

1.1 moves to amend H.F. No. 5242, the delete everything amendment
1.2 (H5242DE1), as follows:

1.3 Page 1, line 23, delete "14,100,000" and insert "86,750,000"

1.4 Page 2, line 2, delete "5,100,000" and insert "77,750,000"

1.5 Page 3, after line 7, insert:

1.6 "Subd. 4. High-Priority Bridge -0- 40,000,000

1.7 This appropriation is for the acquisition,
1.8 environmental analysis, predesign, design,
1.9 engineering, construction, reconstruction, and
1.10 improvement of trunk highway bridges,
1.11 including design-build contracts, program
1.12 delivery, consultant usage to support these
1.13 activities, and the cost of payments to
1.14 landowners for lands acquired for highway
1.15 right-of-way. Projects under this appropriation
1.16 must follow eligible investment priorities
1.17 identified in the Minnesota state highway
1.18 investment plan under Minnesota Statutes,
1.19 section 174.03, subdivision 1c. The
1.20 commissioner may use up to 17 percent of this
1.21 appropriation for program delivery. This is a
1.22 onetime appropriation.

1.23 Subd. 5. Drainage Asset Management Program -0- 4,800,000

1.24 This appropriation is for predesign, design,
1.25 construction, and equipping of one or more

2.1 drainage asset management projects. Drainage
 2.2 asset management projects may include but
 2.3 are not limited to repairing and replacing
 2.4 highway culverts, storm sewer system
 2.5 rehabilitations, and flood resiliency
 2.6 improvements. The commissioner may use up
 2.7 to 17 percent of this appropriation for program
 2.8 delivery. This is a onetime appropriation.

2.9 **Subd. 6. Truck Parking Safety Improvements** -0- 7,750,000

2.10 This appropriation is for land acquisition,
 2.11 predesign, design, and construction of
 2.12 expanded truck parking at Big Spunk in Avon
 2.13 and Enfield Rest Areas and for the
 2.14 rehabilitation or replacement of truck parking
 2.15 information management system equipment
 2.16 at Department of Transportation-owned
 2.17 parking rest area locations. This is a onetime
 2.18 appropriation.

2.19 **Subd. 7. Facilities Capital Program** -0- 20,100,000

2.20 This appropriation is for the transportation
 2.21 facilities capital program under Minnesota
 2.22 Statutes, section 174.595. This is a onetime
 2.23 appropriation."

2.24 Page 3, line 18, delete "1,211,000" and insert "5,380,000"

2.25 Page 3, line 26, delete "1,211,000" and insert "4,180,000"

2.26 Page 3, after line 30, insert:

2.27 "\$2,969,000 in fiscal year 2025 is for staff and
 2.28 related operating costs to support testing at
 2.29 driver's license examination stations."

2.30 Page 4, line 1, delete "\$934,000" and insert "\$3,903,000"

2.31 Page 4, line 2, delete "\$794,000" and insert "\$3,763,000"

2.32 Page 4, after line 2, insert:

3.1 "Subd. 3. **Traffic Safety** -0- 1,200,000
 3.2 \$1,200,000 in fiscal year 2025 is for the Lights
 3.3 On grant program under Minnesota Statutes,
 3.4 section 169.515. The commissioner, through
 3.5 the Office of Traffic Safety, must contract with
 3.6 the Lights On! microgrant program to
 3.7 administer and operate the grant program. This
 3.8 is a onetime appropriation and is available
 3.9 until June 30, 2026."

3.10 Page 4, lines 4 and 6, delete "trunk highway" and insert "general"

3.11 Page 22, after line 5, insert:

3.12 "Sec. **[169.515] LIGHTS ON GRANT PROGRAM.**

3.13 Subdivision 1. **Grant program established; purpose.** The Lights On grant program is
 3.14 established under this section to provide drivers on Minnesota roads with vouchers of up
 3.15 to \$250 to use at participating auto repair shops to repair or replace broken or malfunctioning
 3.16 lighting equipment required under sections 169.49 to 169.51. Grant funds awarded under
 3.17 this program are intended to increase safety on Minnesota roads by ensuring vehicle lights
 3.18 are properly illuminated, offering drivers restorative solutions rather than punishment for
 3.19 malfunctioning equipment, lessening the financial burden of traffic tickets on low-income
 3.20 drivers, and improving police-community relations.

