

House Research Act Summary

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TOPIC: Transportation policy omnibus

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Overview

This act contains transportation policy omnibus legislation from the 2007 session. It makes various policy changes to transportation in areas that include: naming certain highways, Minnesota Department of Transportation (MnDOT) contracting, driver's licenses, license plates, traffic regulations, vehicle registration, motor vehicle titles, MnDOT vehicle towing authority, motorized foot scooters, recreational vehicle combinations, MnDOT goals and planning, civil and criminal penalties, special transportation service, truck size and weight restrictions, special permits, commercial motor vehicle annual inspections and provisions, lemon law vehicle titles, light rail transit authority, Metropolitan Council planning and performance evaluation, airport zoning requirements, various required reports, and technical changes.

Article 1: Transportation Policy

Overview

This article includes a variety of transportation policy changes.

- 1 Geotechnical investigation before eminent domain proceedings.** Allows a state agency or local unit of government to enter a property prior to starting eminent domain proceedings in order to investigate, survey, and test the site and subsurface conditions. The governmental body must notify the property owner at least 10 days in advance and may obtain a court order if entry is refused.

- 2 **Cooperation with federal authorities; reestablishment costs limit.** Limits to \$50,000 reestablishment costs paid by an acquiring authority to a displaced business. This section is retroactive to January 16, 2007.
- 3 **Reestablishment costs limit.** Limits acquiring authority's reimbursement for reestablishment costs to eligible expenses. This section is retroactive to January 16, 2007.
- 4 **Expressway.** Changes expressway to mean a divided highway with partial control of access.
- 5 **Freeway.** Changes freeway to mean a divided highway with full control of access.
- 6 **Commercial vehicle drivers at rest areas.** Requires that MnDOT allow certain commercial vehicle drivers, who are subject to federal requirements for resting, to park for up to 10 hours at rest stops equipped for such vehicles. Voids any lease or agreement by MnDOT that intends to prohibit this practice.
- 7 **Sign franchise program.** Allows MnDOT to erect service signs for 24-hour pharmacies along trunk highways.
- 8 **Voyageur Highway.** Makes conforming changes for other named highways.
- 9 **Purple Heart Trail.** Designates the length of Interstate 94 as the Purple Heart Trail with funds for signage coming from non-state sources.
- 10 **Dallas Sams Memorial Highway.** Designates part of Trunk Highway 210 as Dallas Sams Memorial Highway with funds for signage coming from non-state sources.
- 11 **Walter F. Mondale Drive.** Designates part of Trunk Highway 23 in Duluth as Walter F. Mondale Drive with funds for signage coming from non-state sources.
- 12 **Jim Oberstar Causeway.** Designates the Trunk Highway 169 causeway over Lake Pokegama as the Jim Oberstar Causeway with funds for signage coming from non-state sources.
- 13 **Advertisement for bids.** Eliminates the requirement that advertisements for bids on trunk highway construction contracts be published in a newspaper or periodical of general circulation.
- 14 **Lowest responsible bidder.** Allows the Minnesota Department of Transportation (MnDOT) to require that bids for trunk highway contracts be submitted electronically regardless of the contract size. Allows MnDOT to publish public bid information on a website instead of opening and reading the bids. Clarifies that federal bidding and contract regulations apply for projects receiving federal aid.
- 15 **Trunk highways damaged by spring breakup.** Eliminates the requirement that advertisements for bids on trunk highway repairs due to spring breakup damage be published in a newspaper or periodical of general circulation.
- 16 **Contracts for work, supplies, or materials for trunk highways.** Establishes contract review and reporting requirements for certain contracts between MnDOT and a private contractor for supplies and materials related to trunk highway construction and maintenance.

Subd. 1. Privatization transportation contracts. Defines privatization transportation contracts as an agreement between the commissioner of transportation and a private contractor to provide work incidental to trunk highway construction projects, or to provide trunk highway maintenance. Specifies excluded types of contracts and agreements

Subd. 2. Applicability. Applies the requirements to any eligible private contract for over \$100,000.

