

1.1 moves to amend H.F. No. 3260 as follows:

1.2 Delete everything after the enacting clause and insert:

1.3 "ARTICLE 1

1.4 TRANSPORTATION APPROPRIATIONS

1.5 Section 1. APPROPRIATIONS.

1.6 The sums shown in the columns marked "Appropriations" are added to the
1.7 appropriations in Laws 2013, chapter 117, article 1, unless otherwise specified, to the
1.8 agencies and for the purposes specified in this article. Unless otherwise specified, the
1.9 appropriations are not added to the base appropriation for each purpose. The appropriations
1.10 are from the general fund, or another named fund, and are available for the fiscal years
1.11 indicated for each purpose. The figures "2014" and "2015" used in this article mean that the
1.12 appropriations listed under them are available for the fiscal year ending June 30, 2014, or
1.13 June 30, 2015, respectively. For purposes of this article, "the first year" is fiscal year 2014,
1.14 "the second year" is fiscal year 2015, and "the biennium" is fiscal years 2014 and 2015.

1.15		<u>APPROPRIATIONS</u>	
1.16		<u>Available for the Year</u>	
1.17		<u>Ending June 30</u>	
1.18		<u>2014</u>	<u>2015</u>

1.19 Sec. 2. DEPARTMENT OF
1.20 TRANSPORTATION

1.21 Subdivision 1. Total Appropriations Summary \$ 10,000,000 \$ 37,732,000

1.22 The amounts that may be spent for each
1.23 purpose are specified in the following
1.24 subdivisions.

1.25 Subd. 2. Multimodal Systems

2.1	<u>(a) Election Day Transit Service</u>	<u>32,000</u>
2.2	<u>This appropriation is for allocation to public</u>	
2.3	<u>transit systems under Minnesota Statutes,</u>	
2.4	<u>section 174.24, in amounts that reflect the</u>	
2.5	<u>respective foregone fare revenues from</u>	
2.6	<u>transit service under Minnesota Statutes,</u>	
2.7	<u>section 174.24, subdivision 8.</u>	
2.8	<u>(b) Safe Routes to School</u>	<u>250,000</u>
2.9	<u>This appropriation is for non-infrastructure</u>	
2.10	<u>activities in the safe routes to school program</u>	
2.11	<u>under Minnesota Statutes, section 174.40,</u>	
2.12	<u>subdivision 7a.</u>	
2.13	<u>(c) Highway-Rail Grade Crossings; Oil and</u>	
2.14	<u>Other Hazardous Material</u>	<u>5,000,000</u>
2.15	<u>This appropriation is for development and</u>	
2.16	<u>implementation of safety improvements at</u>	
2.17	<u>highway grade crossings along rail corridors</u>	
2.18	<u>in which oil or other hazardous materials are</u>	
2.19	<u>transported. The commissioner shall identify</u>	
2.20	<u>highway-rail grade crossing locations and</u>	
2.21	<u>improvements in consultation with railroads</u>	
2.22	<u>and relevant road authorities.</u>	
2.23	<u>(d) Port Development Assistance Program</u>	<u>500,000</u>
2.24	<u>This appropriation is for grants under the</u>	
2.25	<u>port development assistance program in</u>	
2.26	<u>Minnesota Statutes, chapter 457A.</u>	
2.27	<u>Subd. 3. State Roads</u>	
2.28	<u>(a) Winter-Related Trunk Highway Repair</u>	<u>10,000,000</u>
2.29	<u>This appropriation is from the trunk highway</u>	
2.30	<u>fund for materials and supplies related to</u>	
2.31	<u>road repair resulting from effects of the</u>	
2.32	<u>2013-2014 winter season.</u>	

3.1 **(b) Transportation Economic Development**
 3.2 **Program** 4,000,000

3.3 This appropriation is for the transportation
 3.4 economic development program under
 3.5 Minnesota Statutes, section 174.12.

3.6 **(c) Corridors of Commerce Program** 15,000,000

3.7 This appropriation is for the corridors
 3.8 of commerce program under Minnesota
 3.9 Statutes, section 161.088, and may include
 3.10 right-of-way acquisition for projects included
 3.11 in the program. The commissioner may
 3.12 identify projects based on the most recent
 3.13 selection process or may perform a new
 3.14 selection.

3.15 **Subd. 4. Local Roads**

3.16 **(a) Winter-Related County State-Aid Road**
 3.17 **Repair** 3,816,000

3.18 This appropriation is for materials and
 3.19 supplies related to road repair resulting from
 3.20 effects of the 2013-2014 winter season.

3.21 By September 1, 2014, the commissioner
 3.22 shall apportion funds to counties in the
 3.23 same manner as county state-aid highway
 3.24 funds provided for calendar year 2014 under
 3.25 Minnesota Statutes, section 162.07.

3.26 **(b) Winter-Related Municipal State-Aid Road**
 3.27 **Repair** 1,184,000

3.28 This appropriation is for materials and
 3.29 supplies related to road repair resulting from
 3.30 effects of the 2013-2014 winter season.

3.31 By September 1, 2014, the commissioner
 3.32 shall apportion funds to cities in the same
 3.33 manner as municipal state-aid street funds

4.1 provided for calendar year 2014 under
 4.2 Minnesota Statutes, section 162.13.

4.3 **Subd. 5. Willmar District Headquarters** **4,370,000**

4.4 This appropriation is from the trunk highway
 4.5 fund to complete the Willmar headquarters
 4.6 and is added to the appropriation in Laws
 4.7 2012, chapter 287, article 1, section 1,
 4.8 subdivision 2.

4.9 **Subd. 6. Little Falls Truck Station** **3,580,000**

4.10 This appropriation is from the trunk highway
 4.11 fund to complete the Little Falls truck station
 4.12 and is added to the appropriation in Laws
 4.13 2010, chapter 189, section 15, subdivision 15.

4.14 **Sec. 3. METROPOLITAN COUNCIL**

4.15 **Subdivision 1. Total Appropriations Summary** **\$ 15,400,000**

4.16 The amounts that may be spent for each
 4.17 purpose are specified in the following
 4.18 subdivisions.

4.19 **Subd. 2. Transit Development and**
 4.20 **Improvements** **15,150,000**

4.21 This appropriation is for:

4.22 (1) arterial bus rapid transit development,
 4.23 which may include but is not limited to
 4.24 design, engineering, construction, capital
 4.25 costs, technology, equipment, and rolling
 4.26 stock;

4.27 (2) bus rapid transit station development;

4.28 (3) transit shelter improvements under
 4.29 Minnesota Statutes, section 473.41; and

4.30 (4) foregone fare revenues from transit
 4.31 service under Minnesota Statutes, section
 4.32 473.408, subdivision 11. The Metropolitan

5.1 Council shall allocate amounts under this
 5.2 appropriation to transit providers receiving
 5.3 financial assistance under Minnesota
 5.4 Statutes, section 473.388, based on
 5.5 respective foregone fare revenues.

5.6 **Subd. 3. Suburban Transit Providers** **250,000**

5.7 This appropriation is for allocation to
 5.8 replacement service providers operating
 5.9 under Minnesota Statutes, section 473.388,
 5.10 as provided in this subdivision.

5.11 Upon receipt of a prioritized listing of
 5.12 expenditure items and amounts submitted
 5.13 by the Suburban Transit Association, or by
 5.14 all replacement service providers jointly,
 5.15 the Metropolitan Council shall distribute all
 5.16 funds appropriated under this subdivision to
 5.17 each identified replacement service provider,
 5.18 following the priority order in the listing. An
 5.19 expenditure item in the listing must be for
 5.20 nonoperating transit-related expenses.

5.21 **Sec. 4. DEPARTMENT OF PUBLIC SAFETY** **\$ 2,000,000**

5.22 This appropriation is for an increase in
 5.23 the number of State Patrol troopers or
 5.24 other security officers assigned to the
 5.25 Capitol complex, and is added to the base
 5.26 appropriation for the capitol security budget
 5.27 activity.

5.28 **Sec. 5. TRANSFER; RAILROAD AND PIPELINE SAFETY.**

5.29 On or before July 31, 2014, the commissioner of management and budget and shall
 5.30 transfer \$2,500,000 from the general fund to the railroad and pipeline safety account in the
 5.31 special revenue fund under Minnesota Statutes, section 299A.55. This is a onetime transfer.

5.32 **Sec. 6. Laws 2010, chapter 189, section 15, subdivision 12, is amended to read:**

6.1 26,430,000
 6.2 Subd. 12. **Rochester Maintenance Facility** 24,937,000

6.3 This appropriation is from the bond proceeds
 6.4 account in the trunk highway fund.

6.5 To prepare a site for and design, construct,
 6.6 furnish, and equip a new maintenance facility
 6.7 in Rochester.

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

6.9 Sec. 7. Laws 2010, chapter 189, section 26, subdivision 4, is amended to read:

6.10 Subd. 4. **Trunk highway fund bond proceeds account.** To provide the money
 6.11 appropriated in this act from the bond proceeds account in the trunk highway fund, the
 6.12 commissioner of management and budget shall sell and issue bonds of the state in an
 6.13 amount up to ~~\$32,945,000~~ \$31,452,000 in the manner, upon the terms, and with the effect
 6.14 prescribed by Minnesota Statutes, sections 167.50 to 167.52, and by the Minnesota
 6.15 Constitution, article XIV, section 11, at the times and in the amounts requested by the
 6.16 commissioner of transportation. The proceeds of the bonds, except accrued interest and
 6.17 any premium received from the sale of the bonds, must be credited to the bond proceeds
 6.18 account in the trunk highway fund.

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

6.20 Sec. 8. Laws 2012, chapter 287, article 2, section 1, is amended to read:

6.21 Section 1. **ROCHESTER MAINTENANCE FACILITY.**

6.22 ~~\$16,100,000~~ \$17,593,000 is appropriated to the commissioner of transportation
 6.23 to design, construct, furnish, and equip the maintenance facility in Rochester and
 6.24 corresponding remodeling of the existing district headquarters building. This appropriation
 6.25 is from the bond proceeds account in the trunk highway fund.