3.21 Subd. 2. **Eligibility.** Counties, cities, towns, the State Patrol, and local law enforcement
 3.22 agencies, including law enforcement agencies of a federally recognized Tribe, as defined
 3.23 in United States Code, title 25, section 5304(e), are eligible to apply for grants under this
 3.24 section.

3.25 Subd. 3. **Application.** (a) The commissioner of public safety must develop application
 3.26 materials and procedures for the Lights On grant program.

3.27 (b) The application must describe the type or types of intended vouchers, the amount of
 3.28 money requested, and any other information deemed necessary by the commissioner.

3.29 (c) Applicants must submit an application under this section in the form and manner
 3.30 prescribed by the commissioner.

3.31 (d) Applicants must describe how grant money will be used to provide and distribute
 3.32 vouchers to drivers.

4.1 (e) Applicants must keep records of vouchers distributed and records of all expenses
4.2 associated with awarded grant money.

4.3 Subd. 4. **Grant criteria.** Preference for grant awards must be given to applicants whose
4.4 proposals provide resources and vouchers to individuals residing in geographic areas that
4.5 have historically received underinvestment and have high poverty rates.

4.6 Subd. 5. **Reporting.** By February 1 each year, grant recipients must submit a report to
4.7 the commissioner itemizing all expenditures made using grant money, the purpose of each
4.8 expenditure, and the disposition of each contact made with drivers with malfunctioning or
4.9 broken lighting equipment. The report must be in the form and manner prescribed by the
4.10 commissioner."

4.11 Page 32, after line 9, insert:

4.12 "Sec. Minnesota Statutes 2022, section 174.02, is amended by adding a subdivision to
4.13 read:

4.14 Subd. 11. **Tribal worksite training program.** The commissioner must establish a Tribal
4.15 worksite training program for state-funded construction projects. The commissioner may
4.16 enter into an agreement with any private, public, or Tribal entity for the planning, designing,
4.17 developing, and hosting of the program.

4.18 Sec. Minnesota Statutes 2022, section 174.24, is amended by adding a subdivision to
4.19 read:

4.20 Subd. 9. **Bus procurement.** (a) For purposes of this subdivision:

4.21 (1) "qualified transit bus" has the meaning given in section 473.3927, subdivision 1a;

4.22 (2) "special transportation service" has the meaning given in section 174.29, subdivision
4.23 1; and

4.24 (3) "zero-emission transit bus" has the meaning given in section 473.3927, subdivision
4.25 1a.

4.26 (b) Beginning on January 1, 2030, any qualified transit bus purchased for regular route
4.27 transit service or special transportation service by a recipient of financial assistance that is
4.28 in the urbanized area service classification as provided in subdivision 2b must be a
4.29 zero-emission transit bus.

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

5.1 Sec. [174.249] ZERO-EMISSION TRANSIT BUSES.

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

5.4 (b) "Plan" means the zero-emission transit bus transition plan specified under this section.

5.5 (c) "Zero-emission transit bus" has the meaning given in section 473.3927, subdivision
5.6 1a.

5.7 Subd. 2. Transition plan required. (a) The commissioner must develop and maintain
5.8 a zero-emission transit bus transition plan.

5.9 (b) The commissioner must complete the initial plan by February 15, 2025, and revise
5.10 the plan at least once every three years following each prior revision.