Subd. 3. Review of contract costs. Requires MnDOT to prepare two

comprehensive estimates of trunk highway project costs: (1) if the project is done by MnDOT and (2) if it is done by the proposed recipient of the contract. Allows the commissioner to enter into a contract for \$250,000 or more only if:

- the contract costs are below the costs if the project is done by MnDOT;
- the quality of the work and services will meet or exceed the quality if the project is done by MnDOT;
- the contract will not reduce the number of positions at MnDOT; and
- the contract is in the public interest.

Subd. 4. Reports. Requires the commissioner to provide, annually by September 1, a report to the legislature concerning privatization contracts.

Subd. 5. Short title. Refers to the provision as the “Taxpayers’ Transportation Accountability Act.”

- 17 **Research activities.** Raises a cap from \$800,000 to \$1.2 million on research funds that can go to the Center for Transportation Studies at the University of Minnesota.
- 18 **Extinguishing interest in abandoned road.** Expands the notification requirements for town boards that wish to use the expedited procedure for vacating an unused town road.
- 19 **Definitions.** Defines “AASHTO manual” to be the Manual for Condition Evaluation of Bridges.
- 20 **Strength of bridge; inspection.** Allows culvert inspections to take place every four years. Requires annual bridge inspections unless authorized by MnDOT. Specifies factors for less frequent inspection of bridges, which must be at least every two years. Makes technical changes.
- 21 **Special mobile equipment.** Amends the definition of “special mobile equipment” to include vehicle-mounted concrete pumps. Makes the section expire December 31, 2009.
- 22 **Truck; tractor; combination; exceptions.** Changes the base registration tax schedule for farm trucks, heavier trailers, and recreational vehicles.
- 23 **Additional fee.** Clarifies that the fee for an international fuel tax agreement covers two stickers.
- 24 **World War II memorial donation matching account.** Appropriates money remaining in the World War II memorial donation matching account to the Commissioner of Veterans Affairs for veterans’ services.
- 25 **Commissioner.** Defines the commissioner to be the commissioner of public safety in the chapter on vehicle titles.
- 26 **Content of certificate.** Modifies the contents of a certificate of title to include certain addresses and whether it is a lemon law vehicle, and makes technical changes.
- 27 **Forms.** Broadens the detachable piece of the certificate of title from “postcard” to “form.”
- 28 **Assignment and warranty of title; mileage; notice of sale.** Makes conforming changes.
- 29 **Cancellation of motor vehicle sale.** Changes the required documentation for motor vehicle sale cancellation and clarifies that a refund is only available for the sales tax on motor vehicles and not other fees.
- 30 **Salvage titles.** Expands the requirement that someone apply for a salvage title for certain out-of-state vehicles to include vehicles acquired by an insurer through a damages payment.
- 31 **Report of vehicle receipt.** Requires that a dealer who buys a late model or high value vehicle that is to be dismantled or destroyed must notify the motor vehicle registrar

electronically and then destroy the certificate of title. The dealer can contract with a deputy registrar for electronic notification, but the charge cannot be more than \$7 per transaction.

