

HF3429 - 0 - Intelligent Speed Assistance Program Established

Chief Author: **Larry Kraft**
 Committee: **Transportation Finance and Policy**
 Date Completed: **2/21/2026 11:32:28 AM**
 Lead Agency: **Public Safety Dept**
 Other Agencies:
 Administrative Hearings Corrections Dept
 Public Defense Board Sentencing Guidelines Comm
 Supreme Court

State Fiscal Impact	Yes	No
Expenditures	X	
Fee/Departmental Earnings	X	
Tax Revenue		X
Information Technology	X	
Local Fiscal Impact	X	

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions shown in the parentheses.

State Cost (Savings)	Biennium			Biennium		
	Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029
Administrative Hearings	-	-	-	-	-	-
Administrative Hearings	-	-	-	-	-	-
Public Safety Dept						
Restrict Misc Special Revenue	-	-	423	519	519	
State Total						
Administrative Hearings	-	-	-	-	-	-
Restrict Misc Special Revenue	-	-	423	519	519	
Total	-	-	423	519	519	
Biennial Total			423			1,038

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2025	FY2026	FY2027	FY2028	FY2029
Administrative Hearings	-	-	-	-	-
Administrative Hearings	-	-	-	-	-
Public Safety Dept					
Restrict Misc Special Revenue	-	-	1	5	5
Total	-	-	1	5	5

Lead LBO Analyst's Comment

I have reviewed this fiscal note for reasonableness of content and consistency with the LBO's Uniform Standards and Procedures.

LBO Signature: Laura Cecko **Date:** 2/21/2026 11:32:28 AM
Phone: 651-284-6543 **Email:** laura.cecko@lbo.mn.gov

State Cost (Savings) Calculation Details

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions are shown in parentheses.

*Transfers In/Out and Absorbed Costs are only displayed when reported.

State Cost (Savings) = 1-2	Biennium			Biennium	
Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029
Administrative Hearings	-	-	-	-	-
Administrative Hearings	-	-	-	-	-
Public Safety Dept					
Restrict Misc Special Revenue	-	-	423	519	519
Total	-	-	423	519	519
Biennial Total			423		1,038
1 - Expenditures, Absorbed Costs*, Transfers Out*					
Administrative Hearings	-	-	-	-	-
Administrative Hearings	-	-	36	-	-
Public Safety Dept					
Restrict Misc Special Revenue					
Expenditures	-	-	732	519	519
Absorbed Costs	-	-	(309)	-	-
Total	-	-	459	519	519
Biennial Total			459		1,038
2 - Revenues, Transfers In*					
Administrative Hearings	-	-	-	-	-
Administrative Hearings	-	-	36	-	-
Public Safety Dept					
Restrict Misc Special Revenue	-	-	-	-	-
Total	-	-	36	-	-
Biennial Total			36		-

HF3429 - 0 - Intelligent Speed Assistance Program Established

Chief Author: **Larry Kraft**
 Committee: **Transportation Finance and Policy**
 Date Completed: **2/21/2026 11:32:28 AM**
 Agency: **Public Safety Dept**

State Fiscal Impact	Yes	No
Expenditures	X	
Fee/Departmental Earnings		X
Tax Revenue		X
Information Technology	X	
Local Fiscal Impact	X	

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions shown in the parentheses.

State Cost (Savings)	Biennium			Biennium		
	Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029
Restrict Misc Special Revenue	-	-	423	519	519	
Total	-	-	423	519	519	
Biennial Total			423		1,038	

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2025	FY2026	FY2027	FY2028	FY2029
Restrict Misc Special Revenue	-	-	1	5	5
Total	-	-	1	5	5

LBO Analyst's Comment

I have reviewed this fiscal note for reasonableness of content and consistency with the LBO's Uniform Standards and Procedures.

LBO Signature: Laura Cecko **Date:** 2/20/2026 1:45:07 PM
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State Cost (Savings) Calculation Details

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*Transfers In/Out and Absorbed Costs are only displayed when reported.

