

1.1 moves to amend H.F. No. 1444 as follows:

1.2 Delete everything after the enacting clause and insert:

1.3 **"ARTICLE 1**

1.4 **APPROPRIATIONS**

1.5 Section 1. **TRANSPORTATION APPROPRIATIONS.**

1.6 The sums shown in the columns marked "Appropriations" are appropriated to
 1.7 the agencies and for the purposes specified in this article. The appropriations are from
 1.8 the trunk highway fund, or another named fund, and are available for the fiscal years
 1.9 indicated for each purpose. The figures "2014" and "2015" used in this article mean that
 1.10 the appropriations listed under them are available for the fiscal year ending June 30, 2014,
 1.11 or June 30, 2015, respectively. "The first year" is fiscal year 2014. "The second year" is
 1.12 fiscal year 2015. "The biennium" is fiscal years 2014 and 2015. Appropriations for the
 1.13 fiscal year ending June 30, 2013, are effective the day following final enactment.

1.14 **APPROPRIATIONS**
 1.15 **Available for the Year**
 1.16 **Ending June 30**
 1.17 **2014** **2015**

1.18 Sec. 2. **SUMMARY OF APPROPRIATIONS.**

1.19 The amounts shown in this section summarize direct appropriations, by fund, made
1.20 in this article.

		<u>2014</u>		<u>2015</u>		<u>Total</u>
1.22	<u>General</u>	\$ 104,136,000	\$	102,714,000	\$	206,850,000
1.23	<u>Airports</u>	18,959,000		18,959,000		37,918,000
1.24	<u>C.S.A.H.</u>	593,022,000		603,850,000		1,196,872,000
1.25	<u>M.S.A.S.</u>	152,173,000		154,491,000		306,664,000
1.26	<u>Special Revenue</u>	49,738,000		49,959,000		99,697,000

2.1	<u>H.U.T.D.</u>	<u>10,406,000</u>	<u>10,406,000</u>	<u>20,812,000</u>
2.2	<u>Trunk Highway</u>	<u>1,692,846,000</u>	<u>1,630,450,000</u>	<u>3,323,296,000</u>
2.3	<u>Total</u>	<u>\$ 2,621,280,000</u>	<u>\$ 2,570,829,000</u>	<u>\$ 5,192,109,000</u>

2.4 **Sec. 3. DEPARTMENT OF**
 2.5 **TRANSPORTATION**

2.6 Subdivision 1. **Total Appropriation** **\$ 2,401,507,000** **\$ 2,350,854,000**

2.7 Appropriations by Fund

2.8		<u>2014</u>	<u>2015</u>
2.9	<u>General</u>	<u>29,575,000</u>	<u>28,172,000</u>
2.10	<u>Airports</u>	<u>18,959,000</u>	<u>18,959,000</u>
2.11	<u>C.S.A.H.</u>	<u>593,022,000</u>	<u>603,850,000</u>
2.12	<u>M.S.A.S</u>	<u>152,173,000</u>	<u>154,491,000</u>
2.13	<u>Special Revenue</u>	<u>2,500,000</u>	<u>2,500,000</u>
2.14	<u>Trunk Highway</u>	<u>1,605,278,000</u>	<u>1,542,882,000</u>

2.15 The amounts that may be spent for each
 2.16 purpose are specified in the following
 2.17 subdivisions.

2.18 Subd. 2. **Multimodal Systems**

2.19 (a) **Aeronautics**

2.20 (1) **Airport Development and Assistance** 13,648,000 13,648,000

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

2.25 The base appropriation is \$14,298,000 in
 2.26 each year for fiscal years 2016 and 2017.

2.27 Notwithstanding Minnesota Statutes, section
 2.28 16A.28, subdivision 6, this appropriation
 2.29 is available until expended. If the
 2.30 appropriation for either year is insufficient,
 2.31 the appropriation for the other year is
 2.32 available for it.

2.33 (2) **Aviation Support and Services** 6,123,000 6,123,000

3.1	<u>Appropriations by Fund</u>		
3.2		<u>2014</u>	<u>2015</u>
3.3	<u>Airports</u>	<u>5,286,000</u>	<u>5,286,000</u>
3.4	<u>Trunk Highway</u>	<u>837,000</u>	<u>837,000</u>

3.5 \$65,000 in each year is from the state airports
 3.6 fund for the Civil Air Patrol.

3.7 **(b) Transit** 25,462,000 25,384,000

3.8	<u>Appropriations by Fund</u>		
3.9		<u>2014</u>	<u>2015</u>
3.10	<u>General</u>	<u>22,187,000</u>	<u>22,109,000</u>
3.11	<u>Special Revenue</u>	<u>2,500,000</u>	<u>2,500,000</u>
3.12	<u>Trunk Highway</u>	<u>775,000</u>	<u>775,000</u>

3.13 The special revenue fund appropriation is
 3.14 from the vehicle services operating account.
 3.15 This is a onetime appropriation.

3.16 The base appropriation from the general fund
 3.17 is \$22,908,000 in each year for fiscal years
 3.18 2016 and 2017.

3.19 \$100,000 in each year is from the general
 3.20 fund for the administrative expenses of the
 3.21 Minnesota Council on Transportation Access
 3.22 under Minnesota Statutes, section 174.285.

3.23 **(c) Safe Routes to School** 250,000 250,000

3.24 This appropriation is from the general fund
 3.25 for non-infrastructure activities in the safe
 3.26 routes to school program under Minnesota
 3.27 Statutes, section 174.40, subdivision 7a.

3.28 **(d) Passenger Rail** 500,000 500,000

3.29 This appropriation is from the general
 3.30 fund for passenger rail system planning,
 3.31 alternatives analysis, environmental analysis,
 3.32 design, and preliminary engineering under
 3.33 Minnesota Statutes, sections 174.632 to
 3.34 174.636.

4.1	<u>(e) Freight</u>		<u>6,153,000</u>	<u>5,153,000</u>
4.2	<u>Appropriations by Fund</u>			
4.3		<u>2014</u>	<u>2015</u>	
4.4	<u>General</u>	<u>1,256,000</u>	<u>256,000</u>	
4.5	<u>Trunk Highway</u>	<u>4,897,000</u>	<u>4,897,000</u>	
4.6	<u>\$1,000,000 from the general fund in fiscal</u>			
4.7	<u>year 2014 is for the department's share of</u>			
4.8	<u>costs associated with soil and groundwater</u>			
4.9	<u>remediation of contaminated railroad</u>			
4.10	<u>property that has been abandoned. This is a</u>			
4.11	<u>onetime appropriation and is available until</u>			
4.12	<u>expended.</u>			
4.13	<u>Subd. 3. State Roads</u>			
4.14	<u>(a) Operations and Maintenance</u>		<u>262,395,000</u>	<u>262,395,000</u>
4.15	<u>(b) Program Planning and Delivery Activity</u>			
4.16	<u>(1) Program Planning and Delivery</u>		<u>207,008,000</u>	<u>206,733,000</u>
4.17	<u>Appropriations by Fund</u>			
4.18		<u>2014</u>	<u>2015</u>	
4.19	<u>General</u>	<u>175,000</u>	<u>0</u>	
4.20	<u>Trunk Highway</u>	<u>206,833,000</u>	<u>206,733,000</u>	
4.21	<u>\$130,000 in each year is available for</u>			
4.22	<u>administrative costs of the department's</u>			
4.23	<u>targeted group business program.</u>			
4.24	<u>\$266,000 in each year is available for grants</u>			
4.25	<u>to metropolitan planning organizations</u>			
4.26	<u>outside the seven-county metropolitan area.</u>			
4.27	<u>\$75,000 in each year is available for a</u>			
4.28	<u>transportation research contingent account</u>			
4.29	<u>to finance research projects that are</u>			
4.30	<u>reimbursable from the federal government or</u>			
4.31	<u>from other sources. If the appropriation for</u>			
4.32	<u>either year is insufficient, the appropriation</u>			
4.33	<u>for the other year is available for it.</u>			

5.1 \$75,000 in the first year from the general
 5.2 fund, and \$100,000 in the first year from
 5.3 the trunk highway fund, is for a Rochester
 5.4 area development and transportation impacts
 5.5 study as specified in article 2, section 18.