- 32 **Unauthorized vehicles.** Allows immediate impounding of vehicles located within the Department of Transportation’s eight-county metropolitan district that constitute an accident or traffic hazard, as determined by an authorized MnDOT employee. Requires that the initially requested tower, or a tower contacted by the vehicle owner, be given an opportunity to conduct the towing.
- 33 **Fuel license fees.** Modifies the deposit of fuel license fees imposed under the International Fuel Tax Agreement (IFTA), so that the fees go into the vehicle services operating account instead of the highway user tax distribution fund.
- 34 **Fuel decal fee.** Modifies the deposit of decal fees imposed under the International Fuel Tax Agreement (IFTA), so that the fees go into the vehicle services operating account instead of the highway user tax distribution fund.
- 35 **Motorized foot scooter.** Amends the definition of “motorized foot scooter” to include both (1) two twelve-inch or smaller wheels and (2) an engine capable of a maximum speed of 15 miles per hour or less. Under current law, a scooter has to meet only one of these requirements to be classified as a motorized foot scooter and the wheel size must be ten inches or less.
- 36 **Explosives.** Amends the definition of explosives to have the meaning given under federal regulations.
- 37 **Flammable liquid.** Amends the definition of flammable liquid to have the meaning given under federal regulations.
- 38 **Recreational vehicle combination.** Modifies the definition of a recreational vehicle combination to (1) allow certain larger trucks to be the towing vehicle, (2) no longer require that the middle vehicle be a camper, and (3) remove duplicative language governing the contents of the towed trailer.
- 39 **Full-size pickup truck.** Defines a “full-size pickup truck” to be a pickup truck with a rated carrying capacity of one ton or less.
- 40 **Recreational truck-tractor.** Defines a “recreational truck-tractor” to be a truck-tractor which weighs under 26,000 pounds and is designed to tow a semitrailer using a fifth-wheel.
- 41 **Valid license; valid driver’s license.** Defines “valid driver’s license,” and other similar terms, in the chapter on traffic regulations, to have the same meaning as in section 0.
- 42 **Towing authority.** Establishes as a towing authority an authorized MnDOT employee within the department’s eight-county metropolitan district, as well as a private towing company authorized by the department.
- 43 **Towing order required.** Allows an authorized MnDOT employee, within the department’s eight-county metropolitan district, to order a tow from a trunk highway after preparing a towing report. The authorized employee is not required to issue a citation.
- 44 **Traffic-control signal.** Amends regulation of yellow traffic-control signal arrows.
- 45 **Speed limits.** Makes conforming changes.
- 46 **Prohibitions; stopping, parking.** Clarifies that it is a petty misdemeanor for the owner or lessee of a vehicle that violates prohibitions against stopping, standing, or parking in certain locations and establishes requirements governing the violation.
- 47 **Television; headphones.** Expands the conditions allowing installation of a video screen visible to the driver in a motor vehicle to include screens used to aid the driver’s visibility to the front of the vehicle. Allows use of communication headsets by emergency medical service personnel while operating an ambulance.
- 48 **Annual commercial vehicle inspection; inspectors, fee, penalty.** Amends various provisions governing inspection of commercial motor vehicles.

Subd. 1. Definitions. Makes changes to definitions for the vehicle inspections

statutes and adds certain vehicles as requiring inspection.

Subd. 2. Inspection required. Makes technical changes.

Subd. 3. Inspector certification. Expands the list of eligible vehicle inspectors to include employees of a governmental agency that owns commercial vehicles, once they are certified. Removes inspector certificate classes that limit who can inspect certain vehicles.

Subd. 4. Inspection report. No changes made.

Subd. 5. Inspection decal. Amends various regulations governing issuance of inspection decals.

Subd. 6. Record review. No changes made.

Subd. 7. Disposition of revenues. No changes made.

Subd. 8. Violation; misdemeanor. No changes made.

Subd. 9. Proof of federal inspection. Specifies that the provision allowing for a certificate of compliance with federal requirements only applies to a vehicle licensed but not housed or maintained in Minnesota.

49 Driver; daily inspection report. Specifies that the daily report on commercial vehicles must be written. Loosens the requirement for continued operation of the vehicle upon daily inspection.

50 Postcrash inspection. Amends the threshold for peace officers to contact the State Patrol after an accident involving a commercial vehicle to be based on (1) a fatality, (2) injury requiring medical treatment away from the scene of the accident, or (3) towing of a vehicle.

51 Length of single vehicle; exceptions. Expands the single vehicle length limit from 40 to 45 feet and makes conforming changes.

52 Recreational vehicle combination. Removes the length limit for the middle vehicle in a recreational vehicle combination, which is 28 feet under current law. Makes conforming changes.

53 Pneumatic-tired vehicle. Raises the weight limits to 10,000 pounds on each wheel and 20,000 pounds on each axle on paved county highways, unless posted to a lesser weight. Removes obsolete language.