State Cost (Savings) = 1-2		Biennium			Biennium	
Dollars in Thousands		FY2025	FY2026	FY2027	FY2028	FY2029
Restrict Misc Special Revenue	-	-	423	519	519	
Total	-	-	423	519	519	
Biennial Total			423		1,038	
1 - Expenditures, Absorbed Costs*, Transfers Out*						
Restrict Misc Special Revenue						
Expenditures	-	-	732	519	519	
Absorbed Costs	-	-	(309)	-	-	
Total	-	-	423	519	519	
Biennial Total			423		1,038	
2 - Revenues, Transfers In*						
Restrict Misc Special Revenue	-	-	-	-	-	
Total	-	-	-	-	-	
Biennial Total			-		-	

Bill Description

Relating to transportation; establishing an intelligent speed assistance (ISA) program; extending the revocation period for certain speeding offenses; creating a speed controlled license restriction; authorizing rulemaking; appropriating money from the driver and vehicle services operating account; amending Minnesota Statutes 2024, sections 169.14, subdivision 1a; 171.17, by adding a subdivision; Minnesota Statutes 2025 Supplement, sections 171.09, subdivision 1; 171.17, subdivision 1; 171.24, subdivision 2; proposing coding for new law in Minnesota Statutes, chapter 171.

This bill creates a mandatory ISA program for offenders who have lost their license for a qualifying speed violation. Habitual speeders or people who drive excessively fast (100mph+ or 30+ mph over the posted speed limit) would have a device installed in their car that prevents them from driving over the posted speed limit, using GPS data.

Assumptions

This bill will necessitate the creation of an entirely new Driver Services unit. It will be structured similarly to the current ignition interlock unit (IIDP). In FY25, there were 13,198 individuals who were cited for speeding in excess of 100mph, 30 mph over the posted limit, or three or more speeding tickets within 12 months. Driver and Vehicle Services (DVS) estimates 34% of those individuals would participate in the program described in this bill, as during that same time frame, 34% of drivers qualifying for an ignition interlock participated in the interlock program. This means there would be 4,487 ISA participants. This would require a unit consisting of a supervisor (Office & Admin Specialist Principal - OASP), two staff (Office & Admin Specialist Intermediate - OASI), and one field agent (Management Analyst 2). This is a conservative model based on the initial setup of the ignition interlock department. Implemented in 2011, the IIDP began with four FTEs and one temp to handle 1,043 participants in the first year, and 4,608 the second year.

Annual salary for one supervisor including benefits costs \$101,003.55; two staff cost \$180,986.56; one field agent costs \$105,350.98, for a total of \$387,341.09 per year.

The ISA unit field agent is responsible for audits, ensuring vendor compliance, and resolving issues on site, and will need a state vehicle. Current lease rates plus fuel costs are \$719.85/mo, or \$8,638 per year. Parking will be needed in the Town Square location where the unit will be based; monthly rates are \$200/mo, or \$2,400 per year.

The field agent will require a cell phone at a cost of \$1,061 per year.

There will be an increase in drivers needing interviews with Driver and Evaluation (DEV). Currently, DEV hosts 112 interviews per day, 84 of which are related to ignition interlock. If the same metrics apply to ISA, this will add 20 interviews per day. Interviews take an average of 20 minutes to complete; 20 additional interviews will take 6.66 hours. DEV schedules 7 hours per day for interviews, so this will require one additional DEV staff (Driver Improvement Spec) at \$108,289.07.

Operating costs for five additional staff (email, laptops, softphone) is \$11,435.

Large rulemaking, including the costs for the Office of Administrative Hearings, will be required to allow for guidelines and authority to implement this program, and to amend the existing IIDP rules in Rule 7503.1650-1775 at a cost of \$320,253.

MNDRIVE programming will take 1,360 hours at a total cost of \$308,856. These costs are absorbed and considered part of the vendor contract but are included for tracking purposes and time estimates.

DVS assumes that ISA vendors will negotiate to absorb discounted rates as outlined in the bill; however, as there is currently only one vendor who has the capability to install and maintain ISA equipment, failure to negotiate a discounted rate may result in additional expenditures from the Driver and Vehicle Services Operating Account to make up the difference.

The effective date of January 1, 2027 is not feasible. DVS would advise a January 1, 2028 effective date to allow time for rulemaking and hiring/training of necessary staff. Funding for staffing related to the creation of a new unit to administer this program and additional DEV staff will be needed beginning July 1, 2027 to allow adequate time for hiring and onboarding. A supervisor for the new unit will need to be hired beginning in FY27 as they will need to be involved in implementation and rulemaking related to this initiative. Large rulemaking will take 24 months to complete, an expedited process would allow rulemaking to be completed by January 1, 2028.