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

6.27 Sec. 9. Laws 2012, chapter 287, article 2, section 3, is amended to read:

6.28 Sec. 3. **TRUNK HIGHWAY FUND BOND PROCEEDS ACCOUNT.**

6.29 To provide the money appropriated in this article from the bond proceeds account in
 6.30 the trunk highway fund, the commissioner of management and budget shall sell and issue
 6.31 bonds of the state in an amount up to ~~\$16,120,000~~ \$17,613,000 in the manner, upon the

7.1 terms, and with the effect prescribed by Minnesota Statutes, sections 167.50 to 167.52,
7.2 and by the Minnesota Constitution, article XIV, section 11, at the times and in the amounts
7.3 requested by the commissioner of transportation. The proceeds of the bonds, except
7.4 accrued interest and any premium received from the sale of the bonds, must be credited
7.5 to the bond proceeds account in the trunk highway fund.

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

7.7 Sec. 10. Laws 2012, First Special Session chapter 1, article 1, section 28, is amended
7.8 to read:

7.9 Sec. 28. **TRANSFERS, REDUCTIONS, CANCELLATIONS, AND BOND**
7.10 **SALE AUTHORIZATIONS REDUCED.**

7.11 (a) The remaining balance of the appropriation in Laws 2010, Second Special
7.12 Session chapter 1, article 1, section 7, for the economic development and housing
7.13 challenge program, estimated to be \$450,000, is transferred to the general fund.

7.14 (b) The appropriation in Laws 2010, Second Special Session chapter 1, article 1,
7.15 section 5, for Minnesota investment fund grants pursuant to Minnesota Statutes, section
7.16 12A.07, is reduced by \$1,358,000.

7.17 (c) The appropriation in Laws 2010, Second Special Session chapter 1, article 1,
7.18 section 12, subdivision 2, for disaster enrollment impact aid pursuant to Minnesota
7.19 Statutes, section 12A.06, is reduced by \$30,000.

7.20 (d) The appropriation in Laws 2010, Second Special Session chapter 1, article
7.21 1, section 12, subdivision 3, for disaster relief facilities grants pursuant to Minnesota
7.22 Statutes, section 12A.06, is reduced by \$392,000.

7.23 (e) The appropriation in Laws 2010, Second Special Session chapter 1, article 1,
7.24 section 12, subdivision 4, for disaster relief operating grants pursuant to Minnesota
7.25 Statutes, section 12A.06, is reduced by \$2,000.

7.26 (f) The appropriation in Laws 2010, Second Special Session chapter 1, article 1,
7.27 section 12, subdivision 5, for pupil transportation aid pursuant to Minnesota Statutes,
7.28 section 12A.06, is reduced by \$5,000.

7.29 (g) The appropriation in Laws 2010, Second Special Session chapter 1, article 2,
7.30 section 5, subdivision 3, for pupil transportation aid pursuant to Minnesota Statutes,
7.31 section 12A.06, is reduced by \$271,000.

7.32 (h) The appropriation in Laws 2010, Second Special Session chapter 1, article 1,
7.33 section 13, for public health activities pursuant to Minnesota Statutes, section 12A.08,
7.34 is reduced by \$103,000.

8.1 (i) ~~\$1,428,000~~ \$534,000 of the appropriation in Laws 2007, First Special Session
 8.2 chapter 2, article 1, section 4, subdivision 3, for reconstruction and repair of trunk
 8.3 highways and trunk highway bridges is canceled. The bond sale authorization in Laws
 8.4 2007, First Special Session chapter 2, article 1, section 15, subdivision 2, is reduced
 8.5 by ~~\$1,428,000~~ \$534,000.

8.6 (j) \$5,680,000 of the appropriation in Laws 2007, First Special Session chapter 2,
 8.7 article 1, section 4, subdivision 4, as amended by Laws 2008, chapter 289, section 2, for
 8.8 grants to local governments for capital costs related to rehabilitation and replacement of
 8.9 local roads and bridges damaged or destroyed by flooding pursuant to Minnesota Statutes,
 8.10 section 174.50, is canceled. The bond sale authorization in Laws 2007, First Special
 8.11 Session chapter 2, article 1, section 15, subdivision 3, is reduced by \$5,680,000.

8.12 (k) \$2,133,000 of the appropriation in Laws 2010, Second Special Session chapter 1,
 8.13 article 1, section 4, subdivision 3, for local road and bridge rehabilitation and replacement
 8.14 pursuant to Minnesota Statutes, section 12A.16, subdivision 3, is canceled. The bond
 8.15 sale authorization in Laws 2010, Second Special Session chapter 1, article 1, section 17,
 8.16 subdivision 2, is reduced by \$2,133,000.

8.17 (l) The appropriation in Laws 2010, Second Special Session chapter 1, article 1,
 8.18 section 4, subdivision 2, for state road infrastructure operations and maintenance pursuant
 8.19 to Minnesota Statutes, section 12A.16, subdivision 1, is reduced by \$819,000.

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

8.21 Sec. 11. Laws 2013, chapter 117, article 1, section 3, subdivision 2, is amended to read:

8.22 Subd. 2. **Multimodal Systems**

8.23 (a) **Aeronautics**

8.24		13,648,000	13,648,000
8.25	(1) Airport Development and Assistance	<u>14,648,000</u>	<u>16,648,000</u>

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

8.30 The base appropriation for fiscal years 2016
 8.31 and 2017 is \$14,298,000 for each year.

8.32 Notwithstanding Minnesota Statutes, section
 8.33 16A.28, subdivision 6, this appropriation is

9.1 available for five years after appropriation.
 9.2 If the appropriation for either year is
 9.3 insufficient, the appropriation for the other
 9.4 year is available for it.

9.5 For the current biennium, the commissioner
 9.6 of transportation may establish different
 9.7 local contribution rates for airport projects
 9.8 than those established in Minnesota Statutes,
 9.9 section 360.305, subdivision 4.

9.10 **(2) Aviation Support and Services** 6,386,000 6,386,000

9.11	Appropriations by Fund		
9.12	Airports	5,286,000	5,286,000
9.13	Trunk Highway	1,100,000	1,100,000

9.14 \$65,000 in each year is from the state airports
 9.15 fund for the Civil Air Patrol.

9.16 **(b) Transit** 17,226,000 17,245,000

9.17	Appropriations by Fund		
9.18	General	16,451,000	16,470,000
9.19	Trunk Highway	775,000	775,000

9.20 \$100,000 in each year is from the general
 9.21 fund for the administrative expenses of the
 9.22 Minnesota Council on Transportation Access
 9.23 under Minnesota Statutes, section 174.285.

9.24 \$78,000 in each year is from the general
 9.25 fund for grants to greater Minnesota transit
 9.26 providers as reimbursement for the costs of
 9.27 providing fixed route public transit rides free
 9.28 of charge under Minnesota Statutes, section
 9.29 174.24, subdivision 7, for veterans certified
 9.30 as disabled.

9.31 **(c) Passenger Rail** 500,000 500,000

9.32 This appropriation is from the general
 9.33 fund for passenger rail system planning,
 9.34 alternatives analysis, environmental analysis,

10.1 design, and preliminary engineering under
 10.2 Minnesota Statutes, sections 174.632 to
 10.3 174.636.

10.4 **(d) Freight** 5,653,000 5,153,000

10.5	Appropriations by Fund		
10.6	General	756,000	256,000
10.7	Trunk Highway	4,897,000	4,897,000

10.8 \$500,000 in the first year is from the general
 10.9 fund to pay for the department's share of costs
 10.10 associated with the cleanup of contaminated
 10.11 state rail bank property. This appropriation is
 10.12 available until expended.

10.13 **(e) Safe Routes to School** 250,000 250,000

10.14 This appropriation is from the general fund
 10.15 for non-infrastructure activities in the safe
 10.16 routes to school program under Minnesota
 10.17 Statutes, section 174.40, subdivision 7a.

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

10.19 Sec. 12. Laws 2013, chapter 117, article 1, section 3, subdivision 3, is amended to read:

10.20 Subd. 3. **State Roads**

10.21		<u>262,395,000</u>	<u>262,395,000</u>
10.22	(a) Operations and Maintenance	<u>287,395,000</u>	<u>280,395,000</u>

10.23 \$5,000,000 in each year is for accelerated
 10.24 replacement of snow plowing equipment.

10.25 The base appropriation for operations and
 10.26 maintenance for fiscal years 2016 and 2017
 10.27 is \$267,395,000 in each year.

10.28			<u>206,720,000</u>
10.29	(b) Program Planning and Delivery	206,795,000	<u>209,720,000</u>

10.30	Appropriations by Fund		
10.31		2014	2015

11.1	H.U.T.D.	75,000	0
11.2			206,720,000
11.3	Trunk Highway	206,720,000	<u>209,720,000</u>

11.4 The base appropriation for program planning
 11.5 and delivery for fiscal years 2016 and 2017
 11.6 is \$206,720,000 in each year.

11.7 \$250,000 in each year is for the department's
 11.8 administrative costs for creation and
 11.9 operation of the Joint Program Office for
 11.10 Economic Development and Alternative
 11.11 Finance, including costs of hiring a
 11.12 consultant and preparing required reports.

11.13 \$130,000 in each year is available for
 11.14 administrative costs of the targeted group
 11.15 business program.

11.16 \$266,000 in each year is available for grants
 11.17 to metropolitan planning organizations
 11.18 outside the seven-county metropolitan area.

11.19 \$75,000 in each year is available for a
 11.20 transportation research contingent account
 11.21 to finance research projects that are
 11.22 reimbursable from the federal government or
 11.23 from other sources. If the appropriation for
 11.24 either year is insufficient, the appropriation
 11.25 for the other year is available for it.

11.26 \$900,000 in each year is available for
 11.27 grants for transportation studies outside
 11.28 the metropolitan area to identify critical
 11.29 concerns, problems, and issues. These
 11.30 grants are available: (1) to regional
 11.31 development commissions; (2) in regions
 11.32 where no regional development commission
 11.33 is functioning, to joint powers boards
 11.34 established under agreement of two or

12.1 more political subdivisions in the region to
 12.2 exercise the planning functions of a regional
 12.3 development commission; and (3) in regions
 12.4 where no regional development commission
 12.5 or joint powers board is functioning, to the
 12.6 department's district office for that region.

12.7 \$75,000 in the first year is from the highway
 12.8 user tax distribution fund to the commissioner
 12.9 for a grant to the Humphrey School of Public
 12.10 Affairs at the University of Minnesota for
 12.11 WorkPlace Telework program congestion
 12.12 relief efforts consisting of maintenance of
 12.13 Web site tools and content. This is a onetime
 12.14 appropriation and is available in the second
 12.15 year.