5.11 Subd. 3. Plan development. At a minimum, the plan must:

5.12 (1) establish guidance and recommendations for transit providers to implement the
5.13 transition to a transit bus fleet of exclusively zero-emission transit buses;

5.14 (2) align with the requirements under section 174.24, subdivision 9;

5.15 (3) identify methods to coordinate zero-emission transit bus procurement across transit
5.16 providers; and

5.17 (4) contain each of the elements specified in section 473.3927, subdivision 2, clauses
5.18 (3) to (14).

5.19 Subd. 4. Consultation. In developing and revising the plan, the commissioner must
5.20 consult with transit providers, the Metropolitan Council, public utilities, labor organizations,
5.21 and other interested entities.

5.22 Subd. 5. Assistance. Upon request, the commissioner must provide reasonable technical
5.23 assistance to an eligible recipient of financial assistance under section 174.24 to implement
5.24 the plan and meet the requirements under section 174.24, subdivision 9.

5.25 Subd. 6. Copy to legislature. Upon completion or revision of the plan, the commissioner
5.26 must provide a copy to the chairs and ranking minority members of the legislative committees
5.27 with jurisdiction over transportation policy and finance.

5.28 Subd. 7. Bus procurement exemptions. (a) The commissioner must establish a process
5.29 to issue a procurement exemption from the requirements under sections 174.24, subdivision
5.30 9; 473.388, subdivision 9; and 473.3927, subdivision 4. An exemption may (1) extend the

6.1 commencement date for the respective zero-emission transit bus procurement requirements,
6.2 or (2) provide for a zero-emission transit bus procurement percentage or phase-in schedule.

6.3 (b) An entity that seeks an exemption must submit an application, in the form and manner
6.4 specified by the commissioner, that includes:

6.5 (1) a justification for the exemption;

6.6 (2) a review of activities related to zero-emission transit bus transition planning;

6.7 (3) demonstration of efforts to procure zero-emission transit buses and associated
6.8 infrastructure;

6.9 (4) a proposed timeline for full compliance, which must include annual procurement
6.10 targets and associated milestones; and

6.11 (5) information required by the commissioner.

6.12 (c) The commissioner may only issue a procurement exemption following a determination
6.13 that:

6.14 (1) the applicant has made good faith effort to follow the guidance and recommendations
6.15 of the relevant transition plan under this section or section 473.3927; and

6.16 (2) full compliance with procurement requirements is not feasible within the specified
6.17 time period due to technology, infrastructure, utility interconnection, funding, bus availability,
6.18 or other specified and documented constraints.

6.19 (d) The commissioner must deny an application for procurement exemption following
6.20 a determination that the applicant made inadequate efforts to meet the relevant procurement
6.21 requirements.

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

6.23 Sec. **[174.595] TRANSPORTATION FACILITIES CAPITAL PROGRAM.**

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

6.26 (b) "Capital building asset" includes but is not limited to district headquarters buildings,
6.27 truck stations, salt storage or other unheated storage buildings, deicing and anti-icing
6.28 facilities, fuel dispensing facilities, highway rest areas, and vehicle weigh and inspection
6.29 stations.

6.30 (c) "Commissioner" means the commissioner of transportation.

7.1 (d) "Department" means the Department of Transportation.

7.2 (e) "Program" means the transportation facilities capital program established in this
7.3 section.

7.4 Subd. 2. **Program established.** The commissioner must establish a transportation
7.5 facilities capital program in conformance with this section to provide for capital building
7.6 asset projects related to buildings and other capital facilities of the department.

7.7 Subd. 3. **Transportation facilities capital accounts.** (a) A transportation facilities
7.8 capital account is established in the trunk highway fund. The account consists of money
7.9 appropriated from the trunk highway fund for the purposes of the program and any other
7.10 money donated, allotted, transferred, or otherwise provided to the account by law.

7.11 (b) A transportation facilities capital subaccount is established in the bond proceeds
7.12 account in the trunk highway fund. The subaccount consists of trunk highway bond proceeds
7.13 appropriated to the commissioner for the purposes of the program. Money in the subaccount
7.14 may only be expended on trunk highway purposes, including the purposes specified in this
7.15 section.