Expenditure and/or Revenue Formula

\$423,544 Total FY27 expenditures

\$101,004 FTE, program supervisor

\$2,287 new FTE operating expenses

\$320,253 rulemaking.

MNDRIVE programming \$308,856 (absorbed costs)

\$519,164 total FY28 and beyond

\$387,341 per year, staff for ISA unit (101,003.55 + 180,986.56 + 105,350.98 = 387,341.09).

\$108,289 per year, DEV staff.

\$11,435 new FTE operating expenses

\$1,061 field agent cell phone

\$8,638 vehicle lease.

\$2,400 per year vehicle parking fees.

Long-Term Fiscal Considerations

Local Fiscal Impact

Some counties subsidize ignition interlock fees for county residents. If counties choose to expand their grants to include the ISA program that may impact local expenditures.

References/Sources

Agency Contact: Pong Xiong

Agency Fiscal Note Coordinator Signature: Nicole Mickelson

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HF3429 - 0 - Intelligent Speed Assistance Program Established

Chief Author: **Larry Kraft**
 Committee: **Transportation Finance and Policy**
 Date Completed: **2/21/2026 11:32:28 AM**
 Agency: **Administrative Hearings**

State Fiscal Impact	Yes	No
Expenditures	X	
Fee/Departmental Earnings	X	
Tax Revenue		X
Information Technology		X
Local Fiscal Impact		X

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions shown in the parentheses.

State Cost (Savings)	Biennium			Biennium		
	Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029
Administrative Hearings	-	-	-	-	-	-
Total	-	-	-	-	-	-
Biennial Total			-			-

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2025	FY2026	FY2027	FY2028	FY2029
Administrative Hearings	-	-	-	-	-
Total	-	-	-	-	-

LBO Analyst's Comment

I have reviewed this fiscal note for reasonableness of content and consistency with the LBO's Uniform Standards and Procedures.

LBO Signature: Adam Bolling **Date:** 2/19/2026 4:40:49 PM
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State Cost (Savings) Calculation Details

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions are shown in parentheses.

*Transfers In/Out and Absorbed Costs are only displayed when reported.

State Cost (Savings) = 1-2 Dollars in Thousands	Biennium			Biennium	
	FY2025	FY2026	FY2027	FY2028	FY2029
Administrative Hearings	-	-	-	-	-
Total	-	-	-	-	-
Biennial Total			-		-
1 - Expenditures, Absorbed Costs*, Transfers Out*					
Administrative Hearings	-	-	36	-	-
Total	-	-	36	-	-
Biennial Total			36		-
2 - Revenues, Transfers In*					
Administrative Hearings	-	-	36	-	-
Total	-	-	36	-	-
Biennial Total			36		-

Bill Description

HF3429 creates the Intelligent Speed Assistance Program to be managed by the Department of Public Safety (DPS). The program allows for drivers who commit a qualifying speed violation, as newly defined in section 4, to receive a restricted speed-controlled driver’s license that prohibits the program participant from operating any motor vehicle not equipped with an Intelligent Speed Assistance device. The device is designed to identify speed limits and limit the speed of the motor vehicle in which it is installed. The program requires the program participant to have an Intelligent Speed Assistance device installed in their motor vehicle, and the bill creates a gross misdemeanor for a driver who holds a restricted license to drive a motor vehicle that does not have a functioning Intelligent Speed Assistance device installed.

Section 6, Subd. 9 requires DPS to adopt rules regarding the performance standards and certification processes for Intelligent Speed Assistance devices as outlined in subd. 2, the Intelligent Speed Assistance Program requirements as outlined in subd. 4, and any other rules necessary to implement the requirements of the program as it relates to section 6.

Assumptions

The Court of Administrative Hearings (CAH) in consultation with Minnesota Management and Budget (MMB) assesses agencies the cost of services rendered to them. All agencies shall include in their budgets provisions for such assessments.

CAH has used the DPS assumption that a large rulemaking will be needed to meet the requirements of HF3429. Based on past practices, CAH assumes that a large rulemaking under chapter 14 will require an estimated 135 hours of Administrative Law Judge (ALJ) time for activity related to rulemaking procedures. Of the total rulemaking amount estimated by DPS, \$36,450 is for the estimated 135 hours of ALJ time for a large rulemaking.