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

12.17 **(1) Economic Recovery Funds - Federal**
 12.18 **Highway Aid**

	1,000,000	1,000,000
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12.19 This appropriation is to complete projects
 12.20 using funds made available to the
 12.21 commissioner of transportation under
 12.22 title XII of the American Recovery and
 12.23 Reinvestment Act of 2009, Public Law
 12.24 111-5, and implemented under Minnesota
 12.25 Statutes, section 161.36, subdivision 7. The
 12.26 base appropriation is \$1,000,000 in fiscal
 12.27 year 2016 and \$0 in fiscal year 2017.

12.28	909,400,000	
12.29 (2) State Road Construction	<u>923,400,000</u>	815,600,000

12.30 It is estimated that these appropriations will
 12.31 be funded as follows:

12.32 Appropriations by Fund			
12.33 Federal Highway			
12.34 Aid	489,200,000	482,200,000	
12.35	420,200,000		
12.36 Highway User Taxes	<u>434,200,000</u>	333,400,000	

13.1 The commissioner of transportation shall
13.2 notify the chairs and ranking minority
13.3 members of the legislative committees with
13.4 jurisdiction over transportation finance of
13.5 any significant events that should cause these
13.6 estimates to change.

13.7 This appropriation is for the actual
13.8 construction, reconstruction, and
13.9 improvement of trunk highways, including
13.10 design-build contracts and consultant usage
13.11 to support these activities. This includes the
13.12 cost of actual payment to landowners for
13.13 lands acquired for highway rights-of-way,
13.14 payment to lessees, interest subsidies, and
13.15 relocation expenses.

13.16 The base appropriation for state road
13.17 construction for fiscal years 2016 and 2017
13.18 is \$645,000,000 in each year.

13.19 \$10,000,000 in each year is for the
13.20 transportation economic development
13.21 program under Minnesota Statutes, section
13.22 174.12.

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

13.29 The commissioner may transfer up to
13.30 \$15,000,000 each year to the transportation
13.31 revolving loan fund.

13.32 The commissioner may receive money
13.33 covering other shares of the cost of
13.34 partnership projects. These receipts are

14.1 appropriated to the commissioner for these
 14.2 projects.

14.3 Notwithstanding subdivision 6, the
 14.4 commissioner may transfer up to \$6,000,000
 14.5 from the trunk highway fund under this
 14.6 appropriation to the Stillwater lift bridge
 14.7 endowment account under Minnesota
 14.8 Statutes, section 165.15.

14.9 Of this appropriation, \$14,000,000 in the first
 14.10 year is for the specific improvements to "Old
 14.11 Highway 14" described in the settlement
 14.12 agreement and release executed January
 14.13 7, 2014, between the state and Steele and
 14.14 Waseca Counties.

14.15	(d) Highway Debt Service	158,417,000	189,821,000
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14.16 \$148,917,000 in the first year and
 14.17 \$180,321,000 in the second year are for
 14.18 transfer to the state bond fund. If an
 14.19 appropriation is insufficient to make all
 14.20 transfers required in the year for which it is
 14.21 made, the commissioner of management and
 14.22 budget shall notify the senate Committee
 14.23 on Finance and the house of representatives
 14.24 Committee on Ways and Means of the
 14.25 amount of the deficiency and shall then
 14.26 transfer that amount under the statutory open
 14.27 appropriation. Any excess appropriation
 14.28 cancels to the trunk highway fund.

14.29	(e) Electronic Communications	5,171,000	5,171,000
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14.30	Appropriations by Fund		
14.31	General	3,000	3,000
14.32	Trunk Highway	5,168,000	5,168,000

15.1 The general fund appropriation is to equip
 15.2 and operate the Roosevelt signal tower for
 15.3 Lake of the Woods weather broadcasting.

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

15.5 Sec. 13. Laws 2013, chapter 117, article 1, section 4, is amended to read:

15.6			76,970,000
15.7	Sec. 4. METROPOLITAN COUNCIL	\$ 107,889,000	<u>76,910,000</u>

15.8 This appropriation is from the general fund
 15.9 for transit system operations under Minnesota
 15.10 Statutes, sections 473.371 to 473.449.

15.11 The base appropriation for fiscal years 2016
 15.12 and 2017 is ~~\$76,686,000~~ \$76,626,000 in
 15.13 each year.

15.14 \$37,000,000 in the first year is for the
 15.15 Southwest Corridor light rail transit line
 15.16 from the Hiawatha light rail transit line in
 15.17 downtown Minneapolis to Eden Prairie, to be
 15.18 used for environmental studies, preliminary
 15.19 engineering, acquisition of real property, or
 15.20 interests in real property, and design. This
 15.21 is a onetime appropriation and is available
 15.22 until expended.

15.23 Sec. 14. Laws 2013, chapter 117, article 1, section 5, subdivision 5, is amended to read:

15.24			435,000
15.25	Subd. 5. Traffic Safety	435,000	<u>495,000</u>

15.26 The commissioner of public safety shall
 15.27 spend 50 percent of the money available to
 15.28 the state under United States Code, title 23,
 15.29 section 164, and the remaining 50 percent
 15.30 must be transferred to the commissioner
 15.31 of transportation for hazard elimination

16.1 activities under United States Code, title 23,
16.2 section 152.

16.3 \$60,000 in the second year is for light rail
16.4 transit safety oversight under Minnesota
16.5 Statutes, section 299A.017.

16.6 The base appropriation for fiscal years 2016
16.7 and 2017 is \$495,000 in each year.

16.8 Sec. 15. **EFFECTIVE DATE; SUPERSEDING PROVISIONS.**

16.9 Sections 1 to 5 of this article are not effective if House File No. 2395 is enacted
16.10 in the 2014 legislative session.

16.11 ARTICLE 2

16.12 RAILROAD AND PIPELINE SAFETY

16.13 Section 1. Minnesota Statutes 2012, section 115E.01, is amended by adding a
16.14 subdivision to read:

16.15 Subd. 7a. **Listed sensitive area.** "Listed sensitive area" means an area or location
16.16 listed as an area of special economic or environmental importance in an Area Contingency
16.17 Plan or a Sub-Area Contingency Plan prepared under the federal Clean Water Act, United
16.18 States Code, title 33, section 1321(j)(4).

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

16.20 Sec. 2. Minnesota Statutes 2012, section 115E.01, is amended by adding a subdivision
16.21 to read:

16.22 Subd. 7b. **Local incident commander.** "Local incident commander" means the
16.23 most senior official at the site of a discharge who has the responsibility for controlling
16.24 operations at the site, beginning with the senior officer on the first piece of responding
16.25 emergency equipment to arrive at the discharge site. As more senior officers arrive at the
16.26 discharge site, the position of local incident commander is passed up the line of authority.

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

16.28 Sec. 3. Minnesota Statutes 2012, section 115E.01, is amended by adding a subdivision
16.29 to read:

16.30 Subd. 11d. **Unit train.** "Unit train" means a train with more than 25 tanker railcars
16.31 carrying oil or hazardous substance cargo.

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

17.2 Sec. 4. **[115E.042] PREPAREDNESS AND RESPONSE FOR CERTAIN**
17.3 **RAILROADS AND PIPELINES.**

17.4 Subdivision 1. **Application.** In addition to the requirements of section 115E.04,
17.5 a person who owns or operates railroad car rolling stock transporting a unit train must
17.6 comply with this section. A person who owns or operates pipeline facilities and is required
17.7 to show specific preparedness under section 115E.03, subdivision 2, must comply with
17.8 this section as applicable and with the provisions of chapters 299F and 299J.

17.9 Subd. 2. **Training.** (a) Each railroad must offer training to each fire department
17.10 having jurisdiction along the route of unit trains. Initial training under this subdivision
17.11 must be offered to each fire department by June 30, 2016, and refresher training must be
17.12 offered to each fire department at least once every three years thereafter.

17.13 (b) The training must address the general hazards of oil and hazardous substances,
17.14 techniques to assess hazards to the environment and to the safety of responders and the
17.15 public, factors a local incident commander must consider in determining whether to
17.16 attempt to suppress a fire or to evacuate the public and emergency responders from an
17.17 area, and other strategies for initial response by local emergency responders. The training
17.18 must include suggested protocol or practices for local responders to safely accomplish
17.19 these tasks.

17.20 Subd. 3. **Coordination.** Beginning June 30, 2015, each railroad and pipeline
17.21 company must communicate at least annually with each county or city emergency
17.22 manager and a senior fire department officer of each fire department having jurisdiction
17.23 along the route of a unit train or a pipeline to ensure coordination of emergency response
17.24 activities between the railroad or pipeline company and local responders.

17.25 Subd. 4. **Response capabilities, time limits, drills.** (a) Following a discharge, a
17.26 railroad or pipeline company must deliver and deploy sufficient equipment and trained
17.27 personnel to contain and recover discharged oil or hazardous substances and to protect the
17.28 environment and public safety.

17.29 (b) Within one hour of a discharge, a railroad or pipeline company must provide a
17.30 qualified company employee to advise the local incident commander. The employee may
17.31 be made available by telephone, and must be authorized to deploy all necessary response
17.32 resources of the railroad or pipeline company.

17.33 (c) Within three hours of a discharge, a railroad or pipeline company must be capable
17.34 of delivering monitoring equipment and a trained operator to a to assist in protection of

18.1 responder and public safety. A plan to ensure delivery of monitoring equipment and an
18.2 operator to a discharge site must be provided each year to the commissioner of public safety.

18.3 (d) Within three hours of a discharge, a railroad or pipeline company must provide
18.4 qualified personnel at a discharge site to assess the discharge and to advise the local
18.5 incident commander.

18.6 (e) A railroad or pipeline company must be capable of deploying a containment
18.7 boom from land across sewer outfalls, creeks, ditches, and other places where oil or
18.8 hazardous substances may drain, in order to contain leaked material before it reaches those
18.9 resources. The arrangement to provide the containment boom and staff may be made by:

18.10 (1) training and caching equipment with local jurisdictions;

18.11 (2) training and caching equipment with a fire mutual-aid group;

18.12 (3) means of an industry cooperative or mutual-aid group;

18.13 (4) deployment of a contractor;

18.14 (5) deployment of a response organization under state contract; or

18.15 (6) other dependable means acceptable to the Pollution Control Agency.