54 Gross vehicle weight of all axles. Raises the gross vehicle weight limit to 80,000 pounds on paved nine-ton routes and removes a provision for access to terminals located within three miles of ten-ton routes. Increases gross vehicle weight limits and per axle weight limits by 400 pounds on vehicles equipped with idle reduction technology. Removes obsolete language and makes technical changes.

55 Gross weight limitations; forest products. Expands the types of forest products that can be hauled, by permit, on six-axle trucks having a 90,000 pound gross vehicle weight and meeting other requirements. The additional products include paper, pulp, treated and untreated lumber, and hardboard. Adjusts the gross vehicle weight limit during the winter weight increase period to match the standard 10 percent increase.

56 Tow truck. Exempts towing vehicles from length and weight limitations while towing a damaged vehicle when the movement is urgent and is in order to remove the vehicle from the roadway to a place of safekeeping or repair.

57 Fee; proceeds deposited; appropriation. Raises the permit fee from \$24 to \$60 for

hauling bales of hay.

- 58 Tow truck.** Allows a towing vehicle towing a disabled or damaged vehicle to a place of repair or safekeeping to exceed length and weight limitations, subject to a \$300 permit fee.
- 59 Permit for wide load of baled agricultural product.** Modifies the requirements for permits to transport bales of hay to require that the outside width is no more than 12 feet and the total height is no more than 15 feet for all types of bales. Under current law, the requirements are different for round and square bales.
- 60 Special three-unit vehicle permit.** Expands the highways upon which vehicles may travel when operating under a special paper products vehicle permit for three-unit vehicles.
- 61 Special two-unit vehicle permit.** Allows a gross vehicle weight of 97,000 pounds on seven-axles vehicles operating under a special paper products vehicle permit for two-unit vehicles.
- 62 Special agricultural products permits.** Establishes new permits for higher weight limits when hauling row or unprocessed agricultural products on certain vehicle configurations. The regulations provide for higher weight limits, operation requirements, fees, and allocation of revenues.

Subd. 1. Six-axle vehicles. Allows road authorities to issue an annual permit to operate six-axle vehicles with a gross vehicle weight of up to 90,000 pounds. Establishes a \$300 fee.

Subd. 2. Seven-axle vehicles. Allows road authorities to issue an annual permit to operate seven-axle vehicles with a gross vehicle weight of up to 97,000. Requires that operators meet certain federal commercial driver standards. Establishes a \$500 fee.

Subd. 3. Requirements; restrictions. Establishes requirements governing the permits, including:

- Vehicles are subject to axle weight limits, seasonal load limits, and bridge load limits;
- Vehicle operation is only allowed on trunk highways (other than Interstate highways) and on certain designated routes;
- The vehicle can not be operated in excess of the vehicle's weight rating;
- A permit must be obtained from each road authority, if needed; and
- Vehicles must have brakes on all wheels.

The percentage increase allowances for transporting unfinished forest products or farm products do not apply when operating under the extended weight limit permit.

Subd. 3. Deposit of revenues; appropriation. Deposits the permit revenue in the bridge inspection and signing account through fiscal year 2010, after which it is deposited in the trunk highway fund. The bridge inspection and signing account revenue is appropriated to MnDOT for bridge inspections and erection of bridge weight postings.

- 63 Valid license; valid driver's license.** Defines "valid driver's license," and other similar terms, as a license or permit that is issued by the commissioner of public safety following

state laws (or another jurisdiction if applicable), that is not expired, suspended, revoked, canceled, or disqualified for use with the class of vehicle being operated by the license holder.

64 **License required.** Clarifies phrasing to use the term “valid license.”

65 **Cancellation.** Requires that when a driver’s license is cancelled due to fraud or deceit in applying for the license, the Department of Public Safety must cancel it for the longer of 60 days or until the proper information is provided.

66 **Transportation goals.** Expands the goals of the state’s transportation system to include minimizing adverse environmental impact, promotion and use of low-emissions vehicles, expanding transit statewide, reducing greenhouse gas emissions related to transportation; and achieving transportation goals within minimal environmental impact.

67 **Mission; efficiency; legislative report, recommendations.** Expands MnDOT’s mission to include minimization of air and water quality degradation.