CAH currently bills ALJ time for rulemaking at the MMB-approved billable rate of \$270 per hour (see Minn. Stat. § 16A.126, subd. 1 (2023)).

Expenditure and/or Revenue Formula

Estimated 135 hours of ALJ time for rulemaking activities in FY27 related to implementing the requirements of this bill = 135 hours x \$270/hr = \$36,450 charged to DPS in FY2027 pursuant to the requirements of Minn. Stat. § 14.53.

Long-Term Fiscal Considerations

Costs associated with the rulemaking activities are a one-time occurrence.

Local Fiscal Impact

References/Sources

Agency Contact: William Moore

Agency Fiscal Note Coordinator Signature: William Moore

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HF3429 - 0 - Intelligent Speed Assistance Program Established

Chief Author: **Larry Kraft**
 Committee: **Transportation Finance and Policy**
 Date Completed: **2/21/2026 11:32:28 AM**
 Agency: **Corrections Dept**

State Fiscal Impact	Yes	No
Expenditures		X
Fee/Departmental Earnings		X
Tax Revenue		X
Information Technology		X
Local Fiscal Impact		X

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State Cost (Savings)	Biennium			Biennium		
	Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029
Total	-	-	-	-	-	-
Biennial Total				-		-

Full Time Equivalent Positions (FTE)	Biennium			Biennium		
		FY2025	FY2026	FY2027	FY2028	FY2029
Total	-	-	-	-	-	-

LBO Analyst's Comment

I have reviewed this fiscal note for reasonableness of content and consistency with the LBO's Uniform Standards and Procedures.

LBO Signature: Jim Carlson **Date:** 2/20/2026 3:41:55 PM
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State Cost (Savings) Calculation Details

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions are shown in parentheses.

*Transfers In/Out and Absorbed Costs are only displayed when reported.

State Cost (Savings) = 1-2		Biennium			Biennium	
Dollars in Thousands		FY2025	FY2026	FY2027	FY2028	FY2029
	Total	-	-	-	-	-
	Biennial Total			-		-
1 - Expenditures, Absorbed Costs*, Transfers Out*						
	Total	-	-	-	-	-
	Biennial Total			-		-
2 - Revenues, Transfers In*						
	Total	-	-	-	-	-
	Biennial Total			-		-

Bill Description

This bill creates an intelligent speed assistance program for drivers whose licenses are revoked for serious or repeated speeding offenses, allowing limited driving privileges only in vehicles equipped with certified speed-limiting technology. It increases and extends license revocation periods for extreme and repeat speeding violations, establishes a new speed-controlled restricted license, and sets penalties for tampering or noncompliance. The bill authorizes rulemaking, addresses data privacy and cost protections, and appropriates funding to implement and administer the program, with most provisions taking effect January 1, 2027.

Assumptions

The Minnesota Sentencing Guidelines Commission (MSGC) does not project any fiscal impact to state correctional resources from this bill.

Expenditure and/or Revenue Formula

N/A

Long-Term Fiscal Considerations

None

Local Fiscal Impact

Unknown

References/Sources

MGSC

Department of Corrections Staff

Agency Contact:

Agency Fiscal Note Coordinator Signature: Mark Besonen

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HF3429 - 0 - Intelligent Speed Assistance Program Established

Chief Author: **Larry Kraft**
 Committee: **Transportation Finance and Policy**
 Date Completed: **2/21/2026 11:32:28 AM**
 Agency: **Public Defense Board**

State Fiscal Impact	Yes	No
Expenditures		X
Fee/Departmental Earnings		X
Tax Revenue		X
Information Technology		X
Local Fiscal Impact		X

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions shown in the parentheses.

State Cost (Savings)	Biennium			Biennium		
	Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029
Total	-	-	-	-	-	-
Biennial Total			-			-

Full Time Equivalent Positions (FTE)	Biennium			Biennium	
	FY2025	FY2026	FY2027	FY2028	FY2029
Total	-	-	-	-	-

LBO Analyst's Comment

I have reviewed this fiscal note for reasonableness of content and consistency with the LBO's Uniform Standards and Procedures.

LBO Signature: Susan Nelson **Date:** 2/21/2026 10:58:00 AM
Phone: 651-296-6054 **Email:** susan.nelson@lbo.mn.gov

State Cost (Savings) Calculation Details

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions are shown in parentheses.

*Transfers In/Out and Absorbed Costs are only displayed when reported.