5.6 This is a onetime appropriation.

5.7 \$100,000 in the first year is from the
 5.8 general fund for development and initial
 5.9 implementation of the Corridors of
 5.10 Commerce program established under
 5.11 Minnesota Statutes, section 161.088,
 5.12 including but not limited to establishment
 5.13 of program requirements, identification and
 5.14 analysis of candidate projects, and legislative
 5.15 reporting. This is a onetime appropriation.

5.16 <u>(2) Transportation Research</u>	<u>150,000</u>	<u>150,000</u>
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5.17 This appropriation is from the general fund
 5.18 for grants to the Humphrey School of Public
 5.19 Affairs at the University of Minnesota,
 5.20 for research on transportation policy and
 5.21 economic competitiveness, including but
 5.22 not limited to innovative transportation
 5.23 finance options and economic development,
 5.24 transportation impacts of industry clusters
 5.25 and freight, and transportation technology
 5.26 impacts on economic competitiveness.

5.27 The base appropriation is \$150,000 in each
 5.28 year for fiscal years 2016 through 2018, and
 5.29 \$0 in each fiscal year thereafter.

5.30 <u>(3) Transportation Planning</u>	<u>900,000</u>	<u>900,000</u>
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5.31 This appropriation is for grants for
 5.32 transportation studies outside the
 5.33 metropolitan area to identify critical
 5.34 concerns, problems, and issues. These

6.1 grants are available: (i) to regional
 6.2 development commissions; (ii) in regions
 6.3 where no regional development commission
 6.4 is functioning, to joint powers boards
 6.5 established under agreement of two or
 6.6 more political subdivisions in the region to
 6.7 exercise the planning functions of a regional
 6.8 development commission; and (iii) in regions
 6.9 where no regional development commission
 6.10 or joint powers board is functioning, to the
 6.11 department's district office for that region.

6.12 **(c) State Road Construction Activity**

6.13 **(1) State Road Construction** 899,400,000 805,600,000

6.14 It is estimated that these appropriations will
 6.15 be funded as follows:

<u>Appropriations by Fund</u>	<u>2014</u>	<u>2015</u>
<u>Federal Highway</u>		
<u>Aid</u>	<u>489,200,000</u>	<u>482,200,000</u>
<u>Highway User Taxes</u>	<u>410,200,000</u>	<u>323,400,000</u>

6.21 The commissioner of transportation shall
 6.22 notify the chairs and ranking minority
 6.23 members of the legislative committees with
 6.24 jurisdiction over transportation finance of
 6.25 any significant events that should cause these
 6.26 estimates to change.

6.27 This appropriation is for the actual
 6.28 construction, reconstruction, and
 6.29 improvement of trunk highways, including
 6.30 design-build contracts and consultant usage
 6.31 to support these activities. This includes the
 6.32 cost of actual payment to landowners for
 6.33 lands acquired for highway rights-of-way,
 6.34 payment to lessees, interest subsidies, and
 6.35 relocation expenses.

7.1 The base appropriation is \$668,000,000 in
 7.2 each year for fiscal years 2016 and 2017.

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

7.9 The commissioner may transfer up to
 7.10 \$15,000,000 each year to the transportation
 7.11 revolving loan fund.

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

7.17 **(2) Economic Recovery Funds - Federal**
 7.18 **Highway Aid** 1,000,000 1,000,000

7.19 This appropriation is to complete projects
 7.20 using funds made available to the
 7.21 commissioner of transportation under
 7.22 title XII of the American Recovery and
 7.23 Reinvestment Act of 2009, Public Law 111-5
 7.24 and implemented under Minnesota Statutes,
 7.25 section 161.36, subdivision 7. The base
 7.26 appropriation is \$1,000,000 in fiscal year
 7.27 2016, and \$0 in each fiscal year thereafter.

7.28 **(3) Transportation Economic Development**
 7.29 **(TED)** 10,000,000 10,000,000

	<u>Appropriations by Fund</u>	
	<u>2014</u>	<u>2015</u>
7.31		
7.32	<u>5,000,000</u>	<u>5,000,000</u>
7.33	<u>5,000,000</u>	<u>5,000,000</u>

8.1 This appropriation is for the Transportation
 8.2 Economic Development program under
 8.3 Minnesota Statutes, section 174.12.

8.4 **(d) Highway Debt Service** 158,417,000 189,821,000

8.5 \$148,917,000 the first year and \$180,321,000
 8.6 the second year are for transfer to the state
 8.7 bond fund. If an appropriation is insufficient
 8.8 to make all transfers required in the year
 8.9 for which it is made, the commissioner of
 8.10 management and budget shall notify the
 8.11 Committee on Finance of the senate and
 8.12 the Committee on Ways and Means of the
 8.13 house of representatives of the amount of the
 8.14 deficiency and shall then transfer that amount
 8.15 under the statutory open appropriation. Any
 8.16 excess appropriation cancels to the trunk
 8.17 highway fund.

8.18 **(e) Electronic Communications** 5,171,000 5,171,000

8.19	<u>Appropriations by Fund</u>		
8.20		<u>2014</u>	<u>2015</u>
8.21	<u>General</u>	<u>3,000</u>	<u>3,000</u>
8.22	<u>Trunk Highway</u>	<u>5,168,000</u>	<u>5,168,000</u>

8.23 The general fund appropriation is to equip
 8.24 and operate the Roosevelt signal tower for
 8.25 Lake of the Woods weather broadcasting.

8.26 **Subd. 4. Local Roads**

8.27 **(a) County State Aid Roads** 593,022,000 603,850,000

8.28 This appropriation is from the county
 8.29 state-aid highway fund under Minnesota
 8.30 Statutes, sections 161.082 to 161.085, and
 8.31 chapter 162, and is available until spent.

8.32 If the commissioner of transportation
 8.33 determines that a balance remains in the
 8.34 county state-aid highway fund following

9.1 the appropriations and transfers made in
 9.2 this subdivision, and that the appropriations
 9.3 made are insufficient for advancing county
 9.4 state-aid highway projects, an amount
 9.5 necessary to advance the projects, not to
 9.6 exceed the balance in the county state-aid
 9.7 highway fund, is appropriated in each year
 9.8 to the commissioner. Within two weeks
 9.9 of a determination under this contingent
 9.10 appropriation, the commissioner of
 9.11 transportation shall notify the commissioner
 9.12 of management and budget and the chairs
 9.13 and ranking minority members of the
 9.14 legislative committees with jurisdiction over
 9.15 transportation finance concerning funds
 9.16 appropriated.

9.17	<u>(b) Municipal State Aid Roads</u>	<u>152,173,000</u>	<u>154,491,000</u>
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9.18 This appropriation is from the municipal
 9.19 state-aid street fund for the purposes under
 9.20 Minnesota Statutes, chapter 162, and is
 9.21 available until spent.