7.16 Subd. 4. **Implementation standards.** The commissioner must establish a process to
7.17 implement the program that includes allocation of funding based on review of eligible
7.18 projects as provided under subdivision 5 and prioritization as provided under subdivision
7.19 6. The process must be in conformance with trunk highway fund uses for the purposes of
7.20 constructing, improving, and maintaining the trunk highway system in the state pursuant
7.21 to Minnesota Constitution, article XIV.

7.22 Subd. 5. **Eligible expenditures.** A project is eligible under this section only if the project:

7.23 (1) involves the construction, improvement, or maintenance of a capital building asset
7.24 that is part of the trunk highway system; and

7.25 (2) accomplishes at least one of the following:

7.26 (i) supports the programmatic mission of the department;

7.27 (ii) extends the useful life of existing buildings; or

7.28 (iii) renovates or constructs facilities to meet the department's current and future
7.29 operational needs.

7.30 Subd. 6. **Prioritization.** In prioritizing funding allocation among projects under the
7.31 program, the commissioner must consider:

8.1 (1) whether a project ensures the effective and efficient condition and operation of the
8.2 facility;

8.3 (2) the urgency in ensuring the safe use of existing buildings;

8.4 (3) the project's total life-cycle cost;

8.5 (4) additional criteria for priorities otherwise specified in law that apply to a category
8.6 listed in the act making an appropriation for the program; and

8.7 (5) any other criteria the commissioner deems necessary.

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

8.9 Sec. Minnesota Statutes 2023 Supplement, section 174.634, subdivision 2, is amended
8.10 to read:

8.11 **Subd. 2. Passenger rail account; transfers; appropriation.** (a) A passenger rail account
8.12 is established in the special revenue fund. The account consists of funds as provided in this
8.13 subdivision and any other money donated, allotted, transferred, collected, or otherwise
8.14 provided to the account.

8.15 (b) By July 15 annually beginning in calendar year 2027, the commissioner of revenue
8.16 must transfer an amount from the general fund to the passenger rail account that equals 50
8.17 percent of the portion of the state general tax under section 275.025 levied on railroad
8.18 operating property, as defined under section 273.13, subdivision 24, in the prior calendar
8.19 year.

8.20 (c) Money in the account is annually appropriated to the commissioner of transportation
8.21 for the ~~net~~ operating and capital maintenance costs of intercity passenger rail, which may
8.22 include but are not limited to planning, designing, developing, constructing, equipping,
8.23 administering, operating, promoting, maintaining, and improving passenger rail service
8.24 within the state, after accounting for operating revenue, federal funds, and other sources.

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

8.26 Sec. Minnesota Statutes 2023 Supplement, section 174.634, is amended by adding a
8.27 subdivision to read:

8.28 **Subd. 3. Fee and revenue collection authorized.** In order to maintain a balanced
8.29 transportation system in the state required by the public convenience and necessity, the
8.30 commissioner may, directly or through a contractor, vendor, operator, or partnership with
8.31 a federal or state government entity, including Amtrak, collect a fee or other revenue related

9.1 to passenger rail services within the state. Fees and revenue to be collected include but are
9.2 not limited to fees and revenue generated through ticket sales and sales of on-board and
9.3 promotional goods. Revenue may be collected as determined by the commissioner. Fees
9.4 and revenue under this section are not subject to section 16A.1283.

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

9.6 Page 38, after line 22, insert:

9.7 "Sec. Minnesota Statutes 2022, section 473.13, is amended by adding a subdivision to
9.8 read:

9.9 Subd. 6. **Transportation financial review.** (a) By April 1 annually, the council must
9.10 prepare and submit a financial review in consultation with the commissioner of management
9.11 and budget that details revenue and expenditures for the transportation components under
9.12 the council's budget. The council must submit the financial review to the chairs and ranking
9.13 minority members of the legislative committees and divisions with jurisdiction over
9.14 transportation policy and finance.