State Cost (Savings) = 1-2		Biennium			Biennium	
Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029	
Total	-	-	-	-	-	-
Biennial Total			-			-
1 - Expenditures, Absorbed Costs*, Transfers Out*						
Total	-	-	-	-	-	-
Biennial Total			-			-
2 - Revenues, Transfers In*						
Total	-	-	-	-	-	-
Biennial Total			-			-

Bill Description

The primary part of this bill is establishing an intelligent speed assistance program (set up like the ignition interlock system).

Section 1: sets out that person’s DL revoked for a speed limit violation as set out in the amendments to 171.17, subd. 1.

Section 2: 171.09, subd. 1 amended to add gross misdemeanor crime for person holding a restricted license under 171.308 to drive, operate, or be in physical possession of any motor vehicle that is not equipped with a functioning intelligent speed assistance device certified by the commissioner.

Section 3: 171.17, subd. 1 (lists when immediate revocation of driver’s license required) amended to add (11) for violation of an applicable speed limit where person is driving 35 miles over the posted speed limit or in excess of 100 mph; and (12) 3 or more violations of applicable speed limit within 12 months.

Section 4: amends 171.17 by adding subdivision regarding revocation periods and what “qualifying speed violations” means.

Section 5: amends 171.24, subd. 2, to add exception to a gross misdemeanor violation in (b)(2) if the person participates in the intelligent speed assistance program (like the ignition interlock programs in (b)(1)).

Section 6: establishes the intelligent speed assistance program; defines terms, sets out performance standards, certification, provider requirements; location tracking, program requirements, issuance of a speed control license, penalties and program violations, venue of where can be prosecuted, rulemaking, choice of vendor, and termination from the program and reentry.

Effective January 1, 2027, and applies to crimes committed on or after that date.

Assumptions

There are not enough cases for there to be a significant impact on caseloads or workloads.

Expenditure and/or Revenue Formula

Long-Term Fiscal Considerations

Local Fiscal Impact

References/Sources

Agency Contact:

Agency Fiscal Note Coordinator Signature: Kevin Kajer

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HF3429 - 0 - Intelligent Speed Assistance Program Established

Chief Author: **Larry Kraft**
 Committee: **Transportation Finance and Policy**
 Date Completed: **2/21/2026 11:32:28 AM**
 Agency: **Sentencing Guidelines Comm**

State Fiscal Impact	Yes	No
Expenditures		X
Fee/Departmental Earnings		X
Tax Revenue		X
Information Technology		X
Local Fiscal Impact		X

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State Cost (Savings)	Biennium			Biennium		
	Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029
Total	-	-	-	-	-	-
Biennial Total				-		-

Full Time Equivalent Positions (FTE)	Biennium			Biennium		
		FY2025	FY2026	FY2027	FY2028	FY2029
Total	-	-	-	-	-	-

LBO Analyst's Comment

I have reviewed this fiscal note for reasonableness of content and consistency with the LBO's Uniform Standards and Procedures.

LBO Signature: Jim Carlson **Date:** 2/17/2026 3:50:23 PM
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State Cost (Savings) Calculation Details

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State Cost (Savings) = 1-2		Biennium			Biennium	
Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029	
Total	-	-	-	-	-	-
Biennial Total			-			-
1 - Expenditures, Absorbed Costs*, Transfers Out*						
Total	-	-	-	-	-	-
Biennial Total			-			-
2 - Revenues, Transfers In*						
Total	-	-	-	-	-	-
Biennial Total			-			-

Bill Description

Section 3 modifies the list of offenses established in Minn. Stat. § 171.17, subd. 1(a), for which, upon receiving a record of conviction, the Department of Public Safety (DPS) must immediately revoke the defendant’s driver’s license. The list includes driving faster than 100 miles per hour (MPH). To this list, section 3 adds speeding 35 MPH over the posted speed limit, and committing three or more speeding violations within a 12-month period after January 1, 2027. Section 3 also repeals the six-month minimum revocation period for driving faster than 100 MPH, as does section 1.