9.22 If the commissioner of transportation
 9.23 determines that a balance remains in the
 9.24 municipal state-aid street fund following
 9.25 the appropriations made in this subdivision,
 9.26 and that the appropriations made are
 9.27 insufficient for advancing municipal state-aid
 9.28 street projects, an amount necessary to
 9.29 advance the projects, not to exceed the
 9.30 balance in the municipal state-aid street
 9.31 fund, is appropriated in each year to
 9.32 the commissioner. Within two weeks
 9.33 of a determination under this contingent
 9.34 appropriation, the commissioner of
 9.35 transportation shall notify the commissioner

10.1 of management and budget and the chairs
 10.2 and ranking minority members of the
 10.3 legislative committees with jurisdiction over
 10.4 transportation finance concerning funds
 10.5 appropriated.

10.6 **Subd. 5. Agency Management**

10.7 **(a) Agency Services** 41,997,000 41,997,000

10.8 Appropriations by Fund

	<u>2014</u>	<u>2015</u>
<u>Airports</u>	<u>25,000</u>	<u>25,000</u>
<u>Trunk Highway</u>	<u>41,972,000</u>	<u>41,972,000</u>

10.12 **(b) Buildings** 17,838,000 17,838,000

10.13 Appropriations by Fund

	<u>2014</u>	<u>2015</u>
<u>General</u>	<u>54,000</u>	<u>54,000</u>
<u>Trunk Highway</u>	<u>17,784,000</u>	<u>17,784,000</u>

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

10.20 **Subd. 6. Transfers**

10.21 (a) With the approval of the commissioner of
 10.22 management and budget, the commissioner
 10.23 of transportation may transfer unencumbered
 10.24 balances among the appropriations from the
 10.25 trunk highway fund and the state airports
 10.26 fund made in this section. No transfer
 10.27 may be made from the appropriation for
 10.28 state road construction. No transfer may
 10.29 be made from the appropriations for debt
 10.30 service to any other appropriation. Transfers
 10.31 under this subdivision may not be made
 10.32 between funds. Transfers between programs
 10.33 must be reported immediately to the chairs
 10.34 and ranking minority members of the

11.1 legislative committees with jurisdiction over
11.2 transportation finance.

11.3 (b) The commissioner shall transfer from
11.4 the flexible highway account in the county
11.5 state-aid highway fund: (1) \$3,700,000 in
11.6 the first year to the trunk highway fund; and
11.7 (2) the remainder in each year to the county
11.8 turnback account in the county state-aid
11.9 highway fund. The funds transferred are
11.10 for highway turnback purposes as provided
11.11 under Minnesota Statutes, section 161.081,
11.12 subdivision 3.

11.13 **Subd. 7. Previous State Road Construction**
11.14 **Appropriations**

11.15 Any money appropriated to the commissioner
11.16 of transportation for state road construction
11.17 for any fiscal year before the first year is
11.18 available to the commissioner during the
11.19 biennium to the extent that the commissioner
11.20 spends the money on the state road
11.21 construction project for which the money
11.22 was originally encumbered during the fiscal
11.23 year for which it was appropriated. The
11.24 commissioner of transportation shall report to
11.25 the commissioner of management and budget
11.26 by August 1, 2013, and August 1, 2014, on
11.27 a form the commissioner of management
11.28 and budget provides, on expenditures made
11.29 during the previous fiscal year that are
11.30 authorized by this subdivision.

11.31 **Subd. 8. Contingent Appropriation**

11.32 The commissioner of transportation, with
11.33 the approval of the governor and the
11.34 written approval of at least five members
11.35 of a group consisting of the members of

13.1 Subdivision 1. Total Appropriation \$ 156,654,000 \$ 156,875,000

13.2 Appropriations by Fund

13.3		<u>2014</u>	<u>2015</u>
13.4	<u>General</u>	<u>9,542,000</u>	<u>9,542,000</u>
13.5	<u>Special Revenue</u>	<u>49,738,000</u>	<u>49,959,000</u>
13.6	<u>H.U.T.D.</u>	<u>10,406,000</u>	<u>10,406,000</u>
13.7	<u>Trunk Highway</u>	<u>86,968,000</u>	<u>86,968,000</u>

13.8 The amounts that may be spent for each
 13.9 purpose are specified in the following
 13.10 subdivisions.

13.11 Subd. 2. Administration and Related Services

13.12 (a) Office of Communications 434,000 434,000

13.13 Appropriations by Fund

13.14		<u>2014</u>	<u>2015</u>
13.15	<u>General</u>	<u>41,000</u>	<u>41,000</u>
13.16	<u>Trunk Highway</u>	<u>393,000</u>	<u>393,000</u>

13.17 (b) Public Safety Support Activity

13.18 (1) Public Safety Support 7,660,000 7,660,000

13.19 Appropriations by Fund

13.20		<u>2014</u>	<u>2015</u>
13.21	<u>General</u>	<u>2,788,000</u>	<u>2,788,000</u>
13.22	<u>H.U.T.D.</u>	<u>1,366,000</u>	<u>1,366,000</u>
13.23	<u>Trunk Highway</u>	<u>3,506,000</u>	<u>3,506,000</u>

13.24 \$380,000 in each year is from the general
 13.25 fund for payment of public safety officer
 13.26 survivor benefits under Minnesota Statutes,
 13.27 section 299A.44. If the appropriation for
 13.28 either year is insufficient, the appropriation
 13.29 for the other year is available for it.

13.30 \$1,367,000 in each year is from the general
 13.31 fund to be deposited in the public safety
 13.32 officer's benefit account. This money
 13.33 is available for reimbursements under
 13.34 Minnesota Statutes, section 299A.465.

14.1 \$792,000 in each year is from the general
 14.2 fund for transfer by the commissioner of
 14.3 management and budget to the trunk highway
 14.4 fund on December 31, 2013, and December
 14.5 31, 2014, respectively, in order to reimburse
 14.6 the trunk highway fund for expenses not
 14.7 related to the fund. These represent amounts
 14.8 appropriated out of the trunk highway
 14.9 fund for general fund purposes in the
 14.10 administration and related services program.

14.11 \$610,000 in each year is from the highway
 14.12 user tax distribution fund for transfer by the
 14.13 commissioner of management and budget
 14.14 to the trunk highway fund on December 31,
 14.15 2013, and December 31, 2014, respectively,
 14.16 in order to reimburse the trunk highway
 14.17 fund for expenses not related to the fund.
 14.18 These represent amounts appropriated out
 14.19 of the trunk highway fund for highway
 14.20 user tax distribution fund purposes in the
 14.21 administration and related services program.

14.22 \$716,000 in each year is from the highway
 14.23 user tax distribution fund for transfer by the
 14.24 commissioner of management and budget to
 14.25 the general fund on December 31, 2013, and
 14.26 December 31, 2014, respectively, in order to
 14.27 reimburse the general fund for expenses not
 14.28 related to the fund. These represent amounts
 14.29 appropriated out of the general fund for
 14.30 operation of the criminal justice data network
 14.31 related to driver and motor vehicle licensing.

