt.
- 116 **Limitation; light rail transit.**
Prevents the Metropolitan Council from using the regional transit capital bond proceeds authorized in this article for light rail transit lines or line expansion.
- 117 **[Adds § 473.3927] Zero-emission transit vehicles.**
Directs the Metropolitan Council to develop a zero-emission transit vehicle transition plan for the council’s transit fleet. Makes the initial plan due by February 15, 2022. Sets planning and deployment requirements. Effective the day after enactment.
- 118 **[Adds § 473.452] Transit operating reserves; report.**
Requires annual reporting to the Metropolitan Council and the legislature on replacement service provider (i.e., “opt-out”) operating expenses and reserves.
- 119 **Motor vehicle charges and conviction data; report.**
Directs the court administrator to report data on charges and convictions for driving after suspension or revocation, and on fines for motor vehicle operation violations.
- 120 **Effective date. (CM/GC definitions)**
Extends a sunset on definitions related to MnDOT’s use of the construction manager/general contractor (CM/GC) method of contracting and project management, to be after 20 projects instead of 10.
- 121 **Effective date. (CM/GC authority)**
Extends a sunset on authority for MnDOT’s use of CM/GC, to be after 20 projects instead of 10.
- 122 **Effective date. (CM/GC procedures)**
Extends a sunset on procedures governing on MnDOT’s use of CM/GC, to be after 20 projects instead of 10.

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- 123 **City of Minneapolis; transit project financing.**
Broadens the permissible uses of funds from a value capture district previously authorized in Minneapolis, to allow for other types of transit lines beyond streetcars.
- 124 **Legislative Route No. 263 removed.**
Authorizes a county turnback of Trunk Highway 263 from Ceylon to Interstate 90 in Martin County, subject to agreement between MnDOT and the county.
- 125 **Legislative Route No. 267 removed.**
Authorizes a county turnback of Trunk Highway 267 roughly from Iona to Slayton in Murray County, subject to agreement between MnDOT and the county.
- 126 **Animal-drawn vehicles; safety manual.**
Directs the Department of Public Safety to create a traffic safety manual on animal-drawn vehicles, which must be published by January 1, 2022. Effective the day after enactment.
- 127 **Speed limit on park road.**
Authorizes the Minneapolis Park and Recreation Board to set the speed limit on parkways located within a park. Effective the day after approval by the park board.
- 128 **Payable offense; best practices.**
Directs state agencies and the courts to confer and determine best practices on processing cases where a citation is issued, to ensure that the citation does not inadvertently fail to require a court appearance when one is warranted.
- 129 **Federal funds reporting requirement; replacement service providers.**
Requires replacement service providers to report on all expenditures of COVID-19-related federal funds. Effective the day after enactment.
- 130 **Rulemaking; medical providers.**
Directs the Department of Public Safety to broaden administrative rules on driver’s license medical statements for various medical conditions, to authorize additional medical providers to complete the statement. Provides expedited rulemaking authority. Effective the day after enactment.
- 131 **School bus age exemption.**
Permits some Type III vehicles (used in pupil transportation) to continue in operation beyond the 12-year vehicle age cut-off, until August 31, 2022. Effective the day after enactment.

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- 132 **MNPASS lanes; request to Federal Highway Administration.**
Directs MnDOT to request approval from the Federal Highway Administration to allow MNPASS lanes to be used by all motorists on specified holidays. Effective the day after enactment.
- 133 **Freight network optimization tool creation.**
Directs MnDOT, in consultation with the DEED, to procure a statewide freight network optimization tool. Specifies capabilities required for the tool.
- 134 **Transportation project selection process.**
Directs MnDOT to implement a project selection process policy for capital programs and grantmaking. Identifies programs that must be included and are excluded. Sets requirements for each policy and requires consultation. Makes a legislative report due by February 1, 2023. Effective the day after enactment.
- 135 **School bus knowledge test availability.**
Directs the Department of Public Safety to ensure availability of adequate time slots for school bus endorsement knowledge tests, until December 31, 2021. Effective the day after enactment.
- 136 **Vehicle registration self-service kiosk report.**
Requires a legislative report on self-service vehicle registration kiosks, which is due by December 1, 2022.
- 137 **Transportation revenue and expenditure; report.**
Requires a legislative report on transportation revenue and expenditures, which is due by February 15, 2022.
- 138 **School bus stop-signal arm camera grants report.**
Requires a legislative report on school bus stop-signal arm camera systems, which is due by December 15, 2023.
- 139 **Legislative report on exam station expenditures.**
Requires legislative reports on expenditures for driver’s license exam stations, which are due by January 15 of 2023 and 2024.
- 140 **Work zone speed management study.**
Directs MnDOT and the Department of Public Safety to perform a study of work zone speed management, which is due by February 1, 2022. Effective the day after enactment.