Section 4 amends Minn. Stat. § 171.17 by adding new subdivision 5, which defines the term “qualifying speed violation” as driving faster than 100 MPH; speeding 35 MPH over the posted speed limit; or committing three or more speeding violations within a 12-month period. The term also includes an offense in another state, but does not include an offense occurring before January 1, 2027. The subdivision establishes a driver’s license revocation period of six months, one year, three years, or seven years for the first, second, third, or fourth qualifying speed violation within the past 20 years, respectively, unless a longer revocation period is provided under § 171.174 or 171.178. The subdivision permits a participant in the intelligent speed assistance (ISA) program, established by section 6, to drive a vehicle equipped with a functioning ISA device.

Section 5 establishes a gross misdemeanor for driving while revoked when the driver is barred from driving unless enrolled in the ISA program.

Under a newly codified Minn. Stat. § 171.308, section 6 establishes the parameters of the ISA program, to be administered by DPS. For a driver to participate in the ISA program, the driver’s license must be revoked for a qualifying speed violation, as defined in section 4. A qualifying program participant receives a restricted license permitting the driver to operate only a motor vehicle equipped with an ISA device, which is designed to identify speed limits and limit the speed of a motor vehicle. Subdivision 7 establishes misdemeanors for knowingly lending a non-ISA-equipped motor vehicle to a program participant and for tampering with or circumventing an ISA device.

Section 2 establishes a gross misdemeanor for the holder of a restricted driver’s license issued under the ISA program to drive, operate, or be in physical control of a motor vehicle not equipped with a functioning, certified ISA device.

The bill is effective January 1, 2027. Sections 2 and 5 apply to crimes committed on or after that date.

Assumptions

The severity of the Sentencing Guidelines’ recommended sentence is directly related to the defendant’s criminal history score.

The bill creates two new gross misdemeanors. With respect to prior gross misdemeanors, only “non-traffic gross misdemeanor[s]” contribute to a defendant’s criminal history score, with three exceptions: “gross misdemeanor driving

while impaired, refusal to submit to a chemical test, [and] reckless driving.” It is assumed that the two new gross misdemeanors created by the bill are traffic gross misdemeanors that do not fall into any of the three exceptions, and will therefore not add to the criminal history score of any defendant.

The bill creates one new misdemeanor. Because only targeted misdemeanors contribute to the criminal history score, and because the new misdemeanor is not a targeted misdemeanor, as defined in Minn. Stat. § 299C.10, subd. 1(e), the new misdemeanor will not add to the criminal history score of any defendant.

It is assumed that, because there are no felony penalties affected, there will be no impact on state correctional resources. The new gross misdemeanors and the new misdemeanor may have an impact on local correctional resources; the magnitude of this impact is not known.

Expenditure and/or Revenue Formula

Long-Term Fiscal Considerations

No impact.

Local Fiscal Impact

Unknown.

References/Sources

Minnesota Sentencing Guidelines Commission. (2025). “Minnesota sentencing guidelines & commentary” (Effective August 1, 2025) retrieved on Feb. 9, 2026 at https://mn.gov/sentencing-guidelines/assets/2025_Minn_Sentencing_Guidelines_Commentary_tcm30-700116.pdf.

Agency Contact:

Agency Fiscal Note Coordinator Signature: Jill Payne

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HF3429 - 0 - Intelligent Speed Assistance Program Established

Chief Author: **Larry Kraft**
 Committee: **Transportation Finance and Policy**
 Date Completed: **2/21/2026 11:32:28 AM**
 Agency: **Supreme Court**

State Fiscal Impact	Yes	No
Expenditures		X
Fee/Departmental Earnings		X
Tax Revenue		X
Information Technology		X
Local Fiscal Impact		X

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions shown in the parentheses.

State Cost (Savings)	Biennium			Biennium		
	Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029
Total	-	-	-	-	-	-
Biennial Total			-			-

Full Time Equivalent Positions (FTE)	Biennium			Biennium		
	Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029
Total	-	-	-	-	-	-

LBO Analyst's Comment

I have reviewed this fiscal note for reasonableness of content and consistency with the LBO's Uniform Standards and Procedures.

LBO Signature: Susan Nelson **Date:** 2/21/2026 10:58:15 AM
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State Cost (Savings) Calculation Details

This table shows direct impact to state government only. Local government impact, if any, is discussed in the narrative. Reductions are shown in parentheses.

*Transfers In/Out and Absorbed Costs are only displayed when reported.