9.15 (b) At a minimum, the financial review must identify:

9.16 (1) the actual revenues, expenditures, transfers, reserves, and balances in each of the
9.17 previous four budget years;

9.18 (2) budgeted and forecasted revenues, expenditures, transfers, reserves, and balances in
9.19 the current year and each budget year within the state forecast period;

9.20 (3) for the most recent completed budget year, a comparison between the budgeted and
9.21 actual amounts under clause (1); and

9.22 (4) for the most recent completed budget year, fund balances for each replacement service
9.23 provider under section 473.388.

9.24 (c) The information under paragraph (b), clauses (1) to (3), must include:

9.25 (1) a breakout for each transportation funding source identified by the council;

9.26 (2) a breakout for each transportation operating budget category established by the
9.27 council, including but not limited to bus, light rail transit, commuter rail, planning, special
9.28 transportation service under section 473.386, and assistance to replacement service providers
9.29 under section 473.388; and

9.30 (3) data for operations, capital maintenance, and transit capital.

10.1 (d) The financial review must summarize reserve policies, identify the methodology for
 10.2 cost allocation, and describe revenue assumptions and variables affecting the assumptions.

10.3 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
 10.4 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
 10.5 Scott, and Washington.

10.6 Sec. Minnesota Statutes 2022, section 473.388, is amended by adding a subdivision
 10.7 to read:

10.8 Subd. 9. **Bus procurement.** (a) For purposes of this subdivision:

10.9 (1) "qualified transit bus" has the meaning given in section 473.3927, subdivision 1a;

10.10 (2) "special transportation service" has the meaning given in section 174.29, subdivision
 10.11 1; and

10.12 (3) "zero-emission transit bus" has the meaning given in section 473.3927, subdivision
 10.13 1a.

10.14 (b) Beginning on January 1, 2030, any qualified transit bus purchased for regular route
 10.15 transit service or special transportation service by a recipient of financial assistance under
 10.16 this section must be a zero-emission transit bus.

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

10.18 Sec. Minnesota Statutes 2022, section 473.3927, is amended to read:

10.19 **473.3927 ZERO-EMISSION AND ELECTRIC TRANSIT VEHICLES.**

10.20 Subdivision 1. **Transition plan required.** (a) The council must develop and maintain
 10.21 a zero-emission and electric transit vehicle transition plan.

10.22 (b) The council must ~~complete the initial~~ revise the plan by February 15, ~~2022~~ 2025,
 10.23 and revise the plan at least once every ~~five~~ three years following each prior revision.

10.24 Subd. 1a. **Definitions.** (a) For purposes of this section, the following terms have the
 10.25 meanings given.

10.26 (b) "Greenhouse gas emissions" includes those emissions described in section 216H.01,
 10.27 subdivision 2.

10.28 (c) "Qualified transit bus" means a motor vehicle that meets the requirements under
 10.29 paragraph (d), clauses (1) and (2).

10.30 (d) "Zero-emission transit bus" means a motor vehicle that:

- 11.1 (1) is designed for public transit service;
 11.2 (2) has a capacity of more than 15 passengers including the driver; and
 11.3 (3) produces no exhaust-based greenhouse gas emissions from the onboard source of
 11.4 motive power of the vehicle under all operating conditions.