14.32 (2) Soft Body Armor 700,000 700,000

14.33 Appropriations by Fund

14.34 2014 2015

15.1	<u>General</u>	<u>600,000</u>	<u>600,000</u>
15.2	<u>Trunk Highway</u>	<u>100,000</u>	<u>100,000</u>
15.3	<u>This appropriation is for soft body armor</u>		
15.4	<u>reimbursements under Minnesota Statutes,</u>		
15.5	<u>section 299A.38.</u>		
15.6	<u>(c) Technical Support Services</u>	<u>3,834,000</u>	<u>3,834,000</u>
15.7	<u>Appropriations by Fund</u>		
15.8	<u>2014</u>	<u>2015</u>	
15.9	<u>General</u>	<u>1,471,000</u>	<u>1,471,000</u>
15.10	<u>H.U.T.D.</u>	<u>19,000</u>	<u>19,000</u>
15.11	<u>Trunk Highway</u>	<u>2,344,000</u>	<u>2,344,000</u>
15.12	<u>Subd. 3. State Patrol</u>		
15.13	<u>(a) Patrolling Highways</u>	<u>72,522,000</u>	<u>72,522,000</u>
15.14	<u>Appropriations by Fund</u>		
15.15	<u>2014</u>	<u>2015</u>	
15.16	<u>General</u>	<u>37,000</u>	<u>37,000</u>
15.17	<u>H.U.T.D.</u>	<u>92,000</u>	<u>92,000</u>
15.18	<u>Trunk Highway</u>	<u>72,393,000</u>	<u>72,393,000</u>
15.19	<u>(b) Commercial Vehicle Enforcement</u>	<u>7,796,000</u>	<u>7,796,000</u>
15.20	<u>(c) Capitol Security</u>	<u>4,605,000</u>	<u>4,605,000</u>
15.21	<u>This appropriation is from the general fund.</u>		
15.22	<u>\$1,500,000 in each year is to implement the</u>		
15.23	<u>recommendations of the advisory committee</u>		
15.24	<u>on Capitol Area Security under Minnesota</u>		
15.25	<u>Statutes, section 299E.04.</u>		
15.26	<u>The commissioner may not: (1) spend</u>		
15.27	<u>any money from the trunk highway fund</u>		
15.28	<u>for capitol security; or (2) permanently</u>		
15.29	<u>transfer any state trooper from the patrolling</u>		
15.30	<u>highways activity to capitol security.</u>		
15.31	<u>The commissioner may not transfer any</u>		
15.32	<u>money appropriated to the commissioner</u>		

16.1 under this section: (1) to capitol security; or
 16.2 (2) from capitol security.

16.3 **(d) Vehicle Crimes Unit** 693,000 693,000

16.4 This appropriation is from the highway user
 16.5 tax distribution fund.

16.6 This appropriation is to investigate: (1)
 16.7 registration tax and motor vehicle sales tax
 16.8 liabilities from individuals and businesses
 16.9 that currently do not pay all taxes owed;
 16.10 and (2) illegal or improper activity related
 16.11 to sale, transfer, titling, and registration of
 16.12 motor vehicles.

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

16.14 **(a) Vehicle Services** 27,909,000 28,007,000

16.15	<u>Appropriations by Fund</u>	
16.16	<u>2014</u>	<u>2015</u>
16.17	<u>Special Revenue</u>	<u>19,673,000</u> <u>19,771,000</u>
16.18	<u>H.U.T.D.</u>	<u>8,236,000</u> <u>8,236,000</u>

16.19 The special revenue fund appropriation is
 16.20 from the vehicle services operating account.

16.21 \$650,000 in each year is from the special
 16.22 revenue fund for seven additional positions
 16.23 to enhance customer service related to
 16.24 vehicle title issuance.

16.25 \$98,000 in the second year is from the special
 16.26 revenue fund for the vehicle services portion
 16.27 of a new telephone system, for transfer to
 16.28 the Office of Enterprise Technology for
 16.29 construction and development of the system.

16.30 This is a onetime appropriation and is
 16.31 available until expended.

17.1 The base appropriation from the special
 17.2 revenue fund is \$19,933,000 for fiscal year
 17.3 2016 and \$19,836,000 for fiscal year 2017.

17.4 **(b) Driver Services** 28,712,000 28,835,000

17.5	<u>Appropriations by Fund</u>	
17.6	<u>2014</u>	<u>2015</u>
17.7	<u>Special Revenue</u>	<u>28,711,000</u> <u>28,834,000</u>
17.8	<u>Trunk Highway</u>	<u>1,000</u> <u>1,000</u>

17.9 The special revenue fund appropriation is
 17.10 from the driver services operating account.

 17.11 \$71,000 in the second year is from the special
 17.12 revenue fund for one additional position
 17.13 related to facial recognition.

17.14 \$52,000 in the second year is from the special
 17.15 revenue fund for the driver services portion
 17.16 of a new telephone system, for transfer to
 17.17 the Office of Enterprise Technology for
 17.18 construction and development of the system.

17.19 This is a onetime appropriation and is
 17.20 available until expended.

17.21 The base appropriation from the special
 17.22 revenue fund is \$28,923,000 for fiscal year
 17.23 2016 and \$28,870,00 for fiscal year 2017.

17.24 **Subd. 5. Traffic Safety** 435,000 435,000

17.25 The commissioner of public safety shall
 17.26 spend 50 percent of the money available to
 17.27 the state under United States Code, title 23,
 17.28 section 164, and the remaining 50 percent
 17.29 must be transferred to the commissioner
 17.30 of transportation for hazard elimination
 17.31 activities under United States Code, title 23,
 17.32 section 152.

17.33 **Subd. 6. Pipeline Safety** 1,354,000 1,354,000

19.1 (3) "program" means the corridors of commerce program established in this section;
19.2 and

19.3 (4) "project limits" means the estimated construction limits of a project for trunk
19.4 highway construction, reconstruction, or maintenance, that is a candidate for selection
19.5 under the corridors of commerce program.

19.6 Subd. 2. **Program authority, funding.** (a) As provided in this section and subject
19.7 to available funds, the commissioner shall establish a corridors of commerce program for
19.8 trunk highway construction, reconstruction, and improvement, including maintenance
19.9 operations, that improves commerce in the state.

19.10 (b) The commissioner may expend funds under the program from appropriations
19.11 to the commissioner that are (1) made specifically by law for use under this section; (2)
19.12 at the discretion of the commissioner, made for the budget activities in the state roads
19.13 program of operations and maintenance, program planning and delivery, or state road
19.14 construction; and (3) made for the corridor investment management strategy program,
19.15 unless specified otherwise.

19.16 (c) The commissioner shall include in the program the cost participation policy for
19.17 local units of government.

19.18 Subd. 3. **Project classification.** The commissioner shall determine whether each
19.19 candidate project can be classified into at least one of the following classifications:

19.20 (1) capacity development, for a project on a segment of a trunk highway where the
19.21 segment:

19.22 (i) is not a divided highway, and that highway is an expressway or freeway beyond
19.23 the project limits;

19.24 (ii) contains a highway terminus that lacks an intersection or interchange with
19.25 another trunk highway;

19.26 (iii) contains fewer lanes of travel compared to that highway beyond the project
19.27 limits; or

19.28 (iv) contains a location that is proposed as a new interchange or to be reconstructed
19.29 from an intersection to an interchange; or

19.30 (2) freight improvement, for an asset preservation or replacement project that
19.31 can result in: removing or reducing barriers to commerce, easing or preserving freight
19.32 movement, supporting emerging industries, or providing connections between the trunk
19.33 highway system and other transportation modes for the movement of freight.

19.34 Subd. 4. **Project eligibility.** (a) The commissioner shall establish eligibility
19.35 requirements for projects that can be funded under the program. Eligibility must include:

20.1 (1) consistency with the statewide multimodal transportation plan under section
20.2 174.03;

20.3 (2) location of the project on an interregional corridor, for a project located outside
20.4 of the department of transportation metropolitan district;

20.5 (3) placement into at least one project classification under subdivision 3;

20.6 (4) a maximum length of time, as determined by the commissioner, until
20.7 commencement of construction work on the project; and

20.8 (5) for each type of project classification under subdivision 3, a maximum allowable
20.9 amount for the total project cost estimate, as determined by the commissioner with
20.10 available data.

20.11 (b) A project whose construction is programmed in the state transportation
20.12 improvement program is not eligible for funding under the program. This paragraph does
20.13 not apply to a project that is programmed as result of selection under this section.