State Cost (Savings) = 1-2		Biennium			Biennium	
Dollars in Thousands	FY2025	FY2026	FY2027	FY2028	FY2029	
Total	-	-	-	-	-	-
Biennial Total			-			-
1 - Expenditures, Absorbed Costs*, Transfers Out*						
Total	-	-	-	-	-	-
Biennial Total			-			-
2 - Revenues, Transfers In*						
Total	-	-	-	-	-	-
Biennial Total			-			-

Bill Description

HF3429-0 (“the bill”) establishes a new Intelligent Speed Assistance Program (“Program”) that is similar in concept to the Ignition Interlock Program; the Program authorizes drivers whose licenses have been revoked for certain speed-related offenses to obtain a limited license subject to the conditions and requirements of the Program. The details of the Program are established in a new statute: Minn. Stat. § 171.308. That statute details a number of requirements for the Program, including the use of approved devices to track participants’ speed.

In modifications to Minn. Stat. § 171.17 (Revocation), the bill requires the Commissioner to revoke the driver’s license of anyone who: (a) violates a speed limit by driving 30 mph or more over the speed limit; (b) drives more than 100 mph (which already requires license revocation under current law); or (c) has three or more speed-related convictions within a 12-month period.

The bill establishes related driver’s-license revocation periods in a new subdivision 5 of Minn. Stat. § 171.17 and authorizes Program participants to operate vehicles equipped with a Program-compliant device.

The bill also establishes several criminal penalties related to violations of the Program requirements and license restrictions:

The bill modifies Minn. Stat. § 171.09 (Driving Restrictions) by adding a new paragraph (h) in subdivision 1 establishing gross misdemeanor penalties for driving, operating, or being in physical control of a vehicle not equipped with a functioning Program-compliant device when required by a restricted license under the Program.

The bill modifies Minn. Stat. § 171.24, subd. 2 (Driving After Revocation) to make it a gross misdemeanor to operate a motor vehicle when the person’s driver’s license has been revoked and is subject to the conditions of the Program.

The bill creates two new misdemeanor crimes under the new Minn. Stat. § 171.308, subd. 7: (a) for anyone who lends, rents, or leases a motor vehicle not equipped with a functioning Program-compliant device if they know the recipient’s driver’s license is subject to the conditions of the Program; and (b) for anyone who tampers with, circumvents, or bypasses the Program-compliant device, or assists another in doing so, unless for emergency purposes or mechanical repair. In paragraph (c) of this subdivision the bill refers to the gross misdemeanor penalties established in the modifications to Minn. Stat. § 171.09 for operating a motor vehicle without a functioning device.

The provisions of the bill are effective Jan. 1, 2027.

Assumptions

It is assumed that the number of criminal charges filed with the court will increase because the bill establishes new offenses and requires driver’s license revocation under new circumstances.

Although the number of criminal charges filed will increase, it is unknown whether and at what rate the number of criminal case filings would increase because in many cases drivers who commit these new offenses are likely to be stopped by law enforcement for other driving violations and would have been charged with those offenses regardless of the new laws and violations.

For purposes of this fiscal note, it is assumed that case filing rates will be comparable to the number of charges of driving with a restricted license in a vehicle not equipped with ignition interlock device under Minn. Stat. § 171.09, subd. 1(g), driving after revocation when prohibited from operating a motor vehicle unless participating in the ignition interlock device program under Minn. Stat. § 171.24, subd. 2(b), and violations of the ignition interlock device program statute Minn. Stat. § 171.306. It is also assumed for purposes of this fiscal note that approximately 25% of the Program participants will be charged with violations each year. The Department of Public Safety estimates 4,487 participants in the Program,

Based on these assumptions, it is anticipated that the bill will not have a significant fiscal impact on the judicial branch, and any additional case load would be absorbed.

Expenditure and/or Revenue Formula

Based on 5 years of judicial branch data, on average each year 886 charges are filed under Minn. Stat. § 171.09, subd. 1(g); 31 charges are filed under Minn. Stat. § 171.24, subd. 2(b); and 77 charges are filed under Minn. Stat. § 171.306, for a total of 994 charges. An annual average of 994 charges equates to 22% of Program participants being charged per year.

Based on judicial branch weighted case load data, an additional 994 traffic violations of this nature per year would not require an additional judicial officer (994 charges x 40 minutes per case = 39,760 or .51 judge FTE based on a 78,000-minute judge year). Therefore, the bill is not anticipated to have a significant fiscal impact on the judicial branch.

Long-Term Fiscal Considerations

None.

Local Fiscal Impact

References/Sources

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