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- 141 **Driver’s license same-day issuance pilot project.**
Requires the Department of Public Safety to conduct a same-day driver’s license pilot project in Lakeville and Moorhead. Specifies pilot project requirements. Makes a legislative report due by January 1, 2024.
- 142 **Project selection study; Department of Transportation.**
Directs MnDOT to submit a legislative report on project selection and legislative input, which is due by January 15, 2022.
- 143 **Study on post-COVID pandemic public transportation.**
Directs MnDOT to arrange for a study by the Center for Transportation Studies at the University of Minnesota of public transportation and commuter impacts following substantial resolution of the COVID-19 pandemic. Makes a copy of the study due to the legislature by February 1, 2023.
- 144 **Independent expert review of MNDRIVE.**
Provides for a review of MNDRIVE performance and processes as well as exam station locations, to be performed by the latest chair of the governor's Blue Ribbon Council on Information Technology. Specifies review topics and provides for administrative support. Makes legislative reports due by February 1, 2022 (on MNDRIVE) and November 1, 2022 (on exam stations and options).
- 145 **Independent expert review of MNDRIVE; purpose and intent.**
Specifies legislative intent for the independent review of MNDRIVE, including to examine workload changes for deputy registrars and driver’s license agents.
- 146 **Dedicated funds expenditures task force.**
Establishes a legislative task force on permissible uses of Trunk Highway Fund and HUTD Fund expenditures. Identifies task force membership, duties, and review areas. Provides for task force administration. Makes a legislative report due by February 15, 2022. Sets task force expiration as the day after submission of the report. Effective the day after enactment.
- 147 **Salvage title task force.**
Establishes a legislative task force on salvage titles. Identifies task force membership, duties, and topics to cover. Provides for task force meetings and administration. Makes a legislative report due by January 31, 2022. Sets task force expiration as the day after submission of the report. Effective the day after enactment.

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- 148 **Revisor instruction.**
Provides technical direction to the Revisor of Statutes to make a conforming change to centralize bicycle-related definitions. Effective August 1, 2021.
- 149 **Revisor instruction.**
Provides technical direction to the Revisor of Statutes to make a technical change, to recodify a driver’s license suspension provision and move it into the chapter of statutes on driver’s license administration. Effective January 1, 2022.
- 150 **Revisor instruction.**
Provides technical direction to the Revisor of Statutes to make a conforming change as part of recodification of a provision on uses and spending prohibitions for highway funds. Effective July 1, 2025.
- 151 **Repealer.**
- (a) Repeals a provision allowing for transfers to the General Fund for transportation-related tax collection costs, when authorized by law.
 - (b) Repeals a fee-setting provision for bulk vehicle records (which is replaced elsewhere in this article). Effective the earlier of August 1, 2021, or on completion of the necessary programming changes.
 - (c) Repeals a requirement for motorists to directly submit a crash report to the Department of Public Safety in some circumstances.
 - (d) Eliminates administrative rules governing driving privileges for a person who has been diagnosed with diabetes or has experienced loss of voluntary consciousness or control due to hypoglycemia or hyperglycemia.
 - (e) Repeals administrative rules on school bus inspections (which are replaced with statutory requirements established elsewhere in this article).
 - (f) Repeals a restriction on the use of Trunk Highway Fund dollars for specified purposes (which is replaced with new requirements and prohibitions elsewhere in this article). Effective July 1, 2025.



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