68 **Statewide transportation plan; priorities; schedule of expenditures.** Includes minimizing adverse environmental impact from transportation as a reason for developing and maintaining the statewide transportation plan.

69 **Highway construction training.** Directs MnDOT to use certain federal funds related to highway construction and technology training to develop and administer such training. Requires a report to the legislature each odd-numbered year.

70 **Disadvantaged business enterprise program.** Directs MnDOT to include sanctions in contracts involving federal funding when the contractor does not meet or make a good faith effort towards meeting disadvantaged business enterprise goals. Requires a report to the legislature each odd-numbered year.

71 **Pavement life-cycle cost analysis.** Establishes a life-cycle cost analysis requirement for certain MnDOT projects.

Subd. 1. Definitions. Defines terms.

Subd. 2. Required analysis. Requires for each project involving reconditioning, resurfacing, and road repair, MnDOT must perform a life-cycle cost analysis and award the project utilizing the paving material with the lowest life-cycle cost. Goes into effect starting July 1, 2011.

Subd. 3. Report. Requires that MnDOT report annually to the Legislature.

72 **Vehicle and equipment inspection; decal; complaint contact information.** Adds a requirement that special transportation service providers display, on all transportation vehicles, contact information for submitting complaints.

73 **Complaints; report; data classification.** Requires that MnDOT investigate complaints about special transportation service providers. Requires a report to the legislature on January 15, 2008, and every other year after that, on the complaints, findings, and steps for resolution.

74 **Report on major highway projects.** Requires annual reporting on major highway projects and identifies reporting requirements.

Subd. 1. Report required. Requires that the commissioner of transportation report annually by January 15 on each major highway project planned and under construction for that calendar year as well as the following 15 years. Identifies a “major highway project” as a project with a total cost estimate of at least: (1) \$25 million in the metropolitan area, or (2) \$10 million in Greater Minnesota.

Subd. 2. Report contents. Specifies what must be included in the report.

75 **Investigative powers.** Adds rail safety inspection duties, rail safety inspection account

- administration, and associated assessments to the list of powers authorized for MnDOT.
- 76 **State rail safety inspector.** Directs MnDOT to create a state rail inspector position and specifies powers and duties, including types of inspections, issuance of citations, and collection of fines. Creates a state rail safety inspection account and appropriates money in the account to MnDOT.
- 77 **Vehicle identification rule.** Eliminates the requirements that certain commercial vehicles transporting goods or people display (1) the carrier’s address on the vehicle’s power unit, and (2) the main state of the carrier company or the vehicle’s operation.
- 78 **Hours of service of driver.** Incorporates the federal regulations governing the required length of rest for drivers of commercial vehicles that transport ground water well drilling rigs.
- 79 **Hazardous materials safety permits.** Requires that a motor carrier transporting certain hazardous materials (such as radioactive material, certain explosives, materials that are poisonous by inhalation and liquefied gas) must obtain hazardous materials safety permits. Incorporates federal requirements for the safety permits into state law.
- 80 **Age of driver under federal materials-of-trade regulation.** Clarifies that the exception allowing a minimum age of 18 for certain drivers, whose only hazardous material being transported is “materials of trade” (if it is transported in a manner that meets federal requirements), applies to transportation within Minnesota and not to interstate transportation.
- 81 **Required to provide information.** Authorizes MnDOT to obtain and copy any hazardous materials safety permits.
- 82 **Local licensing of small vehicle passenger service.** Makes small vehicle passenger service providers subject to MnDOT special transportation service requirements if they receive financial assistance under Minnesota’s medical assistance program.
- 83 **Financial responsibility of carriers.** Exempts a registered non-profit that provides transportation from commercial vehicle insurance requirements.
- 84 **Reciprocal agreement.** Makes conforming changes related to the Unified Carrier Registration Agreement.
- 85 **Procedure.** Requires interstate motor carriers to comply with federal laws and regulations established under the Unified Carrier Registration Agreement.
- 86 **Commissioner’s authority.** Directs MnDOT to enter into the Unified Carrier Registration Agreement and administer the program as directed by federal laws and regulations, and to implement a temporary interstate registration program until the agreement is effective.
- 87 **Expenditures.** Broadens the allowed use of Minnesota Rail Service Improvement (MRSI) program funds to include part of the costs of (1) capital improvements by rail carriers, and (2) rehabilitation projects by rail users or rail carriers.
- 88 **Disposition permitted.** Widens, from 50 to 100 feet, the width of a rail bank corridor that is conveyed or leased by MnDOT.
- 89 **Rail bank property use; misdemeanors.** Makes various activities that affect rail bank property a misdemeanor offense, including obstructing a trail, placing or removing earth, erecting a sign, tampering with any structures, and driving on the property unless authorized.
- 90 **Money penalty.** Raises the maximum penalties to \$100,000 per violation for each day and \$1,000,000 per occurrence for violations of certain pipeline safety requirements.
- 91 **Vehicle services operating account.** Makes conforming changes for the modification of deposit of fuel license and decal fees imposed under IFTA.
- 92 **Civil penalty.** Raises the maximum penalties to \$100,000 per violation for each day and \$1,000,000 per occurrence for failure to disclose an emergency pipeline release or for altering part of the pipeline or facility where the release occurred.
- 93 **Title branding.** Establishes requirements for labeling a vehicle title as being for a “lemon