20.14 (c) A project may be, but is not required to be, identified in the 20-year state highway
20.15 capital investment plan under section 174.03.

20.16 Subd. 5. **Project selection process; criteria.** (a) The commissioner shall establish a
20.17 process for identification, evaluation, and selection of projects under the program.

20.18 (b) As part of the project selection process, the commissioner shall annually accept
20.19 recommendations on candidate projects from area transportation partnerships and other
20.20 interested stakeholders in each department of transportation district. For each candidate
20.21 project identified under this paragraph, the commissioner shall determine eligibility,
20.22 classify, and if appropriate, evaluate the project for the program.

20.23 (c) Project evaluation and prioritization must be performed on the basis of objective
20.24 criteria, which must include:

20.25 (1) a return on investment measure that provides for comparison across eligible
20.26 projects;

20.27 (2) measurable impacts on commerce and economic competitiveness;

20.28 (3) efficiency in the movement of freight, including but not limited to:

20.29 (i) measures of annual average daily traffic and commercial vehicle miles traveled,
20.30 which may include data near the project location on that trunk highway or on connecting
20.31 trunk and local highways; and

20.32 (ii) measures of congestion or travel time reliability, which may be within or near
20.33 the project limits, or both;

20.34 (4) improvements to traffic safety;

20.35 (5) connections to regional trade centers, local highway systems, and other
20.36 transportation modes;

21.1 (6) extent to which the project addresses multiple transportation system policy
21.2 objectives and principles; and

21.3 (7) support and consensus for the project among members of the surrounding
21.4 community.

21.5 (d) As part of the project selection process, the commissioner may divide funding
21.6 to be separately available among projects within each classification under subdivision 3,
21.7 and may apply separate or modified criteria among those projects falling within each
21.8 classification.

21.9 Subd. 6. **Funding allocations; operations and maintenance.** In identifying the
21.10 amount of funding allocated to a project under the program, the commissioner may
21.11 include allocations of funds for operations and maintenance resulting from that project,
21.12 that are assigned in future years following completion of the project, subject to available
21.13 funds for the program in those years from eligible sources.

21.14 Subd. 7. **Legislative report, evaluation.** (a) By January 15, 2014, and annually
21.15 by November 1 starting in 2015, the commissioner shall electronically submit a report
21.16 on the corridors of commerce program to the chairs and ranking minority members of
21.17 the legislative committees with jurisdiction over transportation policy and finance. At a
21.18 minimum, the report must include:

21.19 (1) a summary of program implementation, including a review of the project
21.20 selection process, eligibility and criteria, funds expended in the previous selection cycle,
21.21 and total funds expended since program inception;

21.22 (2) a listing of projects funded under the program in the previous selection cycle,
21.23 including: project classification; a breakdown of project costs and funding sources;
21.24 any future operating costs assigned under subdivision 6; and a brief description that is
21.25 comprehensible to a lay audience;

21.26 (3) a listing of candidate project recommendations required under subdivision 5,
21.27 paragraph (b), including project classification and disposition in the selection process;

21.28 (4) financial analysis of unfunded candidate projects; and

21.29 (5) any recommendations for changes to statutory requirements of the program.

21.30 (b) Starting in 2017, and in every odd-numbered year thereafter, the commissioner
21.31 shall incorporate into the report the results of an independent evaluation of impacts and
21.32 effectiveness of the program. The evaluation must be performed by agency staff or a
21.33 consultant with experience in program evaluation who have no regular involvement in
21.34 program implementation.

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

22.1 Sec. 2. Minnesota Statutes 2012, section 161.20, subdivision 3, is amended to read:

22.2 Subd. 3. **Trunk highway fund appropriations.** The commissioner may expend
 22.3 trunk highway funds only for trunk highway purposes. Payment of expenses related
 22.4 to Bureau of Criminal Apprehension laboratory, Explore Minnesota Tourism kiosks,
 22.5 Minnesota Safety Council, ~~tort claims~~, driver education programs, Emergency Medical
 22.6 Services Board, Mississippi River Parkway Commission, payments to MN.IT Services in
 22.7 excess of actual costs incurred for trunk highway purposes, and personnel costs incurred
 22.8 on behalf of the Governor's Office do not further a highway purpose and do not aid in the
 22.9 construction, improvement, or maintenance of the highway system.

22.10 Sec. 3. Minnesota Statutes 2012, section 161.44, is amended by adding a subdivision
 22.11 to read:

22.12 Subd. 12. **Periodic review; appropriation.** (a) The commissioner shall examine
 22.13 all real property owned by the state and under the custodial control of the department,
 22.14 to identify whether any may be no longer needed and is suitable for sale or some other
 22.15 means of disposal.

22.16 (b) From the proceeds of the sale of land under this subdivision, there is annually
 22.17 appropriated from the trunk highway fund to the commissioner, an amount sufficient to
 22.18 carry out the requirements of this subdivision and related activities under this section and
 22.19 sections 117.226, 117.135, 161.16, 161.23, 161.43, 161.431, 161.433, 161.442, and 272.68.

22.20 (c) The commissioner shall report on its findings under paragraph (a), and on
 22.21 revenues and expenditures under this subdivision, to the legislative committees with
 22.22 jurisdiction over transportation policy and finance by March 1 of 2015, and March 1 of
 22.23 2017. The report may be submitted electronically.

22.24 Sec. 4. Minnesota Statutes 2012, section 163.051, is amended to read:

22.25 **163.051 METROPOLITAN COUNTY WHEELAGE TAX.**

22.26 Subdivision 1. **Tax authorized.** (a) Except as provided in paragraph ~~(b)~~ (c), the
 22.27 board of commissioners of each ~~metropolitan~~ county is authorized to levy by resolution a
 22.28 wheelage tax of \$5 for the year ~~1972~~ and each subsequent year thereafter ~~by resolution~~
 22.29 at the rate specified in paragraph (b), on each motor vehicle that is kept in such county
 22.30 when not in operation and that is subject to annual registration and taxation under chapter
 22.31 168. The board may provide by resolution for collection of the wheelage tax by county
 22.32 officials or it may request that the tax be collected by the state registrar of motor vehicles;
 22.33 ~~and~~. The state registrar of motor vehicles shall collect such tax on behalf of the county if
 22.34 requested, as provided in subdivision 2.

- 23.1 (b) The wheelage tax under this section is at the rate of:
 23.2 (1) from January 1, 2014, through December 31, 2017, \$10 per year for each county
 23.3 that authorizes the tax; and
 23.4 (2) on and after January 1, 2018, up to \$20 per year, in any increment of a whole
 23.5 dollar, as specified by each county that authorizes the tax.
 23.6 (c) The following vehicles are exempt from the wheelage tax:
 23.7 (1) motorcycles, as defined in section 169.011, subdivision 44;
 23.8 (2) motorized bicycles, as defined in section 169.011, subdivision 45; and
 23.9 ~~(3) electric-assisted bicycles, as defined in section 169.011, subdivision 27; and~~
 23.10 ~~(4)~~ (3) motorized foot scooters, as defined in section 169.011, subdivision 46.
 23.11 (d) For any county that authorized the tax prior to the effective date of this section,
 23.12 the wheelage tax continues at the rate provided under paragraph (b).