18.16 (f) Each arrangement under paragraph (e) must be confirmed each year. Each
18.17 arrangement must be tested by drill at least once every five years.

18.18 (g) Within eight hours of a discharge, a railroad or pipeline company must be
18.19 capable of delivering and deploying oil spill containment booms, boats, oil recovery
18.20 equipment, trained staff, and all other materials needed to provide:

18.21 (1) on-site containment and recovery of a volume of oil equal to ten percent of the
18.22 calculated worst case discharge at any location along the route; and

18.23 (2) protection of listed sensitive areas and potable water intakes within one mile of
18.24 a discharge site and within eight hours of water travel time downstream in any river
18.25 or stream that the right-of-way intersects.

18.26 (h) Within 60 hours of a discharge, a railroad or pipeline company must be capable
18.27 of delivering and deploying additional oil spill containment booms, boats, oil recovery
18.28 equipment, trained staff, and all other materials needed to provide containment and
18.29 recovery of a worst-case oil discharge and to protect listed sensitive areas and potable
18.30 water intakes at any location along the route.

18.31 (i) Each railroad and pipeline must conduct at least one full-scale oil containment,
18.32 recovery, and sensitive area protection drill every three years, at a location and time
18.33 chosen by the Pollution Control Agency.

18.34 Subd. 5. **Prevention and response plans; approval.** (a) By June 30, 2015, a
18.35 railroad or pipeline company shall submit the prevention and response plan required under

19.1 section 115E.04 as necessary to comply with the requirements of this section, to the
19.2 commissioner of the Pollution Control Agency on a form designated by the commissioner.

19.3 (b) By June 30 of every third year following a plan submission under this
19.4 subdivision, a railroad and pipeline company must update and resubmit the prevention and
19.5 response plan for approval by the commissioner.

19.6 **EFFECTIVE DATE.** Subdivisions 1 to 3 and 5 are effective the day following final
19.7 enactment. Subdivision 4 is effective July 1, 2015.

19.8 Sec. 5. Minnesota Statutes 2012, section 115E.08, is amended by adding a subdivision
19.9 to read:

19.10 Subd. 3a. **Railroad and pipeline preparedness; pollution control.** The Pollution
19.11 Control Agency shall carry out environmental protection activities related to railroad
19.12 and pipeline discharge preparedness. Duties under this subdivision include, but are not
19.13 limited to:

19.14 (1) assisting local emergency managers and fire officials in understanding the
19.15 hazards of oil and hazardous substances, as well as general strategies for containment and
19.16 environmental protection;

19.17 (2) assisting railroads and pipeline companies to identify natural resources and
19.18 sensitive areas, and to devise strategies to contain and recover oil and hazardous
19.19 substances from land and waters along routes;

19.20 (3) facilitating cooperation between railroad and pipeline companies for mutual aid
19.21 arrangements that provide training, staff, and equipment as required by this chapter;

19.22 (4) participating in drills and training sessions;

19.23 (5) reviewing each railroad and pipeline company's prevention and response plans
19.24 for compliance with the requirements of this chapter, and assessing each company's
19.25 readiness to protect the environment;

19.26 (6) conducting inspections and drills as necessary to determine the railroad or
19.27 pipeline company's compliance with the requirements of this chapter and ability to protect
19.28 the environment; and

19.29 (7) conducting follow-up corrective action directives, orders, and enforcement as
19.30 necessary based on a finding of inadequate environmental protection preparedness.

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

19.32 Sec. 6. Minnesota Statutes 2012, section 115E.08, is amended by adding a subdivision
19.33 to read:

20.1 Subd. 3b. Railroad and pipeline preparedness; public safety. The commissioner
 20.2 of public safety shall carry out public safety protection activities related to railroad and
 20.3 pipeline spill and discharge preparedness. Duties under this subdivision include, but
 20.4 are not limited to:

20.5 (1) assisting local emergency managers and fire officials to understand the hazards
 20.6 of oil and hazardous substances, as well as general strategies for hazard identification,
 20.7 initial isolation, and other actions necessary to ensure public safety;

20.8 (2) assisting railroads and pipeline companies to develop suggested protocols and
 20.9 practices for local first responder use in protecting the public's safety;

20.10 (3) facilitating cooperation between railroads, pipeline companies, county and city
 20.11 emergency managers, and other public safety organizations;

20.12 (4) participating in major exercises and training sessions;

20.13 (5) assisting local units of government to incorporate railroad and pipeline hazard
 20.14 and response information into local emergency operations plans;

20.15 (6) monitoring the public safety-related training and planning requirements of
 20.16 section 115E.03; and

20.17 (7) referring noncompliance with section 115E.03 to the Pollution Control Agency.

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

20.19 Sec. 7. Minnesota Statutes 2012, section 219.015, subdivision 1, is amended to read:

20.20 Subdivision 1. ~~Position~~ **Positions established; duties.** (a) The commissioner of
 20.21 transportation shall establish ~~a position of three~~ three state rail safety inspector positions in
 20.22 the Office of Freight and Commercial Vehicle Operations of the Minnesota Department
 20.23 of Transportation. On or after July 1, 2015, the commissioner may establish a fourth
 20.24 state rail safety inspector position following consultation with railroad companies.

20.25 The commissioner shall apply to and enter into agreements with the Federal Railroad
 20.26 Administration (FRA) of the United States Department of Transportation to participate
 20.27 in the federal State Rail Safety ~~Partnership~~ Participation Program for training and
 20.28 certification of an inspector under authority of United States Code, title 49, sections 20103,
 20.29 20105, 20106, and 20113, and Code of Federal Regulations, title 49, part 212.

20.30 ~~The~~(b) A state rail safety inspector shall inspect mainline track, secondary track, and
 20.31 yard and industry track; inspect railroad right-of-way, including adjacent or intersecting
 20.32 drainage, culverts, bridges, overhead structures, and traffic and other public crossings;
 20.33 inspect yards and physical plants; review and enforce safety requirements; review
 20.34 maintenance and repair records; and review railroad security measures.

21.1 (c) A state rail safety inspector may perform, but is not limited to, the duties
 21.2 described in the federal State Rail Safety Participation Program. An inspector may train,
 21.3 be certified, and participate in any of the federal State Rail Safety Participation Program
 21.4 disciplines, including: track, signal and train control, motive power and equipment,
 21.5 operating practices compliance, hazardous materials, and highway-rail grade crossings.

21.6 (d) To the extent delegated by the Federal Railroad Administration and authorized
 21.7 by the commissioner, the an inspector may issue citations for violations of this chapter, or
 21.8 to ensure railroad employee and public safety and welfare.

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

21.10 Sec. 8. Minnesota Statutes 2012, section 219.015, subdivision 2, is amended to read:

21.11 Subd. 2. **Railroad company assessment; account; appropriation.** (a) As provided
 21.12 in this subdivision, the commissioner shall annually assess railroad companies that are
 21.13 (1) defined as common carriers under section 218.011₂; (2) classified by federal law or
 21.14 regulation as Class I Railroads, ~~or~~ Class I Rail Carriers, Class II Railroads, or Class II
 21.15 Carriers; and (3) operating in this state₂.

21.16 (b) The assessment must be by a division of state rail safety inspector program costs
 21.17 in equal proportion between carriers based on route miles operated in Minnesota, assessed
 21.18 in equal amounts for 365 days of the calendar year. The commissioner shall assess all
 21.19 start-up or re-establishment costs, and all related costs of initiating the state rail safety
 21.20 inspector program beginning July 1, 2008. The, and ongoing state rail inspector duties
 21.21 must begin and be assessed on January 1, 2009.

21.22 (c) The assessments must be deposited in a special account in the special revenue
 21.23 fund, to be known as the state rail safety inspection account. Money in the account is
 21.24 appropriated to the commissioner and may be expended to cover the costs incurred for the
 21.25 establishment and ongoing responsibilities of the state rail safety inspector program.

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

21.27 Sec. 9. **[299A.55] RAILROAD AND PIPELINE SAFETY; OIL AND OTHER**
 21.28 **HAZARDOUS MATERIALS.**

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

21.31 (b) "Applicable rail carrier" means a railroad company that is subject to an
 21.32 assessment under section 219.015, subdivision 2.

21.33 (c) "Hazardous substance" has the meaning given in section 115B.02, subdivision 8.

22.1 (d) "Oil" has the meaning given in section 115E.01, subdivision 8.

22.2 (e) "Pipeline company" means any individual, partnership, association, or public
22.3 or private corporation required to show specific preparedness under section 115E.03,
22.4 subdivision 2.

22.5 Subd. 2. **Railroad and pipeline safety account.** (a) A railroad and pipeline safety
22.6 account is created in the special revenue fund. The account consists of funds collected
22.7 under subdivision 4, and funds donated, allotted, transferred, or otherwise provided to the
22.8 account.

22.9 (b) Money in the account is annually appropriated to the commissioner of public
22.10 safety for the purposes specified in subdivision 3.

22.11 Subd. 3. **Allocation of railroad and pipeline safety funds.** (a) Subject to funding
22.12 appropriated for this subdivision, the commissioner shall provide funds for training and
22.13 response preparedness related to (1) derailments, discharge incidents, or spills involving
22.14 trains carrying oil or other hazardous substances, and (2) pipeline discharge incidents or
22.15 spills involving oil or other hazardous substances.

22.16 (b) The commissioner shall allocate available funds to the Board of Firefighter
22.17 Training and Education under section 299N.02 and the division of Homeland Security and
22.18 Emergency Management.

22.19 (c) Prior to making allocations under paragraph (b), the commissioner shall consult
22.20 with the Fire Service Advisory Committee under section 299F.012, subdivision 2.

22.21 (d) The commissioner and the entities identified in paragraph (b) shall prioritize
22.22 uses of funds based on:

22.23 (1) firefighter training needs;

22.24 (2) community risk from discharge incidents or spills;

22.25 (3) geographic balance; and

22.26 (4) recommendations of the Fire Service Advisory Committee.

22.27 (e) The following are permissible uses of funds provided under this subdivision:

22.28 (1) training costs, which may include but are not limited to training curriculum,
22.29 trainers, trainee overtime salary, other personnel overtime salary, and tuition;

22.30 (2) costs of gear and equipment related to hazardous materials readiness, response,
22.31 and management, which may include but is not limited to original purchase, maintenance,
22.32 and replacement;

22.33 (3) supplies related to the uses under clauses (1) and (2); and

22.34 (4) emergency preparedness planning and coordination.