law vehicle.”

- 94 Transportation system performance evaluation.** Amends the requirements for the mandated performance audit of the transportation system, to:
- Constitute an evaluation instead of an audit;
 - Take place prior to each major revision of the transportation policy plan instead of every four years, with a transit system evaluation to take place every two years;
 - Use the results of the evaluation to make recommendations for incorporation of improvements in the revised transportation policy plan;
 - Require a peer review of an internal evaluation instead of necessitating contracting with an independent entity to perform an audit; and
 - Require submission of the evaluation to the legislature.
- 95 Controlled access approval.** Eliminates requirement of Metropolitan Council approval of acquisition of a transit fixed-guideway by the MnDOT or a local government.
- 96 Service objectives.** Changes the standard for use of existing special transportation service providers from “wherever possible” to “when feasible and cost-efficient.”
- 97 Service contracts; management; transportation accessibility advisory committee.** Amends various regulations governing special transportation service, including reporting to the legislature as part of its annual program evaluation, annual input from service users, and membership of the Transportation Accessibility Advisory Committee to have 15 members and a chair.
- 98 Eligibility application and verification; penalty for fraudulent certification.** Amends the procedures and verification process of certification of eligibility for receive special transportation services and clarifies the penalty for fraudulent certification.
- 99 Duties of council.** Modifies the Metropolitan Council’s special transportation service duties to: include contracting with providers when it is “feasible and cost-efficient;” remove a requirement that service providers be allocated ridership equitably; and, remove a requirement of annual evaluation of service providers.
- 100 Transit ways; light rail transit and commuter rail in metropolitan area.** This section changes the current requirement for light rail planning to a broader transit planning requirement. The proposed law would require the Metropolitan Council to identify heavily traveled corridors where development of a transitway might be feasible and cost effective in its transportation policy plan. Service in a transitway may include bus rapid transit, light rail, commuter rail, or other available technologies. After receiving comments from affected local government units, the council is to designate the locally preferred alternative transportation mode for each corridor. Light rail may not be constructed in a corridor until designated as the locally preferred alternative transportation mode.
- 101 Application.** Amends the scope of application for certain terms relating to light rail transit.
- 102 Final design plan.** Eliminates language governing design-build contracting from a section of law that specifies requirements for a final design plan. This is replaced by new language in a separate section.
- 103 Responsible authority.** Defines the responsible authority on a light rail transit project to be either the Metropolitan Council or MnDOT, as designated by the governor.
- 104 Light rail transit; design plans.** Provides that the governor must designate either the

Metropolitan Council or MnDOT as the entity responsible for a new light rail transit line in the metropolitan area. Provides that if the commissioner of transportation is designated as the responsible authority for a particular light rail transit line, the facilities must be transferred to the Metropolitan Council upon completion.