23.13 Subd. 2. **Collection by registrar of motor vehicles.** The wheelage tax levied by
 23.14 any ~~metropolitan~~ county, if made collectible by the state registrar of motor vehicles,
 23.15 shall be certified by the county auditor to the registrar not later than August 1 in the year
 23.16 before the calendar year or years for which the tax is levied, and the registrar shall collect
 23.17 such tax with the motor vehicle taxes on the affected vehicles for such year or years.
 23.18 Every owner and every operator of such a motor vehicle shall furnish to the registrar all
 23.19 information requested by the registrar. No state motor vehicle tax on any such motor
 23.20 vehicle for any such year shall be received or deemed paid unless the applicable wheelage
 23.21 tax is paid therewith. ~~The proceeds of the wheelage tax levied by any metropolitan county,~~
 23.22 ~~less any amount retained by the registrar to pay costs of collection of the wheelage tax,~~
 23.23 ~~shall be paid to the commissioner of management and budget and deposited in the state~~
 23.24 ~~treasury to the credit of the county wheelage tax fund of each metropolitan county.~~

23.25 Subd. 2a. **Tax proceeds deposited; costs of collection; appropriation.**
 23.26 Notwithstanding the provisions of any other law, the state registrar of motor vehicles shall
 23.27 deposit the proceeds of the wheelage tax imposed by subdivision 2, to the credit of the
 23.28 county wheelage tax fund account of each ~~metropolitan~~ county. The amount necessary to
 23.29 pay the costs of collection of said tax is appropriated from the county wheelage tax ~~fund~~
 23.30 account of each ~~metropolitan~~ county to the state registrar of motor vehicles.

23.31 Subd. 3. **Distribution to ~~metropolitan~~ county; appropriation.** ~~On or before~~
 23.32 ~~April 1 in 1972 and each subsequent year, the commissioner of management and budget~~
 23.33 On a monthly basis, the registrar of motor vehicles shall issue a warrant in favor of the
 23.34 treasurer of each ~~metropolitan~~ county for which the registrar has collected a wheelage tax
 23.35 in the amount of such tax then on hand in the county wheelage tax ~~fund~~ account. There
 23.36 is hereby appropriated from the county wheelage tax ~~fund~~ account each year, to each

24.1 ~~metropolitan~~ county entitled to payments authorized by this section, sufficient moneys
24.2 to make such payments.

24.3 Subd. 4. **Use of tax.** The treasurer of each ~~metropolitan~~ county receiving moneys
24.4 payments under subdivision 3 shall deposit such ~~moneys~~ payments in the county road and
24.5 bridge fund. The moneys shall be used for purposes authorized by law which are highway
24.6 purposes within the meaning of the Minnesota Constitution, article 14.

24.7 ~~Subd. 6. **Metropolitan county defined.** "Metropolitan county" means any of the~~
24.8 ~~counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.~~

24.9 Subd. 7. **Offenses; penalties; application of other laws.** (a) Any owner or operator
24.10 of a motor vehicle who ~~shall~~ willfully ~~give~~ gives any false information relative to the tax
24.11 ~~herein~~ authorized by this section to the registrar of motor vehicles or any ~~metropolitan~~
24.12 county, or who ~~shall~~ willfully ~~fail or refuse~~ fails or refuses to furnish any such information,
24.13 ~~shall be~~ is guilty of a misdemeanor.

24.14 (b) Except as otherwise ~~herein~~ provided in this section, the collection and payment
24.15 of a wheelage tax and all matters relating thereto ~~shall be~~ are subject to all provisions of
24.16 law relating to collection and payment of motor vehicle taxes so far as applicable.

24.17 **EFFECTIVE DATE.** This section is effective the day following final enactment
24.18 and applies to a registration period under chapter 168 starting on or after January 1, 2014.

24.19 Sec. 5. Minnesota Statutes 2012, section 168A.01, subdivision 6a, is amended to read:

24.20 Subd. 6a. **High-value vehicle.** "High-value vehicle" means a vehicle that had an
24.21 actual cash value in excess of ~~\$5,000~~ \$9,000 before being damaged, or a vehicle with a
24.22 manufacturer's rating of over 26,000 pounds gross vehicle weight that is not a late-model
24.23 vehicle.

24.24 Sec. 6. Minnesota Statutes 2012, section 171.061, subdivision 4, is amended to read:

24.25 Subd. 4. **Fee; equipment.** (a) The agent may charge and retain a filing fee of ~~\$5~~ \$8
24.26 for each application. Except as provided in paragraph (c), the fee shall cover all expenses
24.27 involved in receiving, accepting, or forwarding to the department the applications and
24.28 fees required under sections 171.02, subdivision 3; 171.06, subdivisions 2 and 2a; and
24.29 171.07, subdivisions 3 and 3a.

24.30 (b) The statutory fees and the filing fees imposed under paragraph (a) may be paid
24.31 by credit card or debit card. The driver's license agent may collect a convenience fee on
24.32 the statutory fees and filing fees not greater than the cost of processing a credit card or
24.33 debit card transaction. The convenience fee must be used to pay the cost of processing
24.34 credit card and debit card transactions. The commissioner shall adopt rules to administer

25.1 this paragraph using the exempt procedures of section 14.386, except that section 14.386,
25.2 paragraph (b), does not apply.

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

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

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

25.21 **EFFECTIVE DATE.** This section is effective January 1, 2014.

25.22 Sec. 7. **[174.12] TRANSPORTATION ECONOMIC DEVELOPMENT**
25.23 **PROGRAM.**

25.24 Subdivision 1. **Program established.** (a) The commissioners of transportation and
25.25 employment and economic development shall develop and implement a transportation
25.26 economic development program as provided in this section, for providing financial
25.27 assistance on a geographically balanced basis through competitive grants for projects in
25.28 all modes of transportation that provide measurable local, regional, or statewide economic
25.29 benefit.

25.30 (b) The commissioners of transportation and employment and economic
25.31 development may provide financial assistance for a transportation project at their
25.32 discretion, subject to the requirements of this section.

25.33 Subd. 2. **Transportation economic development accounts.** (a) A transportation
25.34 economic development account is established in the special revenue fund under the
25.35 budgetary jurisdiction of the legislative committees having jurisdiction over transportation

26.1 finance. Money in the account may be expended only as appropriated by law. The account
26.2 may not contain money transferred or otherwise provided from the trunk highway fund.

26.3 (b) A transportation economic development account is established in the trunk
26.4 highway fund. The account consists of funds donated, allotted, transferred, or otherwise
26.5 provided to the account.

26.6 Subd. 3. **Program administration.** In implementing the transportation economic
26.7 development program, the commissioners of transportation and employment and
26.8 economic development shall make reasonable efforts to (1) publicize each solicitation for
26.9 applications among all eligible recipients, and (2) provide technical and informational
26.10 assistance in creating and submitting applications.

26.11 Subd. 4. **Economic impact performance measures.** The commissioner of
26.12 employment and economic development shall develop economic impact performance
26.13 measures to analyze projects for which financial assistance under this section is being
26.14 applied for or has been previously provided.

26.15 Subd. 5. **Financial assistance; criteria.** The commissioners of transportation and
26.16 employment and economic development shall establish criteria for evaluating projects
26.17 for financial assistance under this section. At a minimum, the criteria must provide an
26.18 objective method to prioritize and select projects on the basis of:

- 26.19 (1) the extent to which the project provides measurable economic benefit;
26.20 (2) consistency with relevant state and local transportation plans;
26.21 (3) the availability and commitment of funding or in-kind assistance for the project
26.22 from nonpublic sources;
26.23 (4) the need for the project as part of the overall transportation system;
26.24 (5) the extent to which completion of the project will improve the movement of
26.25 people and freight; and
26.26 (6) geographic balance as required under subdivision 7, paragraph (b).

26.27 Subd. 6. **Financial assistance; project evaluation process.** (a) Following the
26.28 criteria established under subdivision 5, the commissioner of employment and economic
26.29 development shall (1) evaluate proposed projects, and (2) certify those that may receive
26.30 financial assistance.