23.1 (f) Notwithstanding paragraph (b), from funds in the railroad and pipeline safety
 23.2 account provided for the purposes under this subdivision, the commissioner may retain a
 23.3 balance in the account for budgeting in subsequent fiscal years.

23.4 Subd. 4. **Assessments; oil and hazardous substances.** (a) The commissioner of
 23.5 public safety shall annually assess \$2,500,000 to railroad and pipeline companies based on
 23.6 the formula specified in paragraph (b). The commissioner shall deposit funds collected
 23.7 under this subdivision in the railroad and pipeline safety account under subdivision 2.

23.8 (b) The assessment for each railroad is 50 percent of the total annual assessment
 23.9 amount, divided in equal proportion between applicable rail carriers based on route miles
 23.10 operated in Minnesota. The assessment for each pipeline company is 50 percent of the
 23.11 total annual assessment amount, divided in equal proportion between companies based on
 23.12 the yearly aggregate gallons of oil and hazardous substance transported in Minnesota. The
 23.13 assessment must be in equal amounts for each day of the fiscal year.

23.14 (c) The assessments under this subdivision expire on July 1, 2019.

23.15 Sec. 10. **REPORTS ON INCIDENT PREPAREDNESS FOR OIL AND OTHER**
 23.16 **HAZARDOUS MATERIALS TRANSPORTATION.**

23.17 Subdivision 1. **Report on response preparedness.** By January 15, 2015, the
 23.18 commissioner of public safety shall submit a report on emergency response preparedness
 23.19 in the public and private sectors for incidents involving oil and other hazardous materials
 23.20 transported by rail and pipeline to the chairs and ranking minority members of the
 23.21 legislative committees with jurisdiction over transportation and public safety policy and
 23.22 finance. At a minimum, the report must:

23.23 (1) summarize the preparedness and emergency response framework in the state;

23.24 (2) provide an assessment of costs and needs of fire departments and other
 23.25 emergency first responders for training and equipment to respond to discharge or spill
 23.26 incidents involving oil and other hazardous materials transported by rail and pipeline;

23.27 (3) develop a comprehensive public and private response capacity inventory that,
 23.28 to the extent feasible, includes statewide identification of major emergency response
 23.29 equipment, equipment staging locations, mutual aid agreements, and capacities across
 23.30 industries involved in transportation and storage of oil and other hazardous materials;

23.31 (4) provide information and analysis that forms the basis for allocation of funds
 23.32 under Minnesota Statutes, section 299A.55;

23.33 (5) develop benchmarks or assessment criteria for the evaluation under subdivision 2;

23.34 (6) assist in long-range oil and other hazardous materials incident preparedness
 23.35 planning; and

24.1 (7) make recommendations for any legislative changes.

24.2 Subd. 2. **Evaluation of response preparedness and funding.** By November 1,
24.3 2017, the commissioner of public safety shall submit an evaluation of railroad and pipeline
24.4 safety preparedness and funding related to incidents involving oil and other hazardous
24.5 materials to the chairs and ranking minority members of the legislative committees with
24.6 jurisdiction over transportation and public safety policy and finance. At a minimum,
24.7 the evaluation must:

24.8 (1) provide an update to the report under subdivision 1 that identifies notable
24.9 changes and provides updated information as appropriate;

24.10 (2) evaluate the effectiveness of training and response preparedness activities under
24.11 Minnesota Statutes, section 299A.55, using the criteria established under subdivision
24.12 1, clause (5);

24.13 (3) identify current sources of funds, funding levels, and any unfunded needs for
24.14 preparedness activities;

24.15 (4) analyze equity in the distribution of funding sources for preparedness activities,
24.16 which must include but is not limited to (i) examination of the public-private partnership
24.17 financing model, and (ii) review of balance across industries involved in storage and
24.18 distribution of oil and other hazardous materials; and

24.19 (5) make recommendations for any programmatic or legislative changes.

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

24.21 Sec. 11. **IMPROVEMENTS STUDY ON GRADE CROSSINGS AND**
24.22 **RAIL SAFETY FOR OIL AND OTHER HAZARDOUS MATERIALS**
24.23 **TRANSPORTATION.**

24.24 (a) The commissioner of transportation shall conduct a study on highway-rail grade
24.25 crossing improvement for oil and other hazardous materials transported by rail, and on
24.26 rail safety. At a minimum, the study must:

24.27 (1) provide information that assists in risk management associated with
24.28 transportation of oil and other hazardous materials by rail;

24.29 (2) develop criteria to prioritize needs and improvements at highway-rail grade
24.30 crossings;

24.31 (3) consider alternatives for safety improvements, including but not limited to active
24.32 warning devices such as gates and signals, closings, and grade separation;

24.33 (4) provide findings and recommendations that serve to direct accelerated
24.34 investments in highway-rail grade crossing safety improvements; and

25.1 (5) analyze state inspection activities and staffing for track and hazardous materials
25.2 under Minnesota Statutes, section 219.015.

25.3 (b) The commissioner shall submit an interim update on the study by August 31,
25.4 2014, and a final report by October 31, 2014, to the chairs and ranking minority members
25.5 of the legislative committees with jurisdiction over transportation policy and finance.

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

25.7 **ARTICLE 3**

25.8 **TRANSPORTATION FINANCE PROVISIONS**

25.9 Section 1. Minnesota Statutes 2012, section 165.15, subdivision 2, is amended to read:

25.10 Subd. 2. **Use of funds.** (a) Income derived from the investment of principal in the
25.11 account may be used by the commissioner of transportation for operations and routine
25.12 maintenance of the Stillwater lift bridge, including bridge safety inspections and reactive
25.13 repairs. No money from this account may be used for any purposes except those described
25.14 in this section, and no money from this account may be transferred to any other account
25.15 in the state treasury without specific legislative authorization. ~~Any money transferred~~
25.16 ~~from the trunk highway fund may only be used for trunk highway purposes.~~ For the
25.17 purposes of this section:

25.18 (1) "Income" is the amount of interest on debt securities and dividends on equity
25.19 securities. Any gains or losses from the sale of securities must be added to the principal
25.20 of the account.

25.21 (2) "Routine maintenance" means activities that are predictable and repetitive, but
25.22 not activities that would constitute major repairs or rehabilitation.

25.23 (b) Investment management fees incurred by the State Board of Investment are
25.24 eligible expenses for reimbursement from the account.

25.25 (c) The commissioner of transportation has authority to approve or deny expenditures
25.26 of funds in the account.

25.27 Sec. 2. Minnesota Statutes 2012, section 168.123, subdivision 1, is amended to read:

25.28 Subdivision 1. **General requirements; fees.** (a) On payment of a fee of \$10 for
25.29 each set of two plates, or for a single plate in the case of a motorcycle plate, payment of
25.30 the registration tax required by law, and compliance with other applicable laws relating to
25.31 vehicle registration and licensing, as applicable, the commissioner shall issue:

25.32 (1) special veteran's plates to an applicant who served in the active military service
25.33 in a branch of the armed forces of the United States or of a nation or society allied with the
25.34 United States in conducting a foreign war, was discharged under honorable conditions, and

26.1 is a registered owner of a passenger automobile ~~as defined in section 168.002, subdivision~~
26.2 ~~24~~, recreational motor vehicle ~~as defined in section 168.002, subdivision 27~~, or one-ton
26.3 pickup truck ~~as defined in section 168.002, subdivision 21b~~, but which is not a commercial
26.4 motor vehicle as defined in section 169.011, subdivision 16; or

26.5 (2) a veteran's special motorcycle plate as described in subdivision 2, paragraph (a),
26.6 (f), (h), (i), or (j), or another special plate designed by the commissioner to an applicant
26.7 who is a registered owner of a motorcycle ~~as defined in section 168.002, subdivision 19~~,
26.8 and meets the criteria listed in this paragraph and in subdivision 2, paragraph (a), (f), (h),
26.9 (i), or (j). Plates issued under this clause must be the same size as regular motorcycle
26.10 plates. Special motorcycle license plates issued under this clause are not subject to
26.11 section 168.1293.

26.12 (b) The additional fee of \$10 is payable for each set of veteran's plates, is payable
26.13 only when the plates are issued, and is not payable in a year in which stickers are issued
26.14 instead of plates.

26.15 (c) The veteran must have a certified copy of the veteran's discharge papers,
26.16 indicating character of discharge, at the time of application. If an applicant served in the
26.17 active military service in a branch of the armed forces of a nation or society allied with the
26.18 United States in conducting a foreign war and is unable to obtain a record of that service
26.19 and discharge status, the commissioner of veterans affairs may certify the applicant as
26.20 qualified for the veterans' plates provided under this section.

26.21 (d) For license plates issued for the woman veteran plate described in subdivision 2,
26.22 paragraph (m), the commissioner shall collect a surcharge of \$5 on each \$10 fee collected
26.23 for that plate under paragraph (a). The surcharge must be deposited in the women veterans
26.24 license plate account, established in the state treasury, and the money in that account is
26.25 appropriated each year to the commissioner of veterans affairs for a grant to the Minnesota
26.26 Women Veterans Initiative Working Group for use in promoting public recognition of
26.27 women serving in the military and of women veterans.

26.28 Sec. 3. Minnesota Statutes 2013 Supplement, section 168.123, subdivision 2, is
26.29 amended to read:

26.30 Subd. 2. **Design.** The commissioner of veterans affairs shall design the emblem for
26.31 the veterans' special plates, subject to the approval of the commissioner, that satisfy the
26.32 following requirements:

26.33 (a) For a Vietnam veteran who served after July 1, 1961, and before July 1, 1978,
26.34 in the active military service in a branch of the armed forces of the United States or a

27.1 nation or society allied with the United States the special plates must bear the inscription
27.2 "VIETNAM VET."

27.3 (b) For a veteran stationed on the island of Oahu, Hawaii, or offshore, during the
27.4 attack on Pearl Harbor on December 7, 1941, the special plates must bear the inscription
27.5 "PEARL HARBOR SURVIVOR."

27.6 (c) For a veteran who served during World War II, the plates must bear the
27.7 inscription "WORLD WAR VET."

27.8 (d) For a veteran who served during the Korean Conflict, the special plates must bear
27.9 the inscription "KOREAN VET."