11.5 Subd. 2. **Plan development.** At a minimum, the plan must:

11.6 (1) establish ~~implementation~~ policies ~~and~~ guidance, and recommendations to implement
 11.7 the transition to a transit service fleet of exclusively zero-emission and electric transit
 11.8 vehicles, including for recipients of financial assistance under section 473.388;

11.9 (2) align with the requirements under subdivision 4 and section 473.388, subdivision 9;

11.10 (3) set transition milestones or performance measures, or both, which may include vehicle
 11.11 procurement goals over the transition period;

11.12 ~~(3)~~ (4) identify barriers, constraints, and risks, and determine objectives and strategies
 11.13 to address the issues identified;

11.14 ~~(4)~~ (5) consider findings and best practices from other transit agencies;

11.15 ~~(5)~~ (6) analyze zero-emission and electric transit vehicle technology impacts, including
 11.16 cold weather operation and emerging technologies;

11.17 (7) prioritize deployment of zero-emission transit buses based on the extent to which
 11.18 service is provided to environmental justice areas, as defined in section 116.065, subdivision
 11.19 1;

11.20 ~~(6)~~ (8) consider opportunities to prioritize the deployment of zero-emissions vehicles in
 11.21 areas with poor air quality;

11.22 (9) consider opportunities to prioritize deployment of zero-emissions transit buses along
 11.23 arterial and highway bus rapid transit routes, including methods to maximize cost
 11.24 effectiveness with bus rapid transit construction projects;

11.25 ~~(7)~~ (10) provide detailed estimates of implementation costs; and

11.26 ~~(8)~~ (11) examine capacity, constraints, and potential investments in the electric
 11.27 transmission and distribution grid, in consultation with appropriate public utilities;

11.28 (12) identify methods to coordinate necessary facility upgrades in a manner that
 11.29 maximizes cost effectiveness and overall system reliability;

12.1 (13) examine workforce impacts under the transition plan, including but not limited to
 12.2 changes in staffing complement; personnel skill gaps and needs; and employee training,
 12.3 retraining, or role transitions; and

12.4 (14) summarize updates to the plan from the most recent version.

12.5 Subd. 3. **Copy to legislature.** Upon completion or revision of the plan, the council must
 12.6 provide a copy to the chairs, ranking minority members, and staff of the legislative
 12.7 committees with jurisdiction over transportation policy and finance.

12.8 Subd. 4. **Bus procurement.** Beginning on January 1, 2030, any qualified transit bus
 12.9 purchased for regular route transit service or special transportation service under section
 12.10 473.386 by the council must be a zero-emission transit bus.

12.11 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
 12.12 final enactment and applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey,
 12.13 Scott, and Washington.

12.14 Sec. Minnesota Statutes 2022, section 473.4051, is amended by adding a subdivision
 12.15 to read:

12.16 Subd. 4. **Bus rapid transit project infrastructure.** (a) The council must design,
 12.17 construct, and fully fund the following elements of all bus rapid transit projects, regardless
 12.18 of the project's scope: (1) sidewalk curb ramps and signals meeting the most current
 12.19 Americans with Disabilities Act standards at all intersection quadrants in intersections
 12.20 affected by construction of a bus rapid transit station; and (2) transit priority infrastructure,
 12.21 including but not limited to red transit pavement marking and traffic signal modifications.

12.22 (b) Intersections impacted by the requirements under paragraph (a) must include
 12.23 infrastructure serving the bus rapid transit station from the opposite side of a street or from
 12.24 a nonadjacent mid-block location. This paragraph must be construed to require full and
 12.25 complete intersection upgrades to the most current Americans with Disabilities Act design
 12.26 standards, notwithstanding any conflicting or lesser minimum requirements or suggestions
 12.27 set forth in separate laws, regulations, advisories, or other published Americans with
 12.28 Disabilities Act materials.

12.29 **EFFECTIVE DATE; APPLICATION.** This section is effective the day following
 12.30 final enactment for projects that first commence construction on or after that date. This
 12.31 section applies in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and
 12.32 Washington."

12.33 Page 39, after line 5, insert:

13.1 "Sec. **REVISOR INSTRUCTION.**

13.2 The revisor of statutes must recodify Minnesota Statutes, section 473.3927, subdivision
13.3 1, as Minnesota Statutes, section 473.3927, subdivision 1b. The revisor must correct any
13.4 cross-references made necessary by this recodification.

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

13.6 Renumber the sections in sequence and correct the internal references