26.31 (b) As part of the project evaluation process, the commissioner of transportation
26.32 shall certify that a project constitutes an eligible and appropriate transportation project.

26.33 Subd. 7. **Financial assistance; awards.** (a) The financial assistance awarded by the
26.34 commissioners of transportation and employment and economic development may not
26.35 exceed 70 percent of a project's total costs.

27.1 (b) The commissioners of transportation and employment and economic development
27.2 shall ensure that financial assistance is provided in a manner that is balanced throughout
27.3 the state, including with respect to (1) the number of projects receiving funding in a
27.4 particular geographic location or region of the state, and (2) the total amount of financial
27.5 assistance provided for projects in a particular geographic location or region of the state.

27.6 Subd. 8. **Legislative report.** (a) By February 1 of each odd-numbered year, the
27.7 commissioner of transportation, with assistance from the commissioner of employment and
27.8 economic development, shall submit a report on the transportation economic development
27.9 program to the chairs and ranking minority members of the legislative committees with
27.10 jurisdiction over transportation and economic development policy and finance.

27.11 (b) At a minimum, the report must:

27.12 (1) summarize the requirements and implementation of the transportation economic
27.13 development program established in this section;

27.14 (2) review the criteria and economic impact performance measures used for
27.15 evaluation, prioritization, and selection of projects;

27.16 (3) provide a brief overview of each project that received financial assistance under
27.17 the program, which must at a minimum identify:

27.18 (i) basic project characteristics, such as funding recipient, geographic location,
27.19 and type of transportation modes served;

27.20 (ii) sources and respective amounts of project funding; and

27.21 (iii) the degree of economic benefit anticipated or observed, following the economic
27.22 impact performance measures established under subdivision 4;

27.23 (4) identify the allocation of funds, including but not limited to a breakdown of total
27.24 project funds by transportation mode, the amount expended for administrative costs, and
27.25 the amount transferred to the transportation economic development assistance account;

27.26 (5) evaluate the overall economic impact of the program consistent with the
27.27 accountability measurement requirements under section 116J.997; and

27.28 (6) provide recommendations for any legislative changes related to the program.

27.29 Sec. 8. Minnesota Statutes 2012, section 174.40, is amended by adding a subdivision
27.30 to read:

27.31 Subd. 7a. **Related non-infrastructure activities.** (a) The commissioner may not
27.32 expend an appropriation from the bond proceeds fund, or provide financial assistance from
27.33 such appropriations, for the purposes specified in this subdivision.

28.1 (b) Subject to appropriations made specifically for the purposes of this subdivision,
 28.2 the commissioner may expend funds for non-infrastructure activities to encourage walking
 28.3 and bicycling to school, including:

28.4 (1) planning activities;

28.5 (2) public awareness campaigns and outreach to press and community leaders;

28.6 (3) traffic education and enforcement in the vicinity of schools;

28.7 (4) student sessions on bicycle and pedestrian safety, health, and the environment; and

28.8 (5) financial assistance for training, volunteers, and managers of safe routes to
 28.9 school programs.

28.10 Sec. 9. Minnesota Statutes 2012, section 219.1651, is amended to read:

28.11 **219.1651 GRADE CROSSING SAFETY ACCOUNT.**

28.12 A Minnesota grade crossing safety account is created in the special revenue fund,
 28.13 consisting of money credited to the account by law. Money in the account is appropriated
 28.14 to the commissioner of transportation for rail-highway grade crossing safety projects
 28.15 on public streets and highways, including engineering costs. At the discretion of the
 28.16 commissioner of transportation, money in the account at the end of each fiscal year cancels
 28.17 biennium may cancel to the trunk highway fund.

28.18 Sec. 10. Minnesota Statutes 2012, section 297A.993, subdivision 1, is amended to read:

28.19 Subdivision 1. **Authorization; rates.** Notwithstanding section 297A.99,
 28.20 subdivisions 1, 2, 3, 5, and 13, or 477A.016, or any other law, the board of a county outside
 28.21 the metropolitan transportation area, as defined under section 297A.992, subdivision 1, or
 28.22 more than one county outside the metropolitan transportation area acting under a joint
 28.23 powers agreement, may by resolution of the county board, or each of the county boards,
 28.24 following a public hearing impose (1) a transportation sales tax at a rate of up to one-half
 28.25 of one percent on retail sales and uses taxable under this chapter, and (2) an excise tax
 28.26 of \$20 per motor vehicle, as defined in section 297B.01, subdivision 11, purchased or
 28.27 acquired from any person engaged in the business of selling motor vehicles at retail,
 28.28 occurring within the jurisdiction of the taxing authority. ~~The taxes imposed under this~~
 28.29 ~~section are subject to approval by a majority of the voters in each of the counties affected~~
 28.30 ~~at a general election who vote on the question to impose the taxes.~~

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

28.32 Sec. 11. Minnesota Statutes 2012, section 297A.993, subdivision 2, is amended to read:

29.1 Subd. 2. **Allocation; termination.** The proceeds of the taxes must be dedicated
 29.2 exclusively to: (1) payment of the capital cost of a specific transportation project or
 29.3 improvement; (2) payments of the costs, which may include both capital and operating
 29.4 costs, of a specific transit project or improvement; or (3) payment of transit operating
 29.5 costs. The ~~transportation~~ project or improvement must be designated by the board of the
 29.6 county, or more than one county acting under a joint powers agreement. Except for taxes
 29.7 for operating costs of a transit project or improvement, or for transit operations, the taxes
 29.8 must terminate ~~after the project or improvement has been completed~~ when revenues
 29.9 raised are sufficient to finance the project.

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

29.11 Sec. 12. Minnesota Statutes 2012, section 299E.01, subdivision 2, is amended to read:

29.12 Subd. 2. **Responsibilities.** (a) The division shall be responsible and shall utilize
 29.13 state employees for security and public information services in state-owned buildings and
 29.14 state leased-to-own buildings in the Capitol area, as described in section 15B.02~~;~~. It shall
 29.15 provide ~~such~~ personnel as are required by the circumstances to insure the orderly conduct
 29.16 of state business and the convenience of the public.

29.17 (b) As part of the division permanent staff, the director must establish the position of
 29.18 emergency manager that includes, at a minimum, the following duties:

29.19 (1) oversight of the consolidation, development, and maintenance of plans and
 29.20 procedures that provide continuity of security operations;

29.21 (2) the development and implementation of tenant training that addresses threats
 29.22 and emergency procedures; and

29.23 (3) the development and implementation of threat and emergency exercises.

29.24 (c) The director must provide a minimum of one state trooper assigned to the Capitol
 29.25 complex at all times.

29.26 (d) The director, in consultation with the advisory committee under section 299E.04,
 29.27 shall, at least annually, hold a meeting or meetings to discuss, among other issues, Capitol
 29.28 complex security, emergency planning, public safety, and public access to the Capitol
 29.29 complex. The meetings must include, at a minimum:

29.30 (1) Capitol complex tenants and state employees;

29.31 (2) nongovernmental entities, such as lobbyists, vendors, and the media; and

29.32 (3) the public and public advocacy groups.

29.33 Sec. 13. Minnesota Statutes 2012, section 299E.01, subdivision 3, is amended to read:

30.1 Subd. 3. **Powers and duties transferred.** All powers, duties and responsibilities
30.2 heretofore assigned by law to the commissioner of administration relating to the general
30.3 function of security in ~~such~~ Capitol complex state-owned buildings are hereby transferred
30.4 to the commissioner of public safety. The commissioner of public safety shall have
30.5 the final authority regarding public safety and security in the Capitol complex. The
30.6 commissioner of administration shall have the powers, duties, and responsibilities relating
30.7 to the Capitol complex of state-owned buildings as provided under chapter 16B.