27.10 (e) For a combat wounded veteran who is a recipient of the Purple Heart medal, the
27.11 plates must bear the inscription "COMBAT WOUNDED VET" and have a facsimile or an
27.12 emblem of the official Purple Heart medal.

27.13 A member of the United States armed forces who is serving actively in the military
27.14 and who is a recipient of the Purple Heart medal is also eligible for this license plate.
27.15 The commissioner of public safety shall ensure that information regarding the required
27.16 proof of eligibility for any applicant under this paragraph who has not yet been issued
27.17 military discharge papers is distributed to the public officials responsible for administering
27.18 this section.

27.19 (f) For a Persian Gulf War veteran, the plates must bear the inscription "GULF
27.20 WAR VET." For the purposes of this section, "Persian Gulf War veteran" means a person
27.21 who served on active duty after August 1, 1990, in a branch of the armed forces of the
27.22 United States or a nation or society allied with the United States or the United Nations
27.23 during Operation Desert Shield, Operation Desert Storm, or other military operation in
27.24 the Persian Gulf area combat zone as designated in United States Presidential Executive
27.25 Order No. 12744, dated January 21, 1991.

27.26 (g) For a veteran who served in the Laos War after July 1, 1961, and before July 1,
27.27 1978, the special plates must bear the inscription "LAOS WAR VET."

27.28 (h) For a veteran who is the recipient of:

27.29 (1) the Iraq Campaign Medal, the special plates must be inscribed with a facsimile of
27.30 that medal and must bear the inscription "IRAQ WAR VET" directly below the special
27.31 plate number;

27.32 (2) the Afghanistan Campaign Medal, the special plates must be inscribed with a
27.33 facsimile of that medal and must bear the inscription "AFGHAN WAR VET" directly
27.34 below the special plate number;

28.1 (3) the Global War on Terrorism Expeditionary Medal, the special plates must
28.2 be inscribed with a facsimile of that medal and must bear the inscription "GWOT
28.3 VETERAN" directly below the special plate number; or

28.4 (4) the Armed Forces Expeditionary Medal, the special plates must bear an
28.5 appropriate inscription that includes a facsimile of that medal.

28.6 (i) For a veteran who is the recipient of the Global War on Terrorism Service Medal,
28.7 the special plates must be inscribed with a facsimile of that medal and must bear the
28.8 inscription "GWOT VETERAN" directly below the special plate number. In addition,
28.9 any member of the National Guard or other military reserves who has been ordered to
28.10 federally funded state active service under United States Code, title 32, as defined in
28.11 section 190.05, subdivision 5b, and who is the recipient of the Global War on Terrorism
28.12 Service Medal, is eligible for the license plate described in this paragraph, irrespective of
28.13 whether that person qualifies as a veteran under section 197.447.

28.14 (j) For a veteran who is the recipient of the Korean Defense Service Medal,
28.15 the special plates must be inscribed with a facsimile of that medal and must bear the
28.16 inscription "KOREAN DEFENSE SERVICE" directly below the special plate number.

28.17 (k) For a veteran who is a recipient of the Bronze Star medal, the plates must bear
28.18 the inscription "BRONZE STAR VET" and have a facsimile or an emblem of the official
28.19 Bronze Star medal.

28.20 (l) For a veteran who is a recipient of the Silver Star medal, the plates must bear
28.21 the inscription "SILVER STAR VET" and have a facsimile or an emblem of the official
28.22 Silver Star medal.

28.23 (m) For a woman veteran, the plates must bear the inscription "WOMAN
28.24 VETERAN" and have a facsimile or an emblem as designated by the commissioners of
28.25 veterans affairs and public safety.

28.26 **EFFECTIVE DATE.** This section is effective January 1, 2015.

28.27 Sec. 4. Minnesota Statutes 2012, section 169.826, is amended by adding a subdivision
28.28 to read:

28.29 Subd. 7. **Expiration date.** Upon request of the permit applicant the expiration
28.30 date for a permit issued under this section must be the same as the expiration date of the
28.31 permitted vehicle's registration.

28.32 **EFFECTIVE DATE.** This section is effective November 30, 2016, and applies
28.33 to permits issued on and after that date.

29.1 Sec. 5. Minnesota Statutes 2012, section 169.8261, is amended by adding a subdivision
29.2 to read:

29.3 Subd. 3. **Expiration date.** Upon request of the permit applicant the expiration
29.4 date for a permit issued under this section must be the same as the expiration date of the
29.5 permitted vehicle's registration.

29.6 **EFFECTIVE DATE.** This section is effective November 30, 2016, and applies
29.7 to permits issued on and after that date.

29.8 Sec. 6. Minnesota Statutes 2012, section 169.86, subdivision 5, is amended to read:

29.9 Subd. 5. **Fees; proceeds deposited; appropriation.** The commissioner, with
29.10 respect to highways under the commissioner's jurisdiction, may charge a fee for each
29.11 permit issued. The fee for an annual permit that expires by law on the date of the
29.12 vehicle registration expiration must be based on the proportion of the year that remains
29.13 until the expiration date. Unless otherwise specified, all fees for permits issued by the
29.14 commissioner of transportation must be deposited in the state treasury and credited to
29.15 the trunk highway fund. Except for those annual permits for which the permit fees are
29.16 specified elsewhere in this chapter, the fees are:

29.17 (a) \$15 for each single trip permit.

29.18 (b) \$36 for each job permit. A job permit may be issued for like loads carried on
29.19 a specific route for a period not to exceed two months. "Like loads" means loads of the
29.20 same product, weight, and dimension.

29.21 (c) \$60 for an annual permit to be issued for a period not to exceed 12 consecutive
29.22 months. Annual permits may be issued for:

29.23 (1) motor vehicles used to alleviate a temporary crisis adversely affecting the safety
29.24 or well-being of the public;

29.25 (2) motor vehicles that travel on interstate highways and carry loads authorized
29.26 under subdivision 1a;

29.27 (3) motor vehicles operating with gross weights authorized under section 169.826,
29.28 subdivision 1a;

29.29 (4) special pulpwood vehicles described in section 169.863;

29.30 (5) motor vehicles bearing snowplow blades not exceeding ten feet in width;

29.31 (6) noncommercial transportation of a boat by the owner or user of the boat;

29.32 (7) motor vehicles carrying bales of agricultural products authorized under section
29.33 169.862; and

29.34 (8) special milk-hauling vehicles authorized under section 169.867.

30.1 (d) \$120 for an oversize annual permit to be issued for a period not to exceed 12
30.2 consecutive months. Annual permits may be issued for:

30.3 (1) mobile cranes;

30.4 (2) construction equipment, machinery, and supplies;

30.5 (3) manufactured homes and manufactured storage buildings;

30.6 (4) implements of husbandry;

30.7 (5) double-deck buses;

30.8 (6) commercial boat hauling and transporting waterfront structures, including, but
30.9 not limited to, portable boat docks and boat lifts;

30.10 (7) three-vehicle combinations consisting of two empty, newly manufactured trailers
30.11 for cargo, horses, or livestock, not to exceed 28-1/2 feet per trailer; provided, however,
30.12 the permit allows the vehicles to be moved from a trailer manufacturer to a trailer dealer
30.13 only while operating on twin-trailer routes designated under section 169.81, subdivision 3,
30.14 paragraph (c); and

30.15 (8) vehicles operating on that portion of marked Trunk Highway 36 described in
30.16 section 169.81, subdivision 3, paragraph (e).

30.17 (e) For vehicles that have axle weights exceeding the weight limitations of sections
30.18 169.823 to 169.829, an additional cost added to the fees listed above. However, this
30.19 paragraph applies to any vehicle described in section 168.013, subdivision 3, paragraph
30.20 (b), but only when the vehicle exceeds its gross weight allowance set forth in that
30.21 paragraph, and then the additional cost is for all weight, including the allowance weight,
30.22 in excess of the permitted maximum axle weight. The additional cost is equal to the
30.23 product of the distance traveled times the sum of the overweight axle group cost factors
30.24 shown in the following chart:

30.25 Overweight Axle Group Cost Factors

30.26 Weight (pounds)	30.26 Cost Per Mile For Each Group Of:		
30.27 exceeding weight	30.27 Two	30.27 Three	
30.28 limitations on axles	30.28 consecutive	30.28 consecutive	
	30.29 axles spaced	30.29 axles spaced	30.29 Four consecutive
	30.30 within 8 feet	30.30 within 9 feet	30.30 axles spaced within
	30.31 or less	30.31 or less	30.31 14 feet or less
30.32 0-2,000	.12	.05	.04
30.33 2,001-4,000	.14	.06	.05
30.34 4,001-6,000	.18	.07	.06
30.35 6,001-8,000	.21	.09	.07
30.36 8,001-10,000	.26	.10	.08
30.37 10,001-12,000	.30	.12	.09
30.38 12,001-14,000	Not		
30.39	permitted	.14	.11

31.1		Not		
31.2	14,001-16,000	permitted	.17	.12
31.3		Not		
31.4	16,001-18,000	permitted	.19	.15
31.5		Not	Not	
31.6	18,001-20,000	permitted	permitted	.16
31.7		Not	Not	
31.8	20,001-22,000	permitted	permitted	.20

31.9 The amounts added are rounded to the nearest cent for each axle or axle group. The
31.10 additional cost does not apply to paragraph (c), clauses (1) and (3).

31.11 For a vehicle found to exceed the appropriate maximum permitted weight, a cost-per-mile
31.12 fee of 22 cents per ton, or fraction of a ton, over the permitted maximum weight is imposed
31.13 in addition to the normal permit fee. Miles must be calculated based on the distance
31.14 already traveled in the state plus the distance from the point of detection to a transportation
31.15 loading site or unloading site within the state or to the point of exit from the state.

31.16 (f) As an alternative to paragraph (e), an annual permit may be issued for overweight,
31.17 or oversize and overweight, mobile cranes; construction equipment, machinery, and
31.18 supplies; implements of husbandry; and commercial boat hauling. The fees for the permit
31.19 are as follows:

31.20	Gross Weight (pounds) of Vehicle	Annual Permit Fee
31.21	90,000 or less	\$200
31.22	90,001 - 100,000	\$300
31.23	100,001 - 110,000	\$400
31.24	110,001 - 120,000	\$500
31.25	120,001 - 130,000	\$600
31.26	130,001 - 140,000	\$700
31.27	140,001 - 145,000	\$800
31.28	145,001 - 155,000	\$900

31.29 If the gross weight of the vehicle is more than 155,000 pounds the permit fee is determined
31.30 under paragraph (e).