105 Light rail transit; design-build method. Defines the design-build method for construction contracting, allows light rail transit facilities to be built using the design-build method, and makes most of the current law provisions governing trunk highway construction using design-build also apply to light rail transit construction.

106 Federal funding; light rail transit. Broadens the provisions governing applications for federal assistance to include all light rail facilities rather than only the central corridor project.

107 Light rail transit construction in the metropolitan area; council authority. Clarifies that the Metropolitan Council may exercise powers granted to it to plan, design, acquire, construct and equip light rail transit facilities in the metropolitan area.

108 Light rail transit operation. Eliminates role of commissioner of transportation in assuring appropriate period of testing of new light rail transit facilities.

109 Authorization. Specifies additional powers and areas of jurisdiction for the Metropolitan Transit Police:

- Jurisdiction extends to bus/transit lanes, freeway shoulders in the metropolitan area used by transit vehicles, and high occupancy vehicle lanes used by transit vehicles;
- Transit police may exercise general law enforcement powers to assist, on request of or by contract with, any law enforcement agency; and
- Jurisdiction extends to offenses related to commuter rail within and outside the metropolitan area, if MnDOT contracts with the Metropolitan Council to operate commuter rail.

110 Charitable organizations discount passes. Allows the Metropolitan Council to offer discount passes to registered non-profit organizations.

111 Youth discount passes. Allows the Metropolitan Council to offer discount passes to registered non-profit organizations, for use by people under age 16 when buses are not operating at full capacity.

112 Definitions. Includes metropolitan transit in the list of agencies allowed to seize property subject to criminal forfeiture. This section has an immediate effective date.

113 Effective date. Changes the effective date to be the day following final enactment, for a 2005 provision allowing special paper products vehicle permits for exceeding the standard gross vehicle weight limits. The permits provision was conditionally effective, and had not yet gone into effect.

114 Transit funding. Modifies a new restriction on county regional rail authorities that prevents the authority from paying more than 10 percent of the capital costs, to create an exception for commitments made by October 2, 2008, as part of an application for federal funds (if certain additional criteria are met). Changes a redundant effective date.

115 Legislative intent concerning truck weight increases. Provides that the Legislature plans to study truck size and weight issues during the 2010 legislative session.

116 Culkin Safety Rest Area. Requires that MnDOT immediately reopen the Culkin rest area on Interstate Highway 35.

117 Credit card payment study; proposal. Requires the Department of Public Safety to submit a proposal by February 1, 2009, for a method that allows credit and debit card payments of vehicle registration taxes, certificate of title transactions, and driver's license

and ID card fees. Specifies requirements for the proposal, and requires development of a request for proposals for vendors by January 1, 2010.

118 Study of transportation long-range solutions. Requires that MnDOT conduct a study to evaluate the state's long-term transportation needs and identify strategies to meet the needs, with the results to be reported to the legislature by November 1, 2008. Identifies topics for the study.

119 Study and report on speed limits. Requires that MnDOT conduct a study of speed limits on local roads, and report the results to the legislature by January 30, 2008.

120 Rail transit feasibility study. Authorizes the Metropolitan Council conduct a feasibility study on rail transit along I-394 from downtown Minneapolis to Minnetonka or Wayzata.

121 Report on Internet-based driver education. Requires the Department of Public Safety to submit a report to the Legislature by February 15, 2008, on the effectiveness and impacts of Internet-based driver's education.

122 Nullification of expedited town road extinguishment. Nullifies any extinguishments made under the expedited method if certain conditions and procedures are met, establishes such roads as a cartway, and limits damages from lawsuits.

123 Willmar airport. Allows MnDOT to provide funds for a new airport in Willmar that were originally intended for Willmar's old airport. The funds must be used by June 30, 2012.

124 Airport zoning exception. Requires granting of a variance within the safety zone of the Eveleth-Virginia Municipal Airport, and adjusts the safety zone to exclude certain residential buildings.