30.8 Sec. 14. Minnesota Statutes 2012, section 398A.10, is amended by adding a
30.9 subdivision to read:

30.10 Subd. 4. **Definition.** For purposes of this section, "project" means the initial
30.11 construction of a minimum operable segment of a new light rail transit or commuter rail
30.12 line, but does not include infill stations, project enhancements, extensions, or supportive
30.13 infrastructure, constructed after the rail transit is operational.

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

30.15 Sec. 15. Laws 2009, chapter 9, section 1, the effective date, is amended to read:

30.16 **EFFECTIVE DATE.** This section is effective the day following final enactment,
30.17 and expires on June 30, ~~2013~~ 2016.

30.18 Sec. 16. **CENTRAL CORRIDOR LIGHT RAIL TRANSIT; CENTRAL**
30.19 **STATION ACCESSIBILITY.**

30.20 (a) For purposes of this section:

30.21 (1) "city" means the city of St. Paul;

30.22 (2) "council" has the meaning given in Minnesota Statutes, section 473.121,
30.23 subdivision 3; and

30.24 (3) "pedestrian skyway system" has the meaning given in Minnesota Statutes,
30.25 section 469.125, subdivision 4.

30.26 (b) Notwithstanding any law to the contrary, for the Central Station on the
30.27 Central Corridor light rail transit line, the council and city shall include construction or
30.28 establishment of access to a pedestrian skyway system as part of the initial transit line
30.29 construction project. The council and city shall ensure that public access to the pedestrian
30.30 skyway system is provided by an elevator located at the site of the station.

30.31 (c) The council and city shall meet the requirements under this section at the time of
30.32 initial construction of the Central Corridor light rail transit line and the Central Station.

31.1 **EFFECTIVE DATE; APPLICATION.** As to the Metropolitan Council, this
 31.2 section is effective the day following final enactment and applies in the counties of
 31.3 Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington. As to the city of St.
 31.4 Paul, this section is effective the day after the city council of the city of St. Paul and its
 31.5 chief clerical officer timely complete their compliance with Minnesota Statutes, section
 31.6 645.021, subdivisions 2 and 3.

31.7 Sec. 17. **BUS RAPID TRANSIT DEVELOPMENT AUTHORIZED.**

31.8 Washington County Regional Rail Authority may exercise the powers conferred
 31.9 by Minnesota Statutes, section 398A.04, to plan, establish, acquire, develop, construct,
 31.10 purchase, enlarge, extend, improve, maintain, equip, operate, regulate, and protect a bus
 31.11 rapid transit system located within Washington County on transitways included in and
 31.12 approved by the Metropolitan Council's 2030 Transportation Policy Plan, including the
 31.13 Rush Line, Highway 36, Gateway, and Red Rock transit corridors.

31.14 **EFFECTIVE DATE.** Pursuant to Minnesota Statutes, section 645.023, subdivision
 31.15 1, paragraph (a), this section is effective without local approval the day following final
 31.16 enactment.

31.17 Sec. 18. **ROCHESTER AREA DEVELOPMENT AND TRANSPORTATION**
 31.18 **IMPACTS STUDY.**

31.19 (a) From funds appropriated by law for the purposes of this section, the
 31.20 commissioner shall in consultation with the Rochester-Olmsted Council of Governments
 31.21 enter into an agreement with a consultant to perform a study of economic development
 31.22 and transportation impacts in the Rochester metropolitan area. To be eligible, a consultant
 31.23 must have experience and expertise in a majority of the following: economics, economic
 31.24 development, demography, urban planning, engineering, and transportation.

31.25 (c) At a minimum, the study under this section must:

31.26 (1) utilize at least a 20-year planning horizon;

31.27 (2) perform a comprehensive planning assessment of key transportation
 31.28 infrastructure throughout the Rochester metropolitan area based on (i) long-range
 31.29 transportation plans developed by the Rochester-Olmsted Council of Governments, and
 31.30 (ii) expected and potential economic development patterns;

31.31 (3) analyze major roadways across all jurisdictions, including but not limited to
 31.32 trunk highways, county highways, and arterial city streets, and interconnections with other
 31.33 modes in conjunction with ongoing rail and airports studies;

32.1 (4) to the extent feasible, take into account available data, forecasts, available
32.2 transportation demand modeling information, and transportation impacts of major
32.3 economic initiatives and proposals, including but not limited to expansion of the Mayo
32.4 Clinic; and

32.5 (5) provide scenarios and identify revenue shortfalls to address both short-term and
32.6 long-term deficiencies in safety, mobility, congestion, and transportation infrastructure
32.7 condition.

32.8 (b) By January 15, 2014, the commissioner shall provide an electronic copy of the
32.9 study to the chairs and ranking minority members of the legislative committees with
32.10 jurisdiction over transportation policy and finance, as provided in Minnesota Statutes,
32.11 section 174.02, subdivision 8.

32.12 **Sec. 19. TRANSIT WAY EXPANSION IMPLEMENTATION PLAN.**

32.13 (a) For purposes of this section, "transit way" includes but is not limited to light rail
32.14 transit, commuter rail, bus rapid transit whether arterial or highway, and streetcars.

32.15 (b) From funds appropriated by law for the purposes of this section, the Metropolitan
32.16 Council shall, in consultation with interested stakeholders, develop an implementation
32.17 plan for accelerated development of transit ways in the metropolitan area.

32.18 (c) At a minimum, the plan must:

32.19 (1) address implementation management issues and identify roles, responsibilities,
32.20 and lead agencies for each component of the plan;

32.21 (2) create a program of transit way projects to develop and construct in a concurrent
32.22 manner under the plan;

32.23 (3) establish a timeline and preliminary schedule for coordinated and accelerated
32.24 project development of the transit ways;

32.25 (4) establish a financial plan that includes but is not limited to:

32.26 (i) identification of capital and operating costs for each transit way;

32.27 (ii) allocation of cost shares; and

32.28 (iii) a proposal for fully funding the plan; and

32.29 (5) identify any legislative changes relevant to the plan.

32.30 (d) By January 15, 2014, the Metropolitan Council shall submit an electronic copy
32.31 of the implementation plan to the chairs and ranking minority members of the legislative
32.32 committees with jurisdiction over transportation policy and finance, and as provided under
32.33 Minnesota Statutes, section 3.195, subdivision 1.

32.34 **Sec. 20. REPEALER.**

33.1 (a) Minnesota Statutes 2012, sections 161.04, subdivision 6, is repealed.

33.2 (b) Minnesota Statutes 2012, section 174.285, subdivision 8, is repealed."

33.3 Delete the title and insert:

33.4 "A bill for an act
33.5 relating to government finance; appropriating money for transportation,
33.6 Metropolitan Council, and public safety activities and programs; providing for
33.7 fund transfers, tort claims, and certain contingent appropriations; modifying
33.8 various provisions related to transportation finance and policy; making technical
33.9 and clarifying changes; amending Minnesota Statutes 2012, sections 161.20,
33.10 subdivision 3; 161.44, by adding a subdivision; 163.051; 168A.01, subdivision
33.11 6a; 171.061, subdivision 4; 174.40, by adding a subdivision; 219.1651;
33.12 297A.993, subdivisions 1, 2; 299E.01, subdivisions 2, 3; 398A.10, by adding
33.13 a subdivision; Laws 2009, chapter 9, section 1; proposing coding for new law
33.14 in Minnesota Statutes, chapters 161; 174; repealing Minnesota Statutes 2012,
33.15 sections 161.04, subdivision 5; 174.285, subdivision 8."