31.31 (g) For vehicles which exceed the width limitations set forth in section 169.80 by
31.32 more than 72 inches, an additional cost equal to \$120 added to the amount in paragraph (a)
31.33 when the permit is issued while seasonal load restrictions pursuant to section 169.87 are
31.34 in effect.

31.35 (h) \$85 for an annual permit to be issued for a period not to exceed 12 months, for
31.36 refuse-compactor vehicles that carry a gross weight of not more than: 22,000 pounds on
31.37 a single rear axle; 38,000 pounds on a tandem rear axle; or, subject to section 169.828,
31.38 subdivision 2, 46,000 pounds on a tridem rear axle. A permit issued for up to 46,000 pounds
31.39 on a tridem rear axle must limit the gross vehicle weight to not more than 62,000 pounds.

32.1 (i) \$300 for a motor vehicle described in section 169.8261. The fee under this
32.2 paragraph must be deposited as follows:

32.3 (1) the first \$50,000 in each fiscal year must be deposited in the trunk highway fund for
32.4 costs related to administering the permit program and inspecting and posting bridges; and

32.5 (2) all remaining money in each fiscal year must be deposited in the bridge
32.6 inspection and signing account as provided under subdivision 5b.

32.7 (j) Beginning August 1, 2006, \$200 for an annual permit for a vehicle operating
32.8 under authority of section 169.824, subdivision 2, paragraph (a), clause (2).

32.9 **EFFECTIVE DATE.** This section is effective November 30, 2016, and applies
32.10 to permits issued on and after that date.

32.11 Sec. 7. Minnesota Statutes 2012, section 169.863, is amended by adding a subdivision
32.12 to read:

32.13 **Subd. 3. Expiration date.** Upon request of the permit applicant the expiration
32.14 date for a permit issued under this section must be the same as the expiration date of the
32.15 permitted vehicle's registration.

32.16 **EFFECTIVE DATE.** This section is effective November 30, 2016, and applies
32.17 to permits issued on and after that date.

32.18 Sec. 8. Minnesota Statutes 2012, section 169.865, subdivision 1, is amended to read:

32.19 Subdivision 1. **Six-axle vehicles.** (a) A road authority may issue an annual permit
32.20 authorizing a vehicle or combination of vehicles with a total of six or more axles to haul raw
32.21 or unprocessed agricultural products and be operated with a gross vehicle weight of up to:

32.22 (1) 90,000 pounds; and

32.23 (2) 99,000 pounds during the period set by the commissioner under section 169.826,
32.24 subdivision 1.

32.25 (b) Notwithstanding subdivision 3, paragraph (a), clause (4), a vehicle or
32.26 combination of vehicles operated under this subdivision and transporting only sealed
32.27 intermodal containers may be operated on an interstate highway if allowed by the United
32.28 States Department of Transportation.

32.29 (c) The fee for a permit issued under this subdivision is \$300, or a proportional
32.30 amount as provided in section 169.86, subdivision 5.

32.31 **EFFECTIVE DATE.** This section is effective November 30, 2016, and applies
32.32 to permits issued on and after that date.

33.1 Sec. 9. Minnesota Statutes 2012, section 169.865, subdivision 2, is amended to read:

33.2 Subd. 2. **Seven-axle vehicles.** (a) A road authority may issue an annual permit
33.3 authorizing a vehicle or combination of vehicles with a total of seven or more axles to
33.4 haul raw or unprocessed agricultural products and be operated with a gross vehicle weight
33.5 of up to:

33.6 (1) 97,000 pounds; and

33.7 (2) 99,000 pounds during the period set by the commissioner under section 169.826,
33.8 subdivision 1.

33.9 (b) Drivers of vehicles operating under this subdivision must comply with driver
33.10 qualification requirements adopted under section 221.0314, subdivisions 2 to 5, and Code
33.11 of Federal Regulations, title 49, parts 40 and 382.

33.12 (c) The fee for a permit issued under this subdivision is \$500, or a proportional
33.13 amount as provided in section 169.86, subdivision 5.

33.14 **EFFECTIVE DATE.** This section is effective November 30, 2016, and applies
33.15 to permits issued on and after that date.

33.16 Sec. 10. Minnesota Statutes 2012, section 169.865, is amended by adding a subdivision
33.17 to read:

33.18 Subd. 5. **Expiration date.** Upon request of the permit applicant the expiration
33.19 date for a permit issued under this section must be the same as the expiration date of the
33.20 permitted vehicle's registration.

33.21 **EFFECTIVE DATE.** This section is effective November 30, 2016, and applies
33.22 to permits issued on and after that date.

33.23 Sec. 11. Minnesota Statutes 2012, section 169.866, subdivision 3, is amended to read:

33.24 Subd. 3. **Permit fee; appropriation.** Vehicle permits issued under subdivision 1
33.25 must be annual permits. The fee is \$850 for each vehicle, or a proportional amount as
33.26 provided in section 169.86, subdivision 5, and must be deposited in the trunk highway
33.27 fund. An amount sufficient to administer the permit program is appropriated from the
33.28 trunk highway fund to the commissioner for the costs of administering the permit program.

33.29 **EFFECTIVE DATE.** This section is effective November 30, 2016, and applies
33.30 to permits issued on and after that date.

33.31 Sec. 12. Minnesota Statutes 2012, section 169.866, is amended by adding a subdivision
33.32 to read:

34.1 Subd. 4. **Expiration date.** Upon request of the permit applicant the expiration
34.2 date for a permit issued under this section must be the same as the expiration date of the
34.3 permitted vehicle's registration.

34.4 **EFFECTIVE DATE.** This section is effective November 30, 2016, and applies
34.5 to permits issued on and after that date.

34.6 Sec. 13. Minnesota Statutes 2012, section 174.24, is amended by adding a subdivision
34.7 to read:

34.8 Subd. 8. **Transit service on election day.** An eligible recipient of operating
34.9 assistance under this section who contracts or has contracted to provide fixed route public
34.10 transit shall provide fixed route public transit service free of charge on a day a state
34.11 general election is held.

34.12 **EFFECTIVE DATE.** This section is effective July 1, 2014, and expires on
34.13 November 5, 2014.

34.14 Sec. 14. Minnesota Statutes 2013 Supplement, section 174.42, subdivision 2, is
34.15 amended to read:

34.16 Subd. 2. **Funding requirement.** In each federal fiscal year, the commissioner
34.17 shall obtain a total amount in federal authorizations for reimbursement on transportation
34.18 alternatives projects that is equal to or greater than the annual average of federal
34.19 authorizations on transportation alternatives projects calculated over ~~the preceding four~~
34.20 federal fiscal years 2009 to 2012.

34.21 **EFFECTIVE DATE.** This section is effective the day following final enactment and
34.22 applies to authorizations for federal fiscal year 2015 and subsequent federal fiscal years.

34.23 Sec. 15. **[219.375] RAILROAD YARD LIGHTING.**

34.24 Subdivision 1. **General requirements.** (a) All railroad common carriers, and their
34.25 officers, agents, and employees, operating a railroad in this state are required to maintain
34.26 lighting between sunset and sunrise above switches in railroad yards where:

34.27 (1) cars or locomotives are switched or inspected; or

34.28 (2) cars are switched to assemble or disassemble trains.

34.29 (b) Railroad common carriers shall provide lighting adjacent to those portions of
34.30 railroad yard tracks where railroad common carrier employees frequently work on the
34.31 ground performing switching, inspection, and repair activities. For purposes of this
34.32 section, "frequently work" means at least five days per week.

35.1 (c) Railroad yard lighting over switches and inspection areas must:

35.2 (1) conform with the guidelines set forth by the American Railway Engineering
35.3 and Manufacturing Association (AREMA);

35.4 (2) include at least one lighting source for each two-yard track switch segment; and

35.5 (3) be displayed from a height of at least 30 feet above the railroad yard lead-track
35.6 area.

35.7 (d) Lighting over switches and other light sources within railroad yards or at other
35.8 railroad locations must be:

35.9 (1) maintained to illuminate as designed;

35.10 (2) compliant with the National Electrical Code;

35.11 (3) kept clear of obstructions; and

35.12 (4) focused on the railroad common carrier property designed to be illuminated.

35.13 (e) The energy source for lighting is permitted, though not required, to:

35.14 (1) be direct wired from a carrier facility power source, have solar panel power with
35.15 a battery storage source, or have another constant energy source; or

35.16 (2) be designed to have standard or light-emitting diode fixtures or electrical circuits
35.17 that include power saving or ambient atmosphere actuating switches.

35.18 (f) Railroad common carriers must replace damaged or nonoperative lighting within
35.19 48 hours after light source damage has been reported to the carrier.

35.20 Subd. 2. **Allowances for unusual conditions.** Railroad common carriers are not
35.21 required to comply with the requirements of this section during:

35.22 (1) maintenance activities;

35.23 (2) derailments;

35.24 (3) any period of heavy rain or snow, washouts, or similar weather or seismic
35.25 conditions; or

35.26 (4) a reasonable period after any occurrence identified in clauses (1) to (3), but no
35.27 longer than is necessary to achieve compliance with this section.

35.28 Subd. 3. **Lighting orders; commissioner authority.** (a) When the commissioner
35.29 finds that railroad common carrier employees who frequently work adjacent to a portion
35.30 of track performing switching, inspection, maintenance, repair, or fueling activities are
35.31 exposed to hazard resulting from the lack of lighting, or to the condition of lighting
35.32 constructed before July 1, 2014, the commissioner may order a railroad common carrier
35.33 to construct lighting adjacent to a portion of track where employees are performing
35.34 switching, inspection, maintenance, repair or fueling activities, or require a railroad
35.35 common carrier to modify existing lighting to conform with the standards set forth by
35.36 AREMA lighting standards, within a reasonable period of time.

36.1 (b) A railroad common carrier, person, or corporation may appeal an order under this
36.2 subdivision. An appeal under this paragraph is subject to the processes and requirements
36.3 of chapter 14.

36.4 Subd. 4. **Failure to correct.** If a railroad common carrier, person, or corporation
36.5 fails to correct a violation of this section within the time provided in an order issued by
36.6 the commissioner of transportation under subdivision 3, and the railroad common carrier,
36.7 person, or corporation does not appeal the order, the failure to correct the violation as
36.8 ordered by the commissioner constitutes a new and separate offense distinct from the
36.9 original violation of this section.