125 Application. Makes certain Metropolitan Council provisions applicable only in the metropolitan area.

126 Repealer. Repeals various provisions:

(a) Repeals the current system for regulating interstate motor carriers, which is federally established but has expired.

(b) Removes provisions relating to disclosure of the status of pollution control equipment on a vehicle.

(c) Repeals (1) a requirement that a revised transportation policy plan be adopted by December 31, 1996, and (2) a requirement that disputes regarding light rail transit planning and construction be submitted to the Metropolitan Council for resolution.

Article 2: Registration Plates

Overview

This article contains Department of Public Safety agency changes to some license plates. Changes include: making collector's plates subject to plate fees if applied; allowing invalidation of collector plates on vehicles that do not reside in Minnesota; authorizing invalidation of special plates when owners are not eligible for them; requiring owners to pay for regular plates when certain special plates are removed or invalidated; removing restrictions on registering no more than two vehicles per type of special plate; and, making changes in terminology.

1 Collector's vehicle, pioneer plates. Makes motor vehicles registered as a pioneer vehicle (those manufactured before 1936) subject to plate fees if applied. Makes terminology changes.

- 2 **Collector's vehicle, classic car license.** Makes motor vehicles registered as a classic car (certain vehicles manufactured between 1925 and 1948) subject to plate fees if applied. Makes the plate valid only as long as the vehicle resides in Minnesota. Makes terminology changes.
- 3 **Collector's vehicle, collector plate.** Makes motor vehicles registered as a collector vehicle (certain vehicles manufactured after 1935 and meeting other requirements) subject to plate fees if applied. Makes the plate valid only as long as the vehicle resides in Minnesota. Requires that the vehicle being registered is self-propelled. Makes terminology changes.
- 4 **Collector's vehicle, street rod license.** Makes motor vehicles registered as a street rod (modernized vehicles manufactured before 1949 or designed to resemble such vehicles) subject to plate fees if applied. Makes the plate valid only as long as the vehicle resides in Minnesota. Makes terminology changes.
- 5 **Original plates.** Requires that a fee of \$10 be charged for registration of the original plate from a collector's vehicle. Under current law, whether to charge a fee, and the amount charged, is at the discretion of the Department of Public Safety.

Allows the Department of Public Safety to authorize use of original plates from a collector's vehicle even when the original plate number matches a current plate number. Removes obsolete language.

- 6 **Collector military vehicle.** Makes motor vehicles registered as a collector military vehicle (former military vehicles manufactured at least 20 years ago and owned by a nonprofit) subject to plate fees if applied. Makes the plate valid only as long as the vehicle resides in Minnesota. Makes terminology changes.
- 7 **Collector plate transfer.** Requires that for collector's plate transfers, the owner must pay a \$25 tax as well as any fees for personalized plates. Currently, the owner must pay either the \$25 tax or the fees for personalized plates. A \$5 transfer fee is unchanged.
- 8 **Plates; design, visibility, periods of issuance.** Removes redundant and obsolete language.
- 9 **Amateur radio licensee; special plates, rules.** Removes the restriction preventing a person from registering more than two vehicles with amateur radio plates.
- 10 **Personalized plate; rules.** Gives the Department of Public Safety discretion in issuing personalized plates to applicants who meet the requirements. Adds motorized bicycles and commuter vans to the list of vehicles that can receive personalized plates. Makes technical changes.
- 11 **Firefighters; special plates, rules.** Authorizes the Department of Public Safety to invalidate special firefighter plates upon notification that the owner is no longer qualified for the plates. Removes a provision allowing the owner to obtain regular plates without cost for the rest of that registration period when the special plates have been removed or invalidated. Removes a restriction on registering more than two vehicles with this type of special plate.
- 12 **National Guard; special plates, rules.** Makes the same changes for special national guard plates as made in section 11.
- 13 **Ready Reserve; special plates, rules.** Makes retired reserve members eligible for the special ready reserve plates. Makes the same changes for special ready reserve plates as made in section 11.
- 14 **Volunteer ambulance attendants; special plates, rules.** Makes the same changes for special volunteer ambulance plates as made in section 11.