36.10 Subd. 5. **Complaints.** No formal complaint of an alleged violation of this section
36.11 may be filed until the filing party has attempted to address the alleged violations with the
36.12 railroad common carrier. Any complaint of an alleged violation must contain a written
36.13 statement that the filing party has made a reasonable, good faith attempt to address the
36.14 alleged violation.

36.15 Subd. 6. **Waiver.** Upon written request of a railroad common carrier, the
36.16 commissioner of transportation may waive any portion of this section if conditions do not
36.17 reasonably permit compliance. The commissioner's decision is subject to the requirements
36.18 under section 218.041 and must include an on-site inspection of the area for which the
36.19 waiver has been requested. The inspection shall occur between sunset and sunrise, and all
36.20 parties of interest shall be permitted to attend.

36.21 Subd. 7. **Violations and penalties.** A railroad common carrier, corporation, or
36.22 person who violates this section is liable to a penalty not to exceed \$500 for each violation.

36.23 Subd. 8. **Exceptions; applicability.** (a) This section establishes minimum standards
36.24 for railroad yard lighting. Nothing in this section shall be construed to preclude design of
36.25 railroad yard towers with multiple lighting sources, a brighter lighting design, or other
36.26 features that exceed the requirements of this section.

36.27 (b) This section applies to all Class One and Class Two railroad common carrier
36.28 railroad yards. This section does not apply to an entity that owns or operates track in
36.29 Minnesota that is not a Class One or Class Two railroad common carrier as classified
36.30 by the Federal Railroad Administration.

36.31 (c) Railroad yards and other locations where lighting exists on July 1, 2014, are
36.32 deemed compliant with subdivision 1, paragraphs (b) and (c).

36.33 **EFFECTIVE DATE.** This section is effective November 1, 2016.

36.34 Sec. 16. **[219.995] MADE IN MINNESOTA SOLAR INSTALLATIONS.**

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

37.3 (b) "Made in Minnesota" has the meaning given in section 216C.411, paragraph (a).

37.4 (c) "Solar photovoltaic module" has the meaning given in section 116C.7791,
 37.5 subdivision 1, paragraph (e).

37.6 Subd. 2. **Made in Minnesota solar energy system requirement.** Notwithstanding
 37.7 any other law to the contrary, if a railroad common carrier engages in any project in
 37.8 Minnesota for the construction, improvement, maintenance, or repair of any building,
 37.9 railroad, railroad yard, railroad facility, or land owned or controlled by the railroad
 37.10 common carrier and the construction, improvement, maintenance, or repair involves
 37.11 installation of one or more solar photovoltaic modules, the railroad common carrier
 37.12 must ensure that the solar photovoltaic modules purchased and installed are "Made in
 37.13 Minnesota" as defined in subdivision 1, paragraph (b).

37.14 Subd. 3. **Application.** Subdivision 2 does not apply if:

37.15 (1) as a condition of the receipt of federal financial assistance for a specific project,
 37.16 the railroad common carrier is required to use a procurement method that might result in
 37.17 the award of a contract to a manufacturer that does not meet the "Made in Minnesota"
 37.18 definition in subdivision 1, paragraph (b);

37.19 (2) no solar photovoltaic modules are available that meet the "Made in Minnesota"
 37.20 definition and fulfill the function required by the project; or

37.21 (3) a railroad common carrier's compliance with the "Made in Minnesota" solar
 37.22 energy system requirement would result in noncompliance with any applicable federal
 37.23 statute or regulation.

37.24 Sec. 17. **[299A.017] STATE SAFETY OVERSIGHT.**

37.25 Subdivision 1. **Office created.** The commissioner of public safety shall establish an
 37.26 Office of State Safety Oversight in the Department of Public Safety for safety oversight of
 37.27 rail fixed guideway public transportation systems within the state. The commissioner shall
 37.28 designate a director of the office.

37.29 Subd. 2. **Authority.** The director shall implement and has regulatory authority to
 37.30 enforce the requirements for the state set forth in United States Code, title 49, sections
 37.31 5329 and 5330, federal regulations adopted pursuant to those sections, and successor or
 37.32 supplemental requirements.

37.33 Sec. 18. Minnesota Statutes 2012, section 473.408, is amended by adding a subdivision
 37.34 to read:

38.1 Subd. 11. Transit service on election day. (a) The council shall provide regular
38.2 route transit, as defined in section 473.385, subdivision 1, paragraph (b), free of charge
38.3 on a day a state general election is held.

38.4 (b) The requirements under this subdivision apply to operators of regular route
38.5 transit (1) receiving financial assistance under section 473.388, or (2) operating under
38.6 section 473.405, subdivision 12.

38.7 EFFECTIVE DATE. This section is effective July 1, 2014, and expires on
38.8 November 5, 2014.

38.9 Sec. 19. [473.41] TRANSIT SHELTERS AND STOPS.

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

38.12 (b) "Transit authority" means:

38.13 (1) a statutory or home rule charter city, with respect to rights-of-way at bus stop and
38.14 train stop locations, transit shelters, and transit passenger seating facilities owned by the
38.15 city or established pursuant to a vendor contract with the city;

38.16 (2) the Metropolitan Council, with respect to transit shelters and transit passenger
38.17 seating facilities owned by the council or established pursuant to a vendor contract with
38.18 the council; or

38.19 (3) a replacement service provider under section 473.388, with respect to
38.20 rights-of-way at bus stop and train stop locations, transit shelters, and transit passenger
38.21 seating facilities owned by the provider or established pursuant to a vendor contract
38.22 with the provider.

38.23 (c) "Transit shelter" means a wholly or partially enclosed structure provided for
38.24 public use as a waiting area in conjunction with light rail transit, bus rapid transit, or
38.25 regular route transit.

38.26 Subd. 2. Design. (a) A transit authority shall establish design specifications for
38.27 establishment and replacement of its transit shelters, which must include:

38.28 (1) engineering standards, as appropriate;

38.29 (2) maximization of protection from the wind, snow, and other elements, including
38.30 but not limited to: (i) entrances that are equivalently sized to regular doorways; and (ii)
38.31 other than entrances, a fully enclosed facility;

38.32 (3) to the extent feasible, inclusion of warming capability at each shelter in which
38.33 there is a proportionally high number of transit service passenger boardings; and

38.34 (4) full accessibility for the elderly and persons with disabilities.

39.1 (b) The council shall consult with the Transportation Accessibility Advisory
39.2 Committee.

39.3 Subd. 3. **Maintenance.** A transit authority shall ensure that bus stops and transit
39.4 shelters are maintained in good working order and are accessible to all users of the transit
39.5 system. This requirement includes but is not limited to:

39.6 (1) keeping transit shelters reasonably clean and free from graffiti; and

39.7 (2) removing snow and ice in a manner that provides accessibility for the elderly and
39.8 persons with disabilities to be able to enter and exit transit shelters, and board and exit
39.9 transit buses and trains at the regular boarding and exit points at each stop.

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

39.11 Sec. 20. **WATERCRAFT DECONTAMINATION SITES; REST AREAS.**

39.12 Where feasible with existing resources, the commissioners of natural resources
39.13 and transportation shall cooperate in an effort to use rest areas as sites for watercraft
39.14 decontamination and other activities to prevent the spread of aquatic invasive species.

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

39.16 Sec. 21. **WOMAN VETERAN LICENSE PLATES; DESIGN.**

39.17 The commissioner of veterans affairs, in consultation with the commissioner of
39.18 public safety, a representative of the Minnesota Women Veterans Initiative Working
39.19 Group, and any interested Minnesota veterans service organization, shall design the
39.20 "WOMAN VETERAN" special plates established in Minnesota Statutes, section 168.123,
39.21 subdivision 2, subject to the approval of the commissioner of public safety.

39.22 Sec. 22. **HIGHWAY 14 TURNBACK.**

39.23 Notwithstanding Minnesota Statutes, sections 161.081, subdivision 3, and 161.16, or
39.24 any other law to the contrary, the commissioner of transportation may:

39.25 (1) by temporary order, take over the road described as "Old Highway 14" in the
39.26 settlement agreement and release executed January 7, 2014, between the state and Waseca
39.27 and Steele Counties;

39.28 (2) expend \$35,000,000 or the amount necessary to complete the work required
39.29 under the settlement agreement; and

39.30 (3) upon completion of the work described in the settlement agreement, release "Old
39.31 Highway 14" back to Steele and Waseca Counties.

40.1 Upon completion of the work described in the settlement agreement between the
40.2 state and Waseca and Steele Counties, the counties shall accept responsibility for the road
40.3 described in the agreement as "Old Highway 14."

40.4 Delete the title and insert:

40.5 "A bill for an act
40.6 relating to transportation; making supplemental appropriations for transportation
40.7 purposes; adjusting appropriations; establishing certain safety oversight
40.8 authority; creating account; requiring reports; establishing provisions governing
40.9 transportation finance and policy, including provisions relating to railroad
40.10 and pipeline safety preparedness, special overdimension permit expiration,
40.11 special license plates, railroad yard lighting, transit shelters, and trunk highway
40.12 turnbacks; amending Minnesota Statutes 2012, sections 115E.01, by adding
40.13 subdivisions; 115E.08, by adding subdivisions; 165.15, subdivision 2; 168.123,
40.14 subdivision 1; 169.826, by adding a subdivision; 169.8261, by adding a
40.15 subdivision; 169.86, subdivision 5; 169.863, by adding a subdivision; 169.865,
40.16 subdivisions 1, 2, by adding a subdivision; 169.866, subdivision 3, by adding
40.17 a subdivision; 174.24, by adding a subdivision; 219.015, subdivisions 1, 2;
40.18 473.408, by adding a subdivision; Minnesota Statutes 2013 Supplement, sections
40.19 168.123, subdivision 2; 174.42, subdivision 2; Laws 2010, chapter 189, sections
40.20 15, subdivision 12; 26, subdivision 4; Laws 2012, chapter 287, article 2, sections
40.21 1; 3; Laws 2012, First Special Session chapter 1, article 1, section 28; Laws 2013,
40.22 chapter 117, article 1, sections 3, subdivisions 2, 3; 4; 5, subdivision 5; proposing
40.23 coding for new law in Minnesota Statutes, chapters 115E; 219; 299